

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, May 13, 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">• Announcement for ODOT High Speed Rail Public Meetings• Formation of a JPACT High Speed Rail Subcommittee• Cascadia Summit in Cooperation with America 2050 | |
| 7:50 AM | 5. | <u>CONSENT AGENDA</u> | |
| | * | <ul style="list-style-type: none">• Consideration of the Joint MPAC JPACT Workshop on Climate Change Minutes for April 2, 2010 | |
| | * | <ul style="list-style-type: none">• Consideration of the JPACT Retreat Minutes for April 2, 2010 | |
| | * | <ul style="list-style-type: none">• Consideration of the JPACT Minutes for April 8, 2010 | |
| | * | <ul style="list-style-type: none">• Resolution No. 10-4139, For the Purpose of Approval of Regional Travel Options Program Work Plan and Funding Sub-Allocations for Fiscal Year 2010-2011 | |
| | * | <ul style="list-style-type: none">• Resolution No. 10-4144, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Community Projects that Enhance Efficiency of the Regional Transportation System | |
| | 6. | <u>ACTION ITEMS</u> | |
| 7:55 AM | 6.1 | * Resolution No. 10-4141, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) To Delete OTIA Funding for the I-5/OR99W Tualatin - Sherwood Connector Project and Add Funding for Community Transportation Projects in the Southwest Portion of the Metropolitan Region – <u>APPROVAL REQUESTED</u> | Ted Leybold |

Continued on back

7. **INFORMATION / DISCUSSION ITEMS**

8:05 AM

7.1 *

Status on Final RTP Adoption Package – INFORMATION

Robin McArthur

- Ordinance No. 10-1241, “For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan”
- Resolution No. 10-4150, “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program”

(Adoption scheduled for June 10)

8:20 AM

7.2 *

Regional Flexible Fund Policy – DISCUSSION/DIRECTION

**Ted Leybold
Amy Rose**

- Summary of Retreat Feedback
- Policy Direction on Process

(Adoption scheduled for June 10)

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

5/4/10

<p><u>May 13, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• RFFA policy direction – Discussion/direction• Final Status on RTP package – Information• MTIP TSMO amendment – Action• I-5/99W MTIP amendment – Action• RTO work program and FY 2010-11 funding – Action <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/ and 2010-13 MTIP Air Quality Conformity Determination – Action• Regional Flexible Fund Policy – Action• House Bill 2001/2186 Greenhouse Gas Scenarios State Mandates – Discussion
<p><u>July 8, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• TriMet update on system cuts – Information• East Metro Corridor multi-modal work program• Southwest Corridor HCT and multi-modal work program• 2012-15 STIP Schedule/Milestones – Information• 2010-13 MTIP – Action• Hwy 217 Operations Study – ODOT• HB 2001 Climate change work plan – Action	<p><u>August 12, 2010 – Regular Meeting</u></p>
<p><u>September 2, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• RFFA: Recommended draft for public comment• STIP: Recommended draft for public comment	<p><u>October 14, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Portland to Lake Oswego Locally Preferred Alternative – Action <p><u>October 19-21 Rail~volution</u></p>
<p><u>November 4, 2010 – Regular Meeting</u></p>	<p><u>December 9, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• House Bill 2001 Scenarios – 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



ODOT High-Speed Rail Open House

Oregon Department of Transportation, Rail Division

The Oregon Department of Transportation is hosting a series of open house meetings on Oregon's DRAFT goals for high-speed rail between Eugene and Portland. Meetings will include a short presentation and allow citizens to share feedback.

Schedule

May 13, 2010 4:30-6:30 p.m.
ODOT Transportation Building
Conference Room 122
355 Capitol St NE,
Salem, OR

May 18, 2010 4:30-6:30 p.m.
Campbell Center
155 High Street
Eugene, OR

May 19, 2010 4:30-6:30 p.m.
ODOT Region 1 Office
Conference Room A & B
123 NW Flanders
Portland, OR

May 20, 2010 4:30-6:30 p.m.
Wilsonville City Hall
City Council Chambers
29799 SW Town Center Loop
Wilsonville, OR

May 25, 2010 4:30-6:30 p.m.
Albany City Hall
333 Broadalbin Street SW
Albany, OR

May 26, 2010 4:30-6:30 p.m.
Oregon City City Hall
Commission Chambers
625 Center Street
Oregon City, OR

June 2, 2010 4:30-6:30 p.m.
Woodburn City Hall
270 Montgomery Street
Woodburn, OR

June 3, 2010 4:30-6:30 p.m.
Lake Oswego City Hall
Council Chambers
380 A Ave.
Lake Oswego, OR

June 9, 2010 4:30-6:30 p.m.
Junction City City Hall
680 Greenwood Street
Junction City, OR

Visit the ODOT Rail Division website to find more information on Oregon's passenger rail goals and to sign up for email updates.

Project Background: The State of Oregon has sponsored the Amtrak *Cascades* between Eugene and Portland since 1994. This service is paid with fees generated from the sale of custom license plates. Current service includes two round trips per day, a two hour and 35 minute trip each way. The Federal government has recently made unprecedented levels of funding available for capital investments to improve service to "high-speed" meaning speeds of at least 110 miles per hour. Before Oregon can qualify for the federal funding, several criteria must be met including completing environmental analyses and determining service improvement goals. Oregon's DRAFT service improvement goals include reducing one-way travel time to under two hours, increasing round trips to six per day and increasing on-time performance to 95%.

Contact Kathy Holmes with questions at Kathy.c.holmes@odot.state.or.us or 503.986.4321.



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION AND
METRO POLICY ADVISORY COMMITTEE WORKSHOP
April 2, 2010
Oregon Convention Center, Rooms F150-151

JPACT MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Rex Burkholder
Jack Burkman
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Lynn Peterson
Jason Tell

AFFILIATION

Metro Council
City of Portland
Metro Council
City of Vancouver
Oregon Department of Environmental Quality
City of Tigard, representing Cities of Washington Co.
TriMet
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas Co.
Oregon Department of Transportation, Region 1

JPACT ALTERNATES PRESENT

Jeffrey Dalin
Ann Lininger
Troy Rayburn
Rian Windsheimer

AFFILIATION

City of Cornelius, representing Cities of Washington Co.
Clackamas Co.
Clark Co.
Oregon Department of Transportation, Region 1

MPAC MEMBERS PRESENT

Charlotte Lehan, Vice Chair
Pat Campbell
Jody Carson
Nathalie Darcy
Denny Doyle
Carl Hosticka
Robert Liberty
Keith Mays
Charlynn Newton
Alice Norris
Rod Park

AFFILIATION

Clackamas Co.
City of Vancouver
City of West Linn, representing Clackamas Co. Other Cities
Washington County Citizen
City of Beaverton, representing Washington Co. 2nd Largest City
Metro Council
Metro Council
City of Sherwood, representing Washington Co. Other Cities
City of North Plains, Cities in Washington Co. outside UGB
City of Oregon City, representing Clackamas Co. 2nd Largest City
Metro Council

MPAC ALTERNATIVES PRESENT

Bob Austin
Paul Manson
Doug Neeley
Dresden Skees-Gregory

AFFILIATION

Clackamas Co.
Multnomah Co. Citizen
City of Oregon City, representing Clackamas Co. 2nd Largest City
Washington Co. Citizen

1. WELCOME

Mr. Michael Jordan, Metro Chief Operating Officer, welcomed attendees and introduced Metro Councilor Carlotta Collette, JPACT chair, and Clackamas County Commissioner Charlotte Lehan, MPAC vice chair.

2. REGIONAL AND LOCAL CONTEXT

Councilor Collette overviewed regional policy and planning actions that address greenhouse gas emissions and urged collaboration amongst regional policymakers and planners to continue developing creative strategies that address GHG emissions.

Commissioner Lehan overviewed Clackamas County's policy and planning actions that address greenhouse gas emissions.

3. STATE CONTEXT

Ms. Gail Achterman, Oregon Transportation Commission chair, spoke on behalf of the OTC and the Land Conservation Development Commission. Ms. Achterman stated that the OTC, the LDCD and the State of Oregon have made GHG emissions mitigation a priority by developing comprehensive strategies that support GHG emissions mitigation at each level of government, determining GHG emissions targets for regions throughout Oregon, and developing a GHG emissions mitigation toolkit.

4. MAKING THE CASE FOR CLIMATE ACTION

Dr. William Moomaw, professor and founding director of the Center for International Environment and Resource Policy at Tufts University and lead member of the Nobel Prize-winning Intergovernmental Panel on Climate Change (IPCC), presented on the science and implications of climate change. The presentation covered climate trends throughout history, contemporary climate research, and the current and potential impacts of unmitigated climate change.

5. Q & A AND DISCUSSION GROUP

Mr. Jordan facilitated a question and answer session. Issues discussed included:

- The “deliberative noncatastrophe” in which policy and planning operate to fully prevent potential catastrophes;
- Fostering a “tipping point” for public support and political motivation focused on addressing climate change;
- The availability and feasibility of cost-benefit analysis tools for determining projects' effects on greenhouse gas emissions;
- Personalizing climate change to increase individual awareness and understanding, and encouraging concerted action at the individual level and at all levels of government; and
- Combining greenhouse gas emissions mitigation with human lifestyle adaptation, and considering consumption and human preference and their effects on climate change.

6. BREAK

Attendees recessed for a 15-minute break.

7. BENDING THE CURVE: GETTING FROM THERE TO HERE

Dr. Moomaw presented on greenhouse gas mitigation techniques applicable internationally and nationally, and at the state, regional, city, local and personal levels. Topics discussed included:

- The “wedge” theory; various policy scenarios and their predicted greenhouse gas emissions mitigation, with the goal of 450 parts per million by the year 2020;
- Aggressive sequestration to combat greenhouse gas levels;
- An overview of the Copenhagen climate change conference; and
- The role that planners and policymakers can play in greenhouse gas emissions mitigation.

8. Q & A

Mr. Jordan facilitated a question and answer session. Issues discussed included:

- Federal tax credits for energy efficiency upgrades to homes;
- Electric vehicle fleets versus the status quo in terms of overall power consumption; and
- Rethinking human behavior and avoiding the reliance on technology’s ability to reduce greenhouse gas emissions.

9. HOW WILL WE BEND THE CURVE?

Mr. Jordan introduced a brainstorming exercise to discuss issues and opportunities to reduce GHG emissions and create livable communities. The separate discussions have been transcribed and included in this report as Attachment A.

10. RANKING EXERCISE

Participants discussed policy options related to energy, land use and transportation, and materials and prioritized the capability for those policy options to achieve a sustainable and prosperous region and reduce greenhouse gas emissions.

11. OBSERVATIONS AND FINAL COMMENTS

Dr. Moomaw thanked everyone for attending and concluded by stating that the enthusiasm and progressive planning in the Portland metropolitan region provides an example that all planning agencies can learn from.

12. NEXT STEPS/ADJOURN

Mr. Jordan recapped the work accomplished in the past year – Regional Transportation Plan, Urban Growth Report, urban and rural reserves, which has all positioned the region well to address climate change. He noted that the challenge facing the region this year and beyond is how to focus our investments in our local communities to increase capacity so we don’t have to expand the UGB, support job development, and create thriving neighborhoods that offer many ways to get around.

Mr. Jordan thanked JPACT and MPAC members and others for their participation and provided Dr. Moomaw with a parting gift.

Mr. Jordan adjourned the meeting at 12:03 p.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 2, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Agenda	4/2/10	Revised Agenda	040210jmr-01
4.	PowerPoint	4/2/10	Climate Change: What it Means for Planning	040210jmr-02
6	PowerPoint	4/2/10	How Many Stabilization Wedges Do We Need?	040210jmr-03
6.	PowerPoint	4/2/10	Next Steps	040210jmr-04
10.	Factsheet	4/2/10	Greenhouse gas inventory for the Portland region	040210jmr-05
	Handout	4/2/10	Toolbox of Policy Options	040210jmr-06

Opportunities, Barriers/Issues, Fears
Flipchart Exercise
Joint JPACT and MPAC Workshop
April 2, 2010

Table #1

Opportunities:

- Electronic carts for public works (North Plains)
- Electronic vehicles for mail delivery -- pursuing signed Mayors climate agreement (North Plains)
- Purchase bikes for fleet use (North Plains)
- Hybrid fleet (Tigard)
- EV charging stations (Tigard)
- Building Green Streets (Tigard)
- Rewrite building codes for energy efficient pump station (Tigard)
- New water treatment plant – solar powered (Tigard)
- Increase 50% sidewalks on main street = more pedestrian activity (Cornelius)
- Company using biomass to produce energy; change power purchasing (Cornelius)
- Look for gray water for irrigation (Tigard)
- 4-day work week, flexible schedules and telework
- Co-generation
- Land use balance jobs closer to housing; need to educate people about the costs
- Investing in downtown to bring resident business back to city center; Build to LEEDs (Vancouver)
- Jobs change more frequently than housing = choices about housing based on other variables – kids, two jobs households
- With economic downturn opportunity to rethink housing/jobs
- WS employees can't afford to live near work (Tigard)
- Planning for 10,000 residents downtown (Tigard)
- Rethink use of malls and big box include housing – e.x. Bridgeport no housing = industrial cleanup issues. Developers and financiers need to be partners.
- Issue of level of service standards limiting higher density aspirations
- Water = reduce use/conservation can reduce energy use. Limited water use on Wednesday for irrigation. (Wilsonville)
- E.x. Ashland cheaper to purchase energy efficiency washers than to build new power plants
- Need to look act better outreach for low income communities around energy efficiency
- Lending community risk adverse barrier to advances

Table #2

Opportunities:

- Committee appointments (Reinforcing Green Value, building trades)
- Education (information to public)
- Incentives for change (i.e. LEED certification)
- Government demonstrate change (i.e. work behavior change, 4 day work week)
- Purchasing power
- Government push and pull of change
- Energy efficiency
- Weatherization incentive
- EV charging stations
- Bike/pedestrian connectivity

- Cataloging options (Toolbox) – to help prioritize
- Building friendly to energy efficiency (state, local, national levels)
- Understanding and explaining economic benefits – all benefits
- Education on the “how,” the benefits and the tradeoffs
- Incorporating energy savings into solid waste and recycling
- Remanufacturing
- Waste to energy
- Communicating to people what it means to them personally
- Promote positive aspects of change in lifestyle
- How to package options/incentives to make them more accessible

Table #3

Opportunities:

- Building codes – increased standards
- Incentivize renovation
- Density/efficient/mixed land uses
- LEED – ND (neighborhood districts, local amenities, economic feasibility)
- Reconsider MTIP (the last cycle was a missed opportunity)
- Need more transit, bike routes – (even prior to density)
- Developer agreements linking transit to density
- Education
- Wood waste recycling (e.g. from Demolitions)
- Education – change mindset
- Operations (home and citywide)

Issues/barriers:

- Political will
- Ignorance – lack of understanding for baseline operations
- Cost/lack of funds
- Fear of change
- How to partner with building industry
- Need to have better solution available before asking people to change

Fears:

- Negative reaction from public/ no re-election
- Miscommunication

Table #4

Opportunities:

- Reducing energy demand:
 - Retrofitting buildings (Existing buildings: public, commercial, residential building stock)
 - Set a goal: 50% energy use reduction in 5 – 10 years
- Mainstream this conversation to build momentum.
- Reframe our messages around consumption and energy use as good/bad.
- Education of residents throughout the region, Need to raise the overall level of understanding of this issue. Builds more support throughout region.
- New construction is climate-friendly in terms of energy use and location
 - Also size (i.e. square footage tied to GHG emissions associated with building)
 - Promote shift to local/community benefits nearby

Issues/barriers:

- Who pays for this?
- Resources need to accomplish (human, materials)
- Utilities benefit from reduces demand
 - Cost to utilities
 - How do we finance these retrofits?
- How do we do this at a regional scale?
- Hard to make this concept tangible to public- (i.e. future scenarios or idea of preventing bad outcomes hard to grasp)
- Lack of visibility and leadership on this issue by local governments and lack of leadership by industry/private sector.
- Land prices
- Displacement
- Neighborhoods support vs. resistance
- Regulatory to new/climate-friendly building practices

Fears:

- Homeowner concerns about out-of-pocket costs
- Uncertainty that making these changes will make a difference after all
- People will question the legitimacy and effectiveness of changes
- We will not be successful

Table #5

Opportunities:

- Need education and political will and opportunity (central spatial location)
 - What is in it for the individual resident
 - Financial value
 - Access to goods and services
- Work to incentivize mixed-use/higher density with taxing authority
- Other levers to influence outside taxation
- When retrofit – look for new products that have smaller impact (climate, environment), and longer life
 - Even with increased capital costs
- Look at building codes to improve standards for life of building materials (e.x. roof standard)
- Criterion for investment decisions includes long-term cost and ROI (e.x. Clackamas County)
- Possibility of using electric vehicle batteries as energy storage units at residential locations in order to reduce energy transmission loss. [Use of EV battery as storage for res.] Need building code to allow and anticipate new technology.
- Maybe use approval process to limit sprawling development patterns.
- Increasing service rates because of increased cost
 - Related to education
- Use MPAC to share information (baseline, metrics, etc.) on local sustainability efforts
- Food composting – Example of how to touch/educate all residents on a variety of sustainability issues, despite not being biggest “bang for the buck” or largest impact area

Issues/Barriers:

- Neighborhood resistance to increased density
- Need education and political will and opportunity
- Property values impacted by recession so higher taxation is challenge
- Deteriorating infrastructure in communities (esp. related to sprawl)
- Regulation of building standards done at state level

- Individual decisions for efficiency investments paralyzing for individuals who what to act
- Cost of sprawl (infrastructure) and subsidization of sprawl
- Increasing service rates because of increased cost
 - Equity – transferring costs from one group to another
- Operationally – Challenge of various codes in region; need consistency at state level
- Jobs/housing mix – decisions make at loc – (e.x. Industrial and residential spatial proximity – need to balance jobs access and environmental justice)
- Budget cuts – Cut visualization tools for education and communication
- Need for regional collaboration to show how/what we are all doing

Questions/examples:

- Reversibility
- Don't take action correctly now – longer problems in the future?
- Where get biggest bang for the buck?
- Lake Oswego waste management franchise agreement (e.x. Monthly newsletter includes tips for residents on how to act and how to be more efficient with current resources)
- Increasing service rates because of increased cost
- Green building code to serve as model – (Where are we at?)
- How do we track our efforts to address each of the wedges? How are we doing?



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION RETREAT
April 2, 2010
Oregon Convention Center, Rooms F150-151

MEMBERS PRESENT

Carlotta Collette, Chair
Rex Burkholder
Jack Burkman
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Deborah Kafoury
Lynn Peterson
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Bill Wyatt

AFFILIATION

City of Portland
City of Gresham, representing Cities of Multnomah County
Port of Portland

ALTERNATES PRESENT

Jeffrey Dalin
Ann Lininger
Neil McFarlane
Troy Rayburn
Rian Windsheimer

AFFILIATION

City of Cornelius, representing Cities of Multnomah Co.
City of Lake Oswego, representing Cities of Clackamas Co.
TriMet
Clark County
Oregon Department of Transportation, Region 1

MPAC MEMBERS PRESENT

Jody Carson
Nathalie Darcy
Denny Doyle
Keith Mays
Alice Norris
Charlynn Newton
Rod Park

AFFILIATION

City of West Linn, Clackamas County Other Cities
Washington County Citizen
City of Beaverton, Washington County 2nd Largest City
City of Sherwood, Washington County Other Cities
City of Oregon City, Clackamas County 2nd Largest City
City of North Plains, City in Washington Co. Outside UGB
Metro Council

ELECTED OFFICIALS

David Bragdon

AFFILIATION

Metro Council

1. OPENING COMMENTS

Mr. Michael Jordan, Metro Chief Operating Officer, welcomed attendees and overviewed the objective of the meeting. Committee members were charged with discussing the Metropolitan Transportation Improvement Program (MTIP) policy framework and providing direction on funding targets, outcomes and transportation modes for allocation of local funds through the 2014-15 Regional Flexible Fund allocation process. The direction will help shape the policy report that will be presented at the May 13th JPACT meeting.

2. PRESENTATION ON 2012-15 MTIP POLICY FRAMEWORK

Mr. Ted Leybold of Metro presented on the 2012-15 MTIP policy framework. The presentation provided context for JPACT to direct the creation of funding categories for the allocation of regional flexible funds to locally administered projects. The funding categories should provide direction on desired performance outcomes, transportation modes to be utilized to achieve those outcomes, and target funding levels for each funding category created. Additional topics covered included:

- Transportation funding administrations in the Portland metropolitan region;
- Federal and state capital investments in the Portland metropolitan region;
- MTIP policy inputs: Regional Transportation Plan (RTP) outcomes, goals and objectives; RTP performance targets; RTP modal finance approach; opportunities;
- Regional Flexible Fund allocation process; and
- Proposed funding categories and general policy direction.

3. DISCUSSION OF POLICY QUESTIONS

Mr. Jordan facilitated a discussion on the 2012-15 MTIP policy framework that centered on the following four policy questions and corresponding conversations:

Question 1: Are the proposed funding categories a helpful framework for soliciting local project nominations? Topics discussed included:

- Placing a higher priority on cost-effectiveness and safety as performance targets and criteria for project nominations;
- Improving the ability to leverage transportation projects regional of regional significance with the funding available;
- Investing in large projects versus investing in small projects or startups to get the best return on investment; and
- Further specifying the performance targets.

Question 2: Are the historical allocation levels to these funding categories appropriate for the next allocation? Topics discussed included:

- In addition to the listed performance targets, including broader policy considerations, such as economic development opportunities;
- Local projects ability to leverage other regional projects;
- Divvying up regional funding categorically versus proactively seeking to focus funding towards filling the missing pieces to achieve local aspirations and regional goals, and doing so in a cost-effective way so as to increase return on investment; and
- Using funds to encourage economic development – specifically a green economy strategy.

Question 3: In anticipation of new federal Metropolitan Mobility, Active Transportation, and Freight Improvement grant programs or other new state funding, should the region direct funding for the development of projects and applications to leverage construction funding? Topics discussed included:

- The importance of shovel-ready projects;
- Prioritize projects on their ability to obtain Federal and State dollars; and
- Making progress on preparing the region for upgrading to high-speed rail.

Question 4: Should policies be developed to more precisely define how regional flexible funds should be utilized to advance freight mobility? Are there any specific options you want to consider? Topics discussed included:

- Exercise the regional freight plan and freight mobility priorities to begin project development work, even in the absence of adequate funding, to become better prepared to obtain Federal and State dollars;
- Freight improvements will potentially reduce traffic congestion and improve connectivity, and thus should be seen as a critical component of the region's transportation system;
- Other transportation projects may keep congestion off the freight system and therefore should be recognized as having a freight benefit;
- Improving the freight mobility dialogue across jurisdictional lines; and
- Need to advance JPACT dialogue with freight stakeholders on appropriate strategies and priorities for use of regional flexible funds.

The MTIP discussion has been transcribed and included as Attachment A to these minutes.

4. WRAP UP

Mr. Jordan summarized that the discussion leaned towards striving to integrate content with process. The committee discussed focusing investments to guarantee an improved return on investment rather putting regional funds towards each category. Mr. Jordan wrapped up the discussion by urging regional policymakers to continue discussing regional investments, deliberate the meaning of infrastructure and achieving efficient growth within the urban growth boundary, and ultimately develop a regional consensus on these issues.

5. ADJOURN

Mr. Jordan adjourned the meeting at 2:45 p.m.

Respectfully submitted,



Tom Matney
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 2, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Agenda	4/2/10	Revised 4/2/10 JPACT Retreat Agenda	040210j-01
2	PowerPoint	4/2/10	2010-15 MTIP Policy	040210j-02
2	Memo	4/2/10	Revised Memo: 2012-15 MTIP Policy and 2014-15 Regional Flexible Fund Allocation update	040210j-03
2	Handout	4/2/10	Step 2: 2014-15 RFFA, Local Funding Category Options	040210j-04
2	Report	4/2/10	Regional Program Summaries	040210j-05
2	Graph	4/2/10	Federal and state capital investments in the Portland metropolitan area	040210j-06

2012-15 MTIP Policy Direction
JPACT Retreat
April 2, 2010

- 1. Are the proposed funding categories a helpful framework for soliciting local project nominations?**
 - Why is safety not applied in all categories? Specifically Arterial System Completion
 - Cost Effectiveness is not included as a factor – disconnect from national policy
 - Safety should be included
 - Set aside for bike/pedestrian should be included
 - What are we trying to achieve on the ground for achieving outcomes?
 - Many outcomes are not included
 - This program needs to move us toward outcomes like climate change
 - Step back from process and access larger strategy
 - Focus on areas that enable leveraging funds/outcomes
 - Arterial System category - modes and activities don't get at performance targets and outcomes
 - Not clear how performance targets would be achieved across the region

- 2. Are the historical allocation levels to these funding categories appropriate for the next allocation?**
 - Setting limits has some drawbacks – sets false limitations on categories
 - Average for arterials is not reasonable. Perhaps minimums?
 - Last category is hard to set a cost target
 - Are there broader policy considerations for considering what to fund – such as economic development?
 - Tie in leveraging Regional Programs in Step 2
 - Group is suggesting a different approach – How do Regional Flexible Funds get used to leverage investments for meeting goals?
 - Make investment in economic development – funds can be used to encourage economic development (green economy).
 - Take advantage of opportunities
 - Freight mobility has been underfunded – should be prioritized

- 3. In anticipation of new federal Metropolitan Mobility, Active Transportation, and Freight Improvement grant programs or other new state funding, should the region direct funding for the development of projects and applications to leverage construction funding?**
 - Money could be spend that doesn't result in anything

- American Recovery and Reinvestment Act demonstrates the importance of “shovel-ready”
- These programs are similar to “New Starts’ process
- Not clear that these activities would be as well defined as New Starts
- Funds would have to be shifted to take advantage of opportunities
- Previous discussions of project development investments have not gone far – lead to missed opportunities
- If priorities are set on anticipated funding sources we can take advantage of opportunities – should be ready
- Discuss high speed rail opportunities – what do we want out of freight? - Leverage large opportunity
- Already covered for project development
- As a region we should be prioritizing readiness for additional opportunities

4. Should policies be developed to more precisely define how regional flexible funds should be utilized to advance freight mobility? Are there any specific options you want to consider?

- Differentiate policy vs. technical considerations – what level?
- Two categories – individual projects vs. advancing regional freight system goals
- District highways – link funds to job access in areas that have no funding – expand eligibility
- Support funding for individual projects, but funds are limited for supporting these projects – more should be spent.
- Many types of projects help freight movement – not necessarily always specifically freight projects

5. Other questions?

- Corridor work for High Capacity Transit – possible focus area for funds
- What about bridges?
- Funding for transportation needs in new urban areas
- Better planning across jurisdictions

6. Wrap-up

- Higher level question – Where can region invest funds to achieve broader goals, not just spread thinly across projects
- Recommendations from staff:
 - Alternatives for allocating funds
 - Suburban jurisdictions can’t compete well in existing system – issue to address
- Want to see impacts of not funding Regional Programs
- May need to discuss relative importance of performance targets

- Climate change may warrant additional emphasis
- Climate change should be present in how we do all of this – underlying factor



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
April 8, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Rex Burkholder
Jack Burkman
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Lynn Peterson
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

Metro Council
Metro Council
City of Vancouver
Oregon Department of Environmental Quality
City of Tigard, representing Cities of Washington County
TriMet
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas County
Washington County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Deborah Kafoury
Steve Stuart
Bill Wyatt

AFFILIATION

City of Portland
City of Gresham, representing Cities of Multnomah County
Multnomah County
Clark County
Port of Portland

ALTERNATES PRESENT

Troy Rayburn

AFFILIATION

Clark County

STAFF: Tom Matney, Kelsey Newell, Robin McArthur, Randy Tucker, Andy Cotugno, Ted Leybold.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:30 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Mr. Brad Perkins with Cascade Center for Regional Development advocated for developing the I-5 corridor for high speed rail.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette thanked the committee for attending the April 2nd JPACT/MPAC workshop.

A third and final 45-day public comment period on the completed 2035 RTP and the associated air quality conformity analysis will be open from noon, Monday, March 22, 2010, until midnight on Thursday, May 6.

The Electric Transportation Engineering Corporation (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, including Eugene, Salem and Portland, Oregon. Regional stakeholders are being asked to help locate publicly accessible charging station sites.

5. CONSIDERATION OF THE JPACT MINUTES FOR MARCH 4, 2010

MOTION: Commissioner Lynn Peterson moved, Councilor Donna Jordan seconded, to approve the JPACT minutes for March 4, 2010.

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

6. ACTION ITEMS

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

Mr. Ted Leybold of Metro briefed the committee on Resolution No. 10-4141. With the completion of the I-5 to OR99W 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 State and Metropolitan Transportation Improvement Plans now need to be amended to reflect these changes for the funding to be available to the projects.

The committee agreed to table the discussion until the May 13th JPACT meeting to allow time for jurisdictions to familiarize themselves with the proposal.

6.2 Resolution No. 10-4136, For the Purpose of Adopting the FY 2011 Unified Planning Work Program

Ms. Robin McArthur of Metro briefed the committee on Resolution No. 10-4136. The Unified Planning Work Program describes federally funded planning activities in the metropolitan region during the fiscal year beginning July 1, 2010.

Ms. McArthur recommended updating the UPWP to have the City of Tigard included in the coordinated effort with TriMet and the City of Portland on technical support for the southwest corridor refinement plan. The proposal was accepted by the committee and incorporated into the resolution.

MOTION: Councilor Rex Burkholder moved, Councilor Jordan seconded, to approve Resolution No. 10-4136.

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

7. INFORMATION/ DISCUSSION ITEMS

7.1 Annual JPACT Washington, DC Update

Mr. Randy Tucker of Metro and Ms. Olivia Clark of TriMet briefed the committee on the annual JPACT Washington, DC trip. Unlike previous years, trip participants met in one centralized location in both the House and Senate. Attendees praised the change in format, stating that the change provided more time for substantive discussions. Additionally, discussion focused on the region's need versus specific projects.

Ms. Clark provided a brief update on the status of the reauthorization bill. Due to limited funding, competing priorities, and insufficient political will, it remains uncertain when the reauthorization bill will be addressed by Congress.

7.2 High Speed Rail

Ms. Kelly Taylor of the Oregon Department of Transportation updated the committee on passenger rail in Oregon. Ms. Taylor discussed the federal American Recovery and Reinvestment Act (ARRA) of 2009, which allocated \$8 billion to jumpstart the development of improved high-speed intercity passenger rail service in the United States. The Pacific Northwest Rail Corridor, traveling between Eugene, Oregon and Vancouver, British Columbia, received \$598 million. Of that amount, Oregon was awarded \$8 million in the first round. 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.

Ms. Taylor identified high speed intercity goals for Oregon that focus on infrastructure improvements, increased mobility and decreased congestion, integrating sustainable

technologies, and working closely with freight rail to develop an optimal plan that serves both freight and passenger rail.

The discussion focused on how the Portland metropolitan region and its various jurisdictions can better participate in the conversation of freight and passenger rail.

7.3 Portland City Club Presentation on the Report: “Moving Forward: A Better Way to Govern Regional Transportation”

Mr. Steve Griffith, Mr. Peter Livingston, and Mr. Richard Ross from Portland’s City Club briefed the committee on the report, “Moving Forward: A Better Way to Govern Regional Transportation,” on the existing transportation governance system in the Portland metropolitan region. The report’s guiding criteria is a transportation governance system that adequately meets the needs of a region facing significant growth, aging infrastructure, and climate change. Based on their conclusions, the report recommends fundamental changes to:

- Control of regional transportation revenues;
- Control of regional transportation infrastructure;
- Collaboration with governance entities contiguous to the Metro region;
- Regional performance measurement and accountability; and
- Voting power on the JPACT committee.

The report endorses the regional perspective that the JPACT committee and Metro offer in their ability to allocate discretionary dollars at the regional level. The report recommends that the Oregon legislature direct ODOT to give Metro, instead of its constituent cities and counties, the transportation funds presently being distributed to those jurisdictions for expenditures within the Metro Urban Growth Boundary. This fundamental change would require JPACT to restructure its voting system.

Mr. Jason Tell of ODOT encouraged the City Club of Portland’s research committee to further vet data used in the report, specifically data related to projected expenditures and revenues obtained from a 2006 ECONorthwest study. Mr. Tell asked that the research committee work with partners around the region to refine those numbers.

The committee discussed the how best to move forward and use the findings and recommendations within the report.

8. ADJOURN

Chair Collette adjourned the meeting at 9:05 a.m.

Respectfully submitted,



Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 8, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
--	Agenda	4/8/2010	Revised Agenda	040810j-01
4	Handout	4/8/2010	The EV Project	040810j-02
6.1	Resolution	4/8/2010	Resolution No. 10-4141	040810j-03
7.2	Handout	4/8/2010	ODOT Passenger Rail - Oregon Update	040810j-04



Date: April 7, 2010
To: JPACT Members
From: Dan Kaempff, Senior Transportation Planner
Re: **Regional Travel Options Resolution 10-4139 Summary**

Background

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving alone for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan. JPACT and the Metro Council approved a five-year strategic plan for the Regional Travel Options program in March 2008 that established goals and objectives for the program. Resolution 10-4139 approves the work plan and funding sub-allocations that will advance strategic plan implementation for fiscal year 2010-2011.

Key program objectives for fiscal year 2010-2011

- Coordinate the regional collaborative marketing program and support implementation of the ODOT Drive Less/Save More marketing campaign in the Portland metropolitan area.
- Administer RTO travel options, individualized marketing and Transportation Management Association (TMA) grants and provide technical assistance to grant recipients.
- Coordinate multi-agency employer and commuter outreach activities and support partner collaboration.
- Market ridematching and Metro Vanpool services to employers and commuters in coordination with the multi-agency employer outreach program.
- Work with ODOT, WSDOT and other partner organizations to implement a multi-state, on-line ridematching system, serving Idaho, Oregon and Washington.
- Collect, analyze and report data for each RTO program to ensure that funds are invested in the most cost effective ways.

Funding sub-allocations

The resolution sub-allocates \$396,777 of RTO program funds to support the TriMet Employer Program and \$64,184 to support Wilsonville SMART's Community and Employer Programs in fiscal year 2010-2011. The funding sub-allocations will result in an MTIP amendment that enables TriMet and Wilsonville SMART to apply directly to the Federal Transit Administration for program funds.

RTO grants to governments, non-profits and TMAs

The fiscal year 2010-2011 budget designates the portion of Metro funds that will be awarded to TMAs, government agencies and non-profit organizations through grants and funding agreements in fiscal year 2010-2011. The RTO grant awards span fiscal years 2009 and 2010 based upon funds that are currently programmed in the MTIP to support RTO activities. The RTO budget (included in Attachment 1) allocates \$175,000 to complete the FY 09-10 RTO grant awards recommended by the RTO Subcommittee of TPAC through a competitive process in FY 2008. TMA grant funds are awarded on an annual basis by the RTO

Subcommittee. Grant awards to individual TMAs for fiscal year 2010-2011 will be considered by the RTO Subcommittee in May 2010.

Expected outcomes

Metro staff will continue implementation of programs outlined in the 2008-2013 RTO Strategic Plan. Further work to better coordinate RTO and Transportation Systems Management and Operations (TSMO) will also take place.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVAL OF THE) RESOLUTION NO. 10-4139
REGIONAL TRAVEL OPTIONS PROGRAM)
WORK PLAN AND FUNDING SUB-)
ALLOCATIONS FOR FISCAL YEAR 2010-2011) Introduced by Councilor Harrington

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2008-2011 Metropolitan Transportation Improvement Program (MTIP) through the Transportation Priorities funding process; and

WHEREAS, the Metro Council approved a five-year strategic plan for the Regional Travel Options Program in April 2008 that established goals and objectives for the Regional Travel Options Program; and

WHEREAS, the Regional Travel Options Subcommittee of the Transportation Policy Alternatives Committee (TPAC) adopted proposed work plans and recommends amending the MTIP for the purpose of funding sub-allocations to TriMet and Wilsonville SMART for Regional Travel Options program activities in fiscal year 2010-2011 on January 13, 2010; and

WHEREAS, amendment of the MTIP requires Metro Council review and approval; and

WHEREAS, the proposed work plans and funding sub-allocations support implementation of the Regional Travel Options Program five-year strategic plan; now therefore

BE IT RESOLVED that the Metro Council hereby approves of the Regional Travel Options Program fiscal year 2010-2011 work plan and funding sub-allocations.

ADOPTED by the Metro Council this XXth day of XXXX 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Resolution No. 10-4139

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4139, FOR THE PURPOSE OF APPROVAL OF THE REGIONAL TRAVEL OPTIONS PROGRAM WORK PLAN AND FUNDING SUB-ALLOCATIONS FOR FISCAL YEAR 2010-2011

Date: March 17, 2010

Prepared by: Dan Kaempff
Contact No.: (503) 813-7599

BACKGROUND

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan. The Metro Council approved a five-year strategic plan for the Regional Travel Options program in March 2008 that established goals and objectives for the program.

Key components of the RTO program include a collaborative marketing program, regional rideshare program, transportation management association program, and grant program that provides funds to partner agencies and organizations through a competitive project selection process. Program activities are implemented by partner organizations and agencies, as well as by Metro staff and consultant contracts administered by Metro.

The Metro Council and Joint Policy Advisory Committee on Transportation established funding levels for the Regional Travel Options Program in the 2008-2011 Metropolitan Transportation Improvement Program through the Transportation Priorities funding process. The Regional Travel Options Subcommittee of TPAC is charged with recommending detailed work plans, and grant awards and funding sub-allocations to partner agencies and organizations to support program implementation activities.

The subcommittee adopted the attached proposed work plan for fiscal year 2010-2011 (Attachment 1) at their January 13, 2010 meeting. The work plan continues implementation of the program's five-year strategic plan and includes recommendations for the sub-allocation of program funds to TriMet and Wilsonville SMART. The funding sub-allocations will result in an MTIP amendment that enables TriMet and Wilsonville SMART to apply directly to the Federal Transit Administration for funds to support RTO program implementation activities related to employer and community outreach.

In addition, the work plan budget designates the portion of Metro funds that will be awarded to Transportation Management Associations (TMA), government agencies and non-profit organizations through grants and funding agreements. The fiscal year 2010-2011 budget includes the second year of funding for the FY 2010 and 2011 Travel Options and Individualized Marketing grant awards recommended by the RTO Subcommittee of TPAC through a competitive process in 2008. Attachment 2 provides a summary of these grants. TMA grants are not included in the summary, as TMA funds are awarded on an ongoing basis by the RTO Subcommittee to TMAs that meet performance criteria. Grant awards to individual TMAs for fiscal year 2010-2011 will be considered by the RTO Subcommittee in May 2010.

ANALYSIS/INFORMATION

1. **Known Opposition:** None.

2. **Legal Antecedents:**

1991 Federal Clean Air Act Amendments. The need for a comprehensive regional TDM program was addressed in Metro Resolution No. 91–1474 (For the Purpose of Amending the FY 1992 Unified Work Program to Include Air Quality Planning Activities), adopted July 25, 1991), in response to the Oregon Transportation Planning Rule and the Federal Clean Air Act Amendments of 1990.

TDM Subcommittee. The TPAC TDM Subcommittee was established by Metro Resolution No. 92–1610 (For the Purpose of Establishing the TPAC Transportation Demand Management Subcommittee), adopted May 28, 1992. Oversight for the development and evaluation of TDM strategies, and formation of final recommendations to Transportation Policy Alternatives Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council concerning TDM planning, programming and implementation activities were assigned to the Subcommittee.

TDM Relationship to DEQ’s Ozone Maintenance Plan (Governor’s Task Force on Motor Vehicle Emissions Reduction (HB 2214). The task force recommended a base plan focused on specific strategies to maximize air quality benefits. The air quality strategies selected by the region formed the base for a 10-year air quality maintenance plan for the Portland area. The primary TDM transportation control measures (TCMs) in the maintenance plan are the employee commute options program (ECO) and the regional parking ratio program.

Transportation Management Association (TMA) Policy. The policy basis and funding strategy for TMAs was adopted through Metro Resolution No. 98–2676 (For the Purpose of Establishing a Policy Basis and Funding Strategy for Transportation Management Associations (TMAs) For the MTIP/STIP Development Process), adopted October 1, 1998. Metro Resolution No. 99- 2864 (For the Purpose of Selection and Funding Allocation of \$1 Million to Transportation Management Associations For FY 2000 to FY 2003), adopted December 2, 1999) allocated regional funding to existing and new TMAs. Metro Resolution No. 02–3183 (For the Purpose of Revising the Regional Transportation Management Association (TMA) Policy to Provide Additional Regional Funding Options for TMAs), adopted May 2, 2002) revised TMA policy by calling for balanced support of existing TMAs with the start-up of new TMAs.

2000 Regional Transportation Plan. The RTP establishes regional TDM policy and objectives to help reduce vehicle trips and vehicle miles traveled per capita. Chapter 1 (Ordinance 00 – 869A-01 (For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C and Ordinance No. 97-715B), adopted August 10, 2000, Resolution No. 00–2969B (For the Purpose of Adopting the 2000 Regional Transportation Plan as the Federal Metropolitan Transportation Plan), adopted August 10, 2000, and Ordinance No. 02-946A (For the Purpose of Adopting the Post-Acknowledgement Amendments to the 2000 Regional Transportation Plan (RTP)), adopted June 27, 2002 provides TDM policies and objectives that direct the region’s planning and investment in the regional TDM program.

Regional Travel Options 5-Year Strategic Plan. The strategic plan established a new vision for the region’s transportation demand management programs and proposed a reorganized and renamed Regional Travel Options program that emphasized partner collaboration to implement an integrated program with measurable results. JPACT and the Metro Council adopted the plan through Resolution No. 04-3400 (For the Purpose of Adopting the Regional Travel Options Program 5-Year Strategic Plan), which also renamed the TDM Subcommittee the RTO Subcommittee, and was adopted on January 15, 2004.

2035 Regional Transportation Plan. The federal component of the plan, pending air-quality analysis, was approved by Metro Council Resolution No. 07-3831B.01 (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis), adopted on December 13, 2007. The RTP establishes system management and trip reduction goals and objectives that are supported by the RTO program strategies.

Regional Travel Options 5-Year Strategic Plan. The strategic plan established goals and objectives for Regional Travel Options program for 2008 to 2013. JPACT and the Metro Council adopted the plan through Resolution No. 08-3919 (For the Purpose of Adopting the Regional Travel Options 2008-2013 Strategic Plan), adopted on April 3, 2008.

3. **Anticipated Effects:** Sub-allocates \$396,777 of RTO program funds to support the TriMet Employer Program and \$64,184 to support Wilsonville SMART's Community and Employer Programs in fiscal year 2010-2011.
4. **Budget Impacts:** The proposed budget includes \$19,490 in Metro funds to match federal grant funds for that will be used to support program administration, evaluation, and regional rideshare services.

RECOMMENDED ACTION

Staff recommends the approval of Resolution No. 10-4139 as follows:

1. Approval of the fiscal year 2010-2011 work plan and budget for the Regional Travel Options program described in Attachment 1 to the staff report, actual budget levels for RTO activities carried out by Metro will be established through the FY 2010-2011 Metro budget decision-making process.
2. Approval of the funding sub-allocations to TriMet and Wilsonville SMART described in Attachment 1 to the staff report.

Regional Travel Options Program
FY 2010-2011 work plan

January 13, 2010



Background

The Regional Travel Options (RTO) Program implements regional policy to reduce reliance on the automobile and promote alternatives to driving for all trips. The program emphasizes all alternative modes of travel and all trip purposes, reflecting policies in the Regional Transportation Plan.

This scope of work identifies the activities and tasks that will be carried out by Metro RTO staff to implement the Regional Travel Options 2008-2013 Strategic Plan in fiscal year 2010-2011. The strategic plan was developed by the RTO subcommittee of the Transportation Policy Alternatives Committee (TPAC) in 2007 and adopted by the Metro Council in March 2008. The strategic plan established the following program goals:

Goal 1: Continue a regional collaborative marketing campaign to increase awareness and use of travel options and reduce drive-alone car trips.

Goal 2: Support employers and commuters to increase the use of travel options for commute trips.

Goal 3: Provide information and services to support increased use of travel options for all trips.

Goal 4: Promote and provide services that support increased use of travel options in local downtowns and centers.

Goal 5: Report progress to aid decision-making and encourage innovation.

Goal 6: Follow a collaborative decision-making structure that provides program oversight and advances the goals and objectives of the Regional Transportation Plan (RTP).

Key program objectives for fiscal year 2010-2011

- Coordinate the regional collaborative marketing program and support implementation of ODOT Drive Less/Save More marketing campaign in the Portland metropolitan area.
- Administer RTO travel options, individualized marketing and Transportation Management Association (TMA) grants, and provide technical assistance to grant recipients.
- Update the process to determine RTO travel options grants that will begin July 2011.
- Coordinate multi-agency employer and commuter outreach activities and support partner collaboration.
- Work with partner organizations to implement a multi-state (Idaho, Oregon and Washington), on-line ridematching system, in the Portland region.
- Collaborate with partners to develop rideshare marketing and an incentive program.
- Collect, analyze and report data for each RTO program to ensure that funds are invested in the most cost effective ways.

Collaborative marketing

The RTO Collaborative Marketing Program works to increase awareness and use of travel options and to reduce drive-alone trips. Metro's scope of work will focus on coordination of marketing activities carried out by all RTO partners to maximize the program's effectiveness and reach target audiences identified in the 2008-2013 RTO Strategic Plan. Partner coordination will

be carried through the Marketing and Outreach Working group, the development of a regional events calendar and a regional earned media and promotions calendar.

Metro RTO staff will continue to support implementation of the Drive Less/Save More Marketing Campaign in the Portland metropolitan area in coordination with ODOT to leverage the statewide campaign in the Portland region. RTO staff will participate in the development and implementation of earned media activities and campaign promotions that highlight RTO programs and will conduct direct outreach at up to eight community events selected in coordination with RTO partners. RTO staff will look for opportunities to collaborate with Metro's Sustainability Center to coordinate campaign outreach with other sustainable living marketing programs. In addition, Metro staff will also act as the liaison to the statewide effort and will disseminate campaign tools and information to RTO partners.

RTO staff will promote the benefits of bicycling and walking and to increase the use of these modes for transportation purposes. Activities in this area will include disseminating safety messages and information and promoting the use of regional trails for transportation purposes. RTO staff will coordinate activities in this area with staff from Metro's Long-Range Transportation Planning and Trails Planning work groups and the regional Intertwine Alliance. Marketing and promotions in this area will focus on Metro's Bike There! and Walk There! programs.

Pending award of federal Transportation Investment Generating Economic Recovery (TIGER) grant funds, RTO staff will assist in planning and promotion of four bicycle and pedestrian trails as part of Metro's Intertwine Initiative. These trail projects are located in Portland, Clackamas, East Multnomah and Clackamas counties, and Hillsboro. Metro RTO staff and partners will work specifically on developing strategies to inform the public and encourage use of these new facilities. Beyond these local projects, a regional marketing and outreach campaign coordinated with local programs will create awareness of the facility locations and the personal and community benefits of using the facilities for a variety of trip purposes, including commuting to work and school, shopping and errands, and exercise and recreation.

Metro RTO staff will implement marketing strategies for the regional Bike There! map and Walk There! guidebook, and will support distribution and sales of the products through Metro's web site, storefront and area retail outlets. Revenue from the map and guidebook sales will be used to support the development and printing of future editions. In addition, staff will distribute free copies of the Bike There! map to youth, low income and other underserved audiences. Flat, unfolded bike maps can be posted at work sites around the region. These maps will be available through RTO employer. Metro staff will also coordinate and provide staff support and marketing for up to ten Walk There! walking tours in partnership with RTO partners and local jurisdictions. Tour participants will receive free copies of the guidebook.

The Walk There! guidebook was developed by Metro with financial support from Kaiser Permanente. Metro and Kaiser Permanente are exploring the development of a pilot project to reach underserved audiences with the Walk There! program. This may include the development of additional walking routes in select communities, translation of some Walk There! routes and

descriptions into other languages, and a series of walking events offered in other languages. These activities are contingent upon grant funding from Kaiser Permanente.

Metro RTO program staff, augmented by contracted professional services, will carry out the following tasks:

- Support Marketing and Outreach Working Group for effective coordination and partner communication.
- Assist with implementation of ODOT's Drive Less/Save More campaign in the Portland metropolitan area, assist with development of earned media opportunities, disseminate campaign information to RTO partners and act as liaison to ODOT.
- Develop regional calendar of events and travel options promotions, coordinate presence of RTO partners and provide staff support for up to eight community events.
- Develop RTO collateral materials consistent with the Drive Less/Save More campaign, including fact sheets, brochures, web pages, and other collateral materials. (is this retail or wholesale)
- Provide oversight for Metro's regional Bike There! map program, implement map marketing strategies, oversee sales and distribution.
- Manage Metro's regional Walk There! program, implement marketing strategies, oversee sales and distribution, and support collaboration with local and regional partners related to the promotion of walking for short trips.
- Coordinate collaborative marketing activities with other Metro departments to leverage resources and further disseminate program messages.

Key milestones for FY 10-11

- September 10 – Earned media, events and promotions calendars for next quarter completed.
- December 10 – Earned media, events and promotions calendars for next quarter completed.
- March 11 – Earned media, events and promotions calendars for next quarter completed.
- June 11 – Earned media, events and promotions calendars for next quarter completed.

Deliverables

- RTO collateral materials (is this retail or wholesale)
- RTO events calendar
- RTO earned media and promotions calendar
- Quarterly progress reports

Commuter services

The 2008-2013 Regional Travel Options Strategic Plan calls for increased efforts to coordinate the outreach activities of partner's employer and commuter programs. The intended outcomes include avoiding duplication of effort, leveraging resources, and more strategic delivery of services to locations where the greatest impact can be attained.

Currently, the following partners carry out employer and commuter programs: Metro, Oregon Department of Environmental Quality (DEQ), TriMet, Wilsonville SMART, Vancouver

Commuter Trip Reduction Program, Portland Transportation Options and Transportation Management Associations (TMAs).

A large portion of employer outreach is generated by the Employee Commute Options (ECO) program. The DEQ is responsible for oversight and implementation of the ECO program (the ECO rules, OAR 340.242, began in 1996). In its current form, this program mandates that Portland-region businesses with over 100 employees at a given worksite must have a plan in place which aims to reduce by 10 percent of drive-alone auto trips to that worksite from an established baseline.

Oregon DEQ, TriMet and other regional partners are currently working with approximately 3,000 employment sites, encompassing over 40% of the employees in Clackamas, Multnomah and Washington counties. Partners provide an effective means of conducting outreach to businesses around the region. Commuter services are especially well received by the 800 employers who are subject to the DEQ ECO Rules. These employers are larger and account for approximately 25% of employees in the region. This means over 2,000 other (usually smaller) employment sites want commuter services to voluntarily provide a transportation options program for their employees.

The five TMAs in the region are the first point of contact for businesses located within their defined boundaries to increase the number of employees using commute options. TMAs work with businesses to develop commuter programs that address the specific conditions that exist at a given worksite. Tasks associated with this include site assessment, ECO survey administration, encouraging employees to register in the regional ridematching database to increase car and vanpool formation, assisting TriMet with transit pass program sales, and providing technical support for walking and cycling programs.

Further work will be conducted this year to refine the RTO program's focus on employment areas where efforts have the best return on investment, where the greatest trip reduction impact can be achieved, and where businesses need assistance with non-ECO compliance issues. Elements of successful areas include employers willing to meaningfully participate and promote commute options, support from local government, and sufficient levels of infrastructure (ie: transit service, bike/ped connectivity) to improve the likelihood of reduced trips.

RTO staff will explore opportunities to collaborate with Metro's Sustainability Center to better integrate agency employer outreach efforts, leverage investments in technology, and coordinate messages.

Metro will continue management of the regional rideshare program. The rideshare program contains three sub-components:

1. Online ridematching system
2. Regional vanpool program
3. Rideshare incentive program

Metro RTO program staff, augmented by contracted professional services, will carry out the following tasks to coordinate the employer program and provide commuter services:

- Coordinate partner outreach activities, facilitate communication between partners and identify a lead agency or organization for targeted employment areas.
- Maintain and refine online calendaring system for conducting, tracking and evaluating employer outreach activities.
- Identify target markets and business sectors.
- Add to and standardize the amount of data collected on employer efforts.
- Collaborate with partners on the development of a regional employer recognition program.
- Collaborate with partners on refining definition of employer rideshare program elements.
- Provide assistance to other partners at strategically selected outreach events.
- Provide lead role in working with businesses needing rideshare assistance.
- Provide initial response to phone or web-generated contacts; assess level of interest and coordinate hand-off to appropriate external partner.
- Implement new ridematching database, working with external partners on issues related to functionality, reporting, administration and management.
- Develop rideshare incentive program, working in conjunction with regional and state partners.
- Create newsletter content targeted at worksite Transportation Coordinators, to be delivered via Drive Less. Save More.
- Review progress reports for travel options grants related to employer outreach activities, compile comprehensive progress reports, and work with the RTO financial analyst to recommend payment of grant invoices.
- Collaborate with Metro's Sustainability Center to better integrate agency employer outreach efforts, leverage investments in technology, and coordinate messages.

Key milestones for FY 10-11

- September 10 – Ridematching database system implementation completed
- September 10 – Transportation Coordinator newsletter completed.
- September 10 – Quarterly report completed
- December 10 – Quarterly report completed
- December 10 – Rideshare incentive program implemented
- March 11 – Quarterly report completed
- June 11 – Quarterly report completed

Deliverables

- Updated plan for standardizing, conducting and evaluating employer outreach activities.
- Transportation Coordinator newsletter content.
- Collateral materials and web information.
- Ridematch system implementation, including marketing and incentive program.
- Updated employer outreach calendar.
- Quarterly progress reports.

Traveler information tools

This program activity serves to provide information and services supporting increased use of travel options for all trips. In FY 10-11, RTO staff will continue to work with partner organizations led by Washington State Department of Transportation (WSDOT) to implement iCarpool, a multi-state, on-line ridematching system, serving Idaho, Oregon and Washington. iCarpool is an off-the-shelf program procured by WSDOT to replace a variety of systems currently in use by transit and rideshare agencies in the Northwest. This system will replace Metro's existing system, CarpoolMatchNW.org. Initial implementation is expected to take place in early 2010 with various system expansions taking place over the next two to three years. Development of a new marketing and outreach effort will be conducted, potentially at the state level in concert with other rideshare agencies and Oregon Department of Transportation (ODOT).

Metro RTO staff will carry out the following tasks in FY 10-11:

- Work with ODOT staff to develop and implement marketing and operation of the multi-state rideshare system in the Portland region.
- Work with WSDOT on ongoing implementation and development issues related to the new rideshare system.
- Review progress reports for travel options grants related to traveler information tools, compile comprehensive progress reports, and work with the RTO financial analyst to recommend payment of grant invoices.

Key milestones for FY 10-11

- September 10 – Quarterly report completed
- December 10 – Quarterly report completed
- March 11 – Quarterly report completed
- June 11 – Quarterly report completed

Deliverables

- Implementation of iCarpool
- Marketing strategy (with ODOT)
- Quarterly progress reports

Downtowns, centers and industrial areas

The Regional Travel Options Program supports increased use of travel options in local downtowns, centers and industrial areas through grants to local jurisdictions, non-profit groups and public-private partnerships. RTO staff have a “wholesale” role while recipients of RTO grant recipients carry out the “retail” role.

The RTO program provides support to five Transportation Management Associations (TMAs). TMAs are nonprofit coalitions of business and public agencies interested in strengthening partnerships with businesses in centers and industrial areas. The TMA partnership with RTO is based on reducing traffic congestion and pollution by improving commuting options for employees and others.

TMA's will present revised work plans to the RTO Subcommittee for approval in spring 2010. These work plans set the course for TMA activities through FY 10-11. The RTO Subcommittee will consider findings, conclusions and recommendations of the RTO 2007-2008 Program Evaluation by Portland State University and an RTO staff report.

Metro RTO staff support partners in a "wholesale" manner and will carry out the following tasks related to downtowns, centers and industrial-area program objectives:

- Provide technical assistance for TMA project planning, implementation and evaluation activities.
- Assist TMA's to develop work plans that support the unique character of each area and recognize that each area is at a different level of development and has a unique mix of transportation infrastructure.
- Begin public-private partnership funding policy discussion for downtowns, centers and industrial areas.
- Develop and manage TMA funding agreements.
- Coordinate meetings of TMA Directors.
- Track TMA performance toward meeting outreach and performance targets.
- Provide progress reports to the RTO subcommittee.
- Review progress reports for TMA grants and work with the RTO financial analyst to recommend payment of grant invoices.

Additional downtowns and centers objectives will be carried out through the Regional Travel Options grant program. Grant program tasks, milestones and deliverables are described in the program administration portion of this work plan.

Key milestones for FY 10-11

- Oct 10 – TMA directors meeting held
- Feb 11 – TMA directors meeting held
- Apr 11 – TMA directors meeting held
- May 11 – TMA work plans and booster grant proposals presented to RTO Subcommittee.
- June 11 – TMA work plans and contracts finalized.

Deliverables

- TMA work plans and agreements
- Quarterly progress reports

Measurement

This program collects, analyzes and reports data for each RTO program to ensure that funds are invested in the most cost effective ways. RTO stakeholders use evaluation reports to refine program development, marketing and implementation. RTO program staff is responsible for carrying out measurement, called for in the TSMO Action Plan, Goal 5 (Measurement) of the RTO Strategic Plan and the RTO Evaluation Framework.

The RTO Evaluation Framework guides the level of analysis for each type of RTO project. It also clarifies that both RTO staff and RTO-funded partners have roles in data collection. RTO

will continue to use independent researchers to evaluate the program. Metro Research Center staff will be called upon to consult on the development of new research methods and tools.

Metro RTO staff will carry out the following tasks related to measurement and evaluation in FY 10-11:

- Conduct on-going data collection and tracking for RTO-funded programs.
- Address recommendations from the independent evaluation by Portland State University: RTO 2007-2008 Program Evaluation.
- Provide technical assistance to all RTO-funded partners.
- Develop information-sharing partnerships.
- Explore new methods and tools for storing data, analyzing data and reporting.

Key milestones for FY 10-11

- Enter into contract for RTO 2009-2010 Program Evaluation, to start by July 1, 2011.
- Quarterly progress reports.

Deliverables

- Data is collected and methods and databases improved.
- Technical services provided to RTO partners.
- Information-sharing partnerships are developed.

Policy, funding and program administration

This scope of work supports the program structure called for by the strategic plan including administration and management of RTO program functions by Metro.

The RTO program staff will:

- Chair and support RTO Subcommittee of TPAC, including logistics, scheduling and production of meeting summaries.
- RTO Subcommittee research and support on technical and financial issues.
- Create presentations about RTO program for Metro committees and regional partners.
- Administer contracts and agreements for RTO programs.
- Develop and submit FTA application for CMAQ grant funds and administer grants for RTO programs.
- Identify local matching funds sources for future years.
- Complete Business Energy Tax Credit (BETC) applications for the vanpool program.
- Develop the RTO work plan and program budget for fiscal year 11-12.
- Provide local transportation system plan support on achieving 2020 non-SOV targets.
- Collaborate with TSMO staff on developing an integrated and coordinated strategy for project development and delivery.
- Represent RTO program at Metro committees and jurisdictions and agency meetings.

Key milestones for FY 10-11

- Jan 10 – FY 10-11 work program and budget reviewed and adopted by RTO subcommittee

- April, May 10 – FY 10-11 work program and budget reviewed and adopted by TPAC, JPACT and the Metro Council
- June 10 – Submit BETC applications for FY 10-11 projects.

Deliverables

- FY 11-12 budget
- RTO subcommittee meeting summaries
- Quarterly progress reports

RTO STRATEGIC PLAN BUDGET 2010-2011		
Revenues:		(BUDGETED) FY 10-11
MTIP Key - 15547		1,500,973
MTIP Keys - 14441, 14442 and 14443		782,956
Metro match (General Fund)		19,490
Fund Balance:		
BETC (prior years)		50,000
Bike There! (prior year sales)		20,000
Walk There! Kaiser Grant		50,000
Total Revenue to/from Metro:		2,423,419
Expenditures:		(BUDGETED) FY 10-11
Administration:	FTE	
FTE	0.650	93,775
M & S		21,913
Evaluation and Measurement:		
FTE	0.650	92,685
Intern	0.500	30,673
M & S		58,609
RTO Subcommittee:		
FTE	0.500	56,557
M & S		-
Collaborative Marketing:		
FTE	1.200	138,406
Bike There!		20,000
Walk There		70,000
Sponsorships		22,054
M & S		55,564
Commuter Program:		
FTE	1.450	153,095
TriMet		396,777
SMART		64,184
Ridematch		30,000
M & S		20,000
RTO Grants:		
FTE	0.500	67,995
Travel Options		175,000
Individualized Marketing		356,000
TMA:		
FTE	0.500	67,995
TMA Grants		135,265
Booster Grants		125,000
Policy Study		33,081
Regional Vanpool:		
FTE	0.250	38,793
M & S		100,000
Total expenditures		2,423,419
Budget Surplus/(Shortfall)		0
Total FTE	6.200	
Match:		
Local partners' match		253,057
Total Budget (including local partners' match)		2,676,476

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 10-4144
THE 2008-2011 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by Carlotta Collette
PROGRAM (MTIP) TO ALLOCATE
FUNDS TO COMMUNITY PROJECTS
THAT ENHANCE EFFICIENCY OF THE
REGIONAL TRANSPORTATION
SYSTEM

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

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

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

WHEREAS, the 2008-11 MTIP established a \$3,000,000 program fund for Intelligent Transportation System (ITS) projects and conditioned the allocation on project recommendations by TransPort Subcommittee to the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, JPACT and Metro Council approved an additional \$3,000,000 ITS program allocation for the 2012-15 MTIP; and

WHEREAS, Metro and TransPort, the ITS subcommittee to TPAC, prepared the Regional Transportation System Management and Operations (TSMO) Plan that provides a ten-year investment strategy for system management and includes a recommendation for programming the MTIP ITS allocations; and

WHEREAS, JPACT and Metro Council approved Resolution No. 09-4099 accepting the Regional TSMO Plan; and

WHEREAS, the allocation of \$3,000,000 to projects identified in the Regional TSMO Plan is not included in the 2008-11 MTIP; and

WHEREAS, the Regional TSMO Plan demonstrates intent to program the \$3,000,000 allocated for 2012-13 in the upcoming 2012-15 MTIP; and

WHEREAS, this change to programming is exempt by federal rule [40 CFR 93.134] from the need for conformity determination with the State Implementation Plan for air quality; and

WHEREAS, JPACT approved Resolution No. 10-4144 at the May 13, 2008 meeting; and now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2009-11 Metropolitan Transportation Improvement Program to allocate the Intelligent Transportation System program funds as shown in Exhibit A to this resolution, and approve the intent to allocate the Intelligent Transportation System program funds in the 2012-15 Metropolitan Improvement Program.

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

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-4144

2008-11 Metropolitan Transportation Improvement Plan Table 4.2.1 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
Metro	15602/15603	ITS Programmatic allocation	Develop ITS program	CMAQ	Other	1,297,000	1,500,000	1,500,000	1,500,000	
PSU	15602	PORTAL Data Archive	Support enhancement to regional transportation data archive	CMAQ	Other	100,000	103,000			100,000

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
Metro	15602/15603	ITS Programmatic allocation	Develop ITS program	CMAQ	Other	0	0	0	0	0
PSU		PORTAL		CMAQ	Other	100,000	103,000	100,000	100,000	100,000
Metro		Arterial Performance Measure RCTO	Develop concept of operations for arterial performance measurement	CMAQ	Plan		150,000			
ODOT		ITS Network	Upgrade ITS network equipment	CMAQ	Other					47,000
Metro		Active Traffic Management RCTO	Develop concept of operations for active traffic management	CMAQ	Plan					300,000
ODOT		TTIP Enhancement for Arterial Traveler Information	Update software and in field systems for data transfer to TTIP	CMAQ	Other				500,000	
City of Beaverton		Canyon Rd/Beaverton-Hillsdale Hwy Adaptive Signal Timing	Install adaptive signal timing	CMAQ	Const			750,000		
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	PE				500,000	
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	Const					1,350,000

Exhibit A to Resolution No. 10-4144

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	PE			500,000		
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	Const				1,400,000	
Sub Totals						100,000	253,000	1,350,000	2,500,000	1,797,,000
Total						6,000,000				

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4144, FOR THE PURPOSE OF AMENDING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ALLOCATE FUNDS TO COMMUNITY PROJECTS THAT ENHANCE EFFICIENCY OF THE REGIONAL TRANSPORTATION SYSTEM

Date: May 5, 2010

Prepared by: Deena Platman – 797-1754

BACKGROUND

JPACT and Metro Council approved a total of \$6 million in Intelligent Transportation System (ITS) programmatic funding for MTIP years 2010 – 2013. The condition placed on the program funds required TransPort, the ITS subcommittee for TPAC, make a recommendation for the allocation of these funds to TPAC, JPACT and Metro Council. In making its recommendation, TransPort was directed to consider the following items:

- Consistency with National ITS Architecture and Standards;
- First consideration to a project of similar scope to the Tualatin-Sherwood Road Advance Traffic Management System (ATMS): I-5 to 99W;
- Projects defined in the Clackamas County ITS application;
- Projects developed through a Regional Concept of Operations (RCTO) process or as part of an opportunity fund for supportive infrastructure or spot improvements; and
- ITS programmatic allocation occurs in the context of a regional strategy ITS.

To meet the conditions for allocation of the ITS programmatic funds, Metro sought and received a 2007-09 Transportation and Growth Management (TGM) grant to develop the Regional Transportation System Management and Operations (TSMO) Plan. JPACT and Metro Council accepted the plan in December 2009.

The Regional TSMO Plan provides a 10-year investment strategy for system operations and demand management. The MTIP includes separate programmatic allocations for ITS and for Regional Travel Options (RTO). The TSMO plan provides recommended programming for MTIP funds allocated to ITS in the 2010-11 and 2012-13 years. The RTO funds are allocated to projects under a separate action. Attachment 1 to this staff report describes the recommended ITS projects for funding in the four-year timeframe.

The 2008-2011 MTIP needs to be amended to reflect the sub allocation of program funds. Additionally, the TSMO plan demonstrates intent to program funds allocated for 2012-2013 in the upcoming 2012-15 MTIP.

ANALYSIS/INFORMATION

- **Known Opposition** There is no known opposition to the proposal.
- **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); Amends the Metro Council Resolution 07-3773 on March 15, 2007 (For the Purpose of Allocating Regional Flexible Funding for the Years 2010-2011); Amends the Metro Council Resolution 09-4017 on March 19, 2009 (For the Purpose of Allocating Regional Flexible Funding for the Years 2012-2013).

- **Anticipated Effects** Adoption of this resolution will allocate federal transportation funding for implementation of the Regional TSMO plan.
- **Budget Impacts** A local agency match is required for funds allocated to Metro for Regional Concept of Operations (RCTO) projects. In 2008-11 MTIP, \$150,000 is allocated for the Arterial Performance RCTO. The resolution recommends that the 2012-15 MTIP include a \$350,000 allocation for the Active Traffic Management RCTO. The required local agency match applied to these federal funds is 10.27%. Metro's FY 2010-2011 budget does not include local match funding for the Arterial Performance RCTO. This project will not proceed until a local match source is identified.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4144.

**Metro** | *Memo*

Date: April 22, 2010

To: Metro Council, JPACT, TPAC and interested parties

From: Deena Platman, Principal Transportation Planner

Re: MTIP and Intelligent Transportation System (ITS) Programmatic Funding Allocation Recommendation

Background

The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved two consecutive allocations of Metropolitan Transportation Improvement Plan (MTIP) regional flexible funds totaling \$6 million for the specific purpose of supporting regional investment in system management and operations. The region recently approved a Regional Transportation System Management and Operations (TSMO) Plan that lays out a ten year investment strategy for system and demand management. The plan includes a recommendation for allocating the \$6 million in ITS program funds to a set of projects to be pursued over the next four years. In order to authorize expenditure of these funds, the 2008-2011 MTIP needs to be amended to reflect the distribution of funds to selected projects. Additionally, the upcoming 2012 – 2015 MTIP should reflect the recommended programming for the 2012-2013 funds.

Programming Recommendation

Following is a description of TransPort's recommendation for allocating the 2010-2013 MTIP ITS program funds. The set of investments include a combination of concept of operations studies, regional system enhancements and corridor improvements, and were selected for funding because they will lay the foundation necessary to fully implement the plan. The table below provides a summary of the projects recommended for MTIP funding.

Project	Recommended Allocation
PORTAL support	\$503,000
ITS network support	\$47,000
Arterial Performance Measure RCTO	\$150,000
Active Traffic Management RCTO	\$300,000
TTIP enhancement for arterial traveler information phase 1	\$500,000
Canyon Rd/Beaverton-Hillsdale Hwy adaptive signal timing	\$750,000
Tualatin-Sherwood Rd Advance Traffic Management System (ATMS), phase 2	\$1,850,000
Active corridor management:I-84/Powell/ Glisan/Halsey/Sandy	\$1,900,000
Total	\$6,000,000

Portland OR Regional Transportation Archive Listing (PORTAL) support

Continued support for the PORTAL system, housed at Portland State University, includes an upgraded interface and new tools to archive and display transportation data. The data can be used for traveler information, operations management, research and decision-making.

Operate and maintain the Intelligent Transportation System (ITS) network

Fund replacement equipment as well as support new equipment that enables agencies to access the ITS network. The ITS network is used to securely share transportation operations data between agencies participating in the network.

Arterial Performance Measure Regional Concept of Operations (RCTO)

The RCTO identifies performance measures for the region's arterial network and develops standards for data collection and dissemination to travelers. It will lay the groundwork for all future arterial system management projects and guides selection of data collection equipment and design.

Active Traffic Management Regional Concept of Operations (RCTO)

The RCTO evaluates the potential effectiveness of variable speeds and managed lanes. It will analyze the regional corridors and prioritize investments in active traffic management.

TTIP enhancement for arterial traveler information phase 1

Updates software and in field systems on arterial roadways necessary to capture and transfer data to ODOT's TripCheck Travel Information Portal (TTIP) data exchange system.

Canyon Rd/Beaverton-Hillsdale Hwy adaptive signal timing

Constructs an adaptive signal system through downtown Beaverton. It builds on a current adaptive signal timing project on Beaverton-Hillsdale Hwy. Due to the close proximity of the two facilities and the several cross streets that intersect them, optimal operations occur when both are equipped with adaptive signal systems.

Tualatin-Sherwood Rd Advance Traffic Management System (ATMS), phase 2

Provides funding for second phase of ATMS on Tualatin-Sherwood Rd, providing a complete traveler information and arterial management system.

Active corridor management on I-84/Powell/ Glisan/Halsey/Sandy

Expands traveler information and enables incident management techniques that reduce traveler delay and improve safety in the I-84 corridor. It provides real-time traveler information along I-84 and parallel facilities to assist travelers in making informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans.

May 5, 2010

TO: Joint Policy Advisory Committee on Transportation

SUBJECT: Amend the Metropolitan Transportation Improvement Program (MTIP) to reflect the action taken by the Oregon Transportation Commission with regard to OTIA funding within the MPO.

Requested Action

JPACT action is requested to add three projects to the MTIP:
(Detailed project information provided below)

- 1) Add \$1m TSM project on OR99W through Sherwood.
- 2) Add a \$2m project to facilitate the jurisdictional transfer of SW Boones Ferry Road
- 3) Add \$1m for project development of OR99W/SW Gaarde St/SW McDonald St Intersection (Project currently programmed in the Draft 2010-13 STIP)

Background

The "I-5/99W Connector Project" was originally envisioned to be a new limited access road from Hwy 99W near Sherwood to Interstate 5 near the Tualatin/Wilsonville area. Following a comprehensive analysis of seven alternatives for addressing mobility in the region, the Policy Steering Committee (PSC) – made up of representatives from Metro, Washington and Clackamas Counties, local cities and ODOT – determined that a system of local arterials, along with improvements to Hwy 99W and Interstate 5, was the preferred alternative.

Proposal for Moving Forward.

The three arterial recommendation will continue to require a substantial amount of planning and coordination amongst the local jurisdictions and ODOT. In recognition of the this new approach, and to provide relief to the State system both today and into the future, the Oregon Transportation Commission approved the following list of projects to be funded utilizing the \$10 million of Federal High Priority Project funds and the \$10 million in State OTIA III funds. The MSTIP funds are listed for information purposes only.

The proposed list of projects focuses on providing benefit to the State Highway System in the corridor to improve mobility, safety and accessibility and meet the legislative timelines for expending OTIA funds.

Southbound I-5 Auxiliary Lane, I-205 to north Wilsonville (No OTIA III funds)

The Southbound I-5 auxiliary lane is one of the key short-term project recommendations coming out of the I-5/99W Connector Project. Following the PRC’s recommendation, Washington County agreed to designate their \$10m of Federal High Priority Project and Federal TCSP funds for construction of an auxiliary lane from I-205 South to the North Wilsonville Exit along I-5 South. The project will provide a substantial operational benefit to Interstate 5. This combined preservation and operations project is under construction and will be completed in 2010.

Total project cost: \$23.0M \$10.0M Federal Earmarks (HPP & TCSP)
 \$5.0M ARRA funds
 \$8.0M ODOT Interstate Maintenance

OR99W TSM through Sherwood

ODOT traffic management projects at various intersections in the Sherwood area will provide immediate improvement to traffic flow on 99W Highway. Specifics include:

- 1. Installing a Northbound Variable Message Sign (VMS) south of Tualatin Sherwood Road to provide traveler information, such as travel-time and incident reports on 99W and/or Tualatin Sherwood Road
- 2. Cameras at intersections on 99W at Roy Rogers/Tualatin Sherwood, Edy Road/Sherwood Road, and Sunset Blvd. that will allow observation of traffic flow during incidents and could be used to adjust signal timing based on observations.
- 3. RWIS (Road Weather Info System) on 99W between Roy Rogers/Tualatin Sherwood Road and Cipole Road for improved systems management.

Total project cost: \$1.0 M \$1.0M OTIA III

Jurisdictional Transfer of SW Boones Ferry: SW Norwood - SW Day Road

The jurisdiction transfer of SW Boones Ferry Road to the local agency between Norwood Road and Day Road would allow for consistent management and maintenance of the entire facility rather than the segmented management as it exists today. The funding provided would improve the condition of the facility by the local agency following the transfer of jurisdiction, similar to projects delivered in OTIA I.

Construction to be completed by fall 2012.

Total project cost: \$2.0M OTIA III

OR99W/SW Gaarde St/SW McDonald St Intersections

The City of Tigard proposed, and JPACT and the Oregon Transportation Commission endorsed, a Federal Transportation Reauthorization Request to improve safety and capacity of this heavily congested intersection of Highway 99W. Considering the fact that the new arterials proposed for addressing traffic demand from 99W to I-5 are likely a number of years away, it is important that the existing route function as safely and efficiently as possible. The planned improvements include improved bicycle, pedestrian and transit connections, access management, improved capacity and additional turn-lanes. The Draft 2010-13 STIP, recommended by JPACT and awaiting OTC approval, contains \$3m for ROW acquisition and project development of this project. The OTIA funding will allow development to begin immediately in preparation and anticipation of the STIP and federal funding needed for construction.

Total project cost: \$6 M \$1.0M OTIA III
 \$3.0M Draft 2010-13 ODOT STIP
 \$2.0M City of Tigard Federal Reauthorization

SW Hall Blvd/OR99W Intersection

This project will improve the safety and capacity of the existing Highway 99W through the addition of turn lanes and bicycle lanes on both Highway 99W and SW Hall Boulevard and will include pedestrian safety amenities. The project requires will also address access management in the vicinity. MSTIP funding previously allocated to this project will be reallocated to Adams Street and development of SW 124th.

The project is under construction and will be complete by fall 2012.

Total project cost: \$7.15 M \$6.0M OTIA III
 \$0.75M ODOT
 \$0.4M Wash. Co. (MSTIP)
 (\$5.0m of MSTIP reallocated to SW 124th / Adams)

Build Adams Street: Tualatin-Sherwood Road - Downtown Sherwood

Adams Avenue South is the southern portion of a new collector road from the core of Sherwood to Highway 99W that will provide an alternative route for local traffic that will reduce the number of trips through congested intersections on Hwy 99W that currently provided the only connection between Old Town Sherwood and Tualatin-Sherwood Road and I-5 South.

The project will construct a three-lane collector including a separated bike/pedestrian way, a signal at Tualatin-Sherwood Road, a roundabout at Century Drive and a signal near the railroad tracks on Oregon Street.

Project will be bid in 2010 with construction to be completed by fall 2012.

Total project cost: \$8.0M \$4.0M MSTIP
 \$2.0M right-of-way contribution
 \$2.0M City of Sherwood

SW. 124th Ave: Tualatin-Sherwood Road - Boones Ferry Road

Alternatives analysis for the I-5/99W Connector was completed in February 2009. This Washington County project will continue the planning and preliminary engineering

necessary to establish an alignment for SW. 124th Ave. and develop improvements to the existing road network to Boones Ferry Road. SW. 124th Ave. would be a County arterial to provide access to the industrial area South of Tualatin-Sherwood Road.

SW. 124th Ave. is one of the key improvements in a series of arterial improvements, that when completed, will reduce the number of trips on I-5 and on Hwy. 99W by providing an alternative North/South route.

Preliminary engineering for the alignment to be completed by fall 2012.

Total project cost: \$5.0M

\$3.0M MSTIP

\$2.0M County reimbursement to MTIP (MSTIP)

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 OTIA FUNDING FOR THE I-5/OR99W)
TUALATIN-SHERWOOD CONNECTOR)
PROJECT AND ADD FUNDING FOR)
COMMUNITY TRANSPORTATION PROJECTS)
IN THE SOUTHWEST PORTION OF THE)
METROPOLITAN REGION)

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 are 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 transportation projects to phase access and mobility improvements into the corridor instead of constructing 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 set of new and existing projects; and

WHEREAS, the new set of transportation projects will improve the operations of existing facilities serving the corridor support continuing development of projects identified in the preferred alternative and are consistent with the Regional Transportation Plan; and

WHEREAS, these changes to programming for these projects has been analyzed and determined to be 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 May 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 (processed administratively)	\$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

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE OTIA FUNDING FOR THE I-5/OR99W TUALATIN-SHERWOOD CONNECTOR PROJECT AND ADD FUNDING FOR COMMUNITY TRANSPORTATION PROJECTS IN THE SOUTHWEST PORTION OF THE METROPOLITAN REGION

Date: May 5, 2010

Prepared by: Ted Leybold

BACKGROUND

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

Following completion of the corridor study, the Oregon Department of Transportation and Washington County selected projects for funding that reflect the new policy direction of the preferred alternative and the legislative timelines and intents of the OTIA program. (An explanatory memo with additional background from ODOT is attached.)

The Oregon Transportation Commission acted at their January 2010 meeting to reallocate the OTIA funding in the STIP as outlined in the attached memo. Adding the following three projects requires JPACT concurrence to include them in the MTIP:

- OR99W System Management through Sherwood (Traveler information, signal timing upgrades): \$1 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: \$4 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 to regional transportation emissions budgets consistent with state air quality requirements as part of the existing 2008-11 MTIP. They are 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 would now need to be amended to reflect these changes if the Council wishes 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																
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	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																
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	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																
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	

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		Let Date (if known) <input type="checkbox"/> N/A		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		Reg. STIP Coord. Approval <input type="checkbox"/> Vaughan Rademeyer		Date <input type="checkbox"/> 12/29/2009		Fiscal Constraint Confirmed <input type="checkbox"/> Yes	
Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required?		Key No. <input type="checkbox"/>		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"/>	
STIP Page No./Amendment No. <input type="checkbox"/>		Current Monitor Code <input type="checkbox"/> Enter Current		New Monitor Code <input type="checkbox"/> PSEDOC		Work Type 3 <input type="checkbox"/> Enter third Wi		Percent <input type="checkbox"/>		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"/>	
US Cong. District <input type="checkbox"/> 1		Senate District <input type="checkbox"/> 13		Representative District <input type="checkbox"/> 26		County <input type="checkbox"/> WASHINGTON		Work Description <input type="checkbox"/> Install Variable Message Signs, Cameras and Road Weather Info Systems		Mode <input type="checkbox"/> 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 _____

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

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

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		Hwy. Name		Hwy. No.:		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		Comments:			
		Current Monitor Code <input type="checkbox"/> Enter Current		New Monitor Code <input type="checkbox"/> PSEDOC		Route 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		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		



Date: May 5, 2010
To: JPACT, MPAC and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: RTP Adoption Package - Ordinance No. 10-1241 and Resolution No. 10-4150

BACKGROUND AND PURPOSE

The region is in the final adoption phase for the Regional Transportation Plan (RTP). A third and final 45-day public comment opportunity began on March 22 and ends on May 6, 2010. MTAC will be asked to make a recommendation to MPAC on May 19. TPAC will be asked to make a recommendation to JPACT on May 28.

ACTION REQUESTED

- MPAC and JPACT action on Ordinance No. 10-1241 is scheduled for May 26 and June 10, 2010, respectively.
- JPACT action on Resolution No. 10-4150 is scheduled for June 10, 2010.

OVERVIEW OF ORDINANCE NO. 10-1241 (attached for your information)

- **ORDINANCE AND STAFF REPORT (Attachment 1)** to the staff report summarizes comments received and recommendations for amendments to Exhibits A through E; an updated Attachment 1 that summarizes all comments and recommended changes will be provided at the meeting. **Attachment 2** is a full public comment report that documents comments received during the most recent public comment period; this attachment will be provided at the meeting.)
- **EXHIBITS A - D (Draft 2035 Regional Transportation Plan, Appendices (project list) and related modal plans)** - These exhibits include the draft 2035 Regional Transportation Plan (RTP) and project list, Regional Transportation System Management and Operations Plan (TSMO), Regional Freight Plan, and High Capacity Transit Plan Summary Report.
- **EXHIBIT E (Draft Regional Transportation Functional Plan)** – This exhibit codifies existing and new requirements that local plans must comply with to be consistent with the RTP. The exhibit has been the focus of public comments received to date, and includes recommended changes as documented in Attachment 1 to the staff report. An updated exhibit that incorporates all recommended changes will be provided at the meeting.
- **EXHIBIT F (Repeal of Regional Parking Policy)** – This exhibit repeals Title 2 of the Urban Growth Management Functional Plan. Regional parking policies are now included in Title 4 of the Regional Transportation Functional Plan.
- **EXHIBIT G (Amendments to Chapter 2 of the Regional Framework Plan)** – This exhibit amends the existing Chapter 2 of the Regional Framework Plan with the new goals and objectives included in Chapter 2 of the 2035 Regional Transportation Plan.

- **EXHIBIT H (Findings of Fact and Conclusions of Law)** – This exhibit includes legal findings that demonstrate consistency of the RTP with state and regional requirements. This exhibit is under development.

OVERVIEW OF RESOLUTION NO. 10-4150 (attached for your information)

- **RESOLUTION AND STAFF REPORT**
- **EXHIBIT A (Air Quality conformity Determination for the 2035 Regional Transportation Plan and 2010-2013 Metropolitan Transportation Improvement Program)** - This exhibit demonstrates that the financially constrained system of the 2035 RTP and the timing and design of projects included in the 2010-2013 MTIP meet state and federal air quality requirements.

NEXT STEPS

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

March 22 – May 6, 2010	Final RTP public comment period
May 6, 2010	Public hearing at 5 p.m. at Metro; public comment period ends at midnight
May 12, 2010	MPAC briefing on 2035 RTP legislation
May 13, 2010	JPACT briefing on 2035 RTP legislation
	Oregon Transportation Commission briefing on 2035 RTP
May 19, 2010	MTAC final recommendation on 2035 RTP
May 26, 2010	MPAC final recommendation on 2035 RTP
May 28, 2010	TPAC final recommendation on air quality conformity and 2035 RTP
June 10, 2010	JPACT and the Metro Council final action on RTP
June 15, 2010	RTP and findings submitted to the Land Conservation and Development Commission in the manner of periodic review for approval
	Joint 2035 RTP and 2010-13 Metropolitan Transportation Improvement Program (MTIP) air quality conformity determination and findings submitted to U.S. DOT for review and approval

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2004) Ordinance No. 10-1241
REGIONAL TRANSPORTATION PLAN TO)
COMPLY WITH STATE LAW; TO ADD THE) Introduced by Chief Operating Officer
REGIONAL TRANSPORTATION SYSTEMS) Michael Jordan with the Concurrence of
MANAGEMENT AND OPERATIONS ACTION) Council President David Bragdon
PLAN, THE REGIONAL FREIGHT PLAN AND THE
HIGH CAPACITY TRANSIT SYSTEM PLAN; TO
AMEND THE REGIONAL TRANSPORTATION
FUNCTIONAL PLAN AND ADD IT TO THE
METRO CODE; TO AMEND THE REGIONAL
FRAMEWORK PLAN; AND TO AMEND THE
URBAN GROWTH MANAGEMENT FUNCTIONAL
PLAN

WHEREAS, federal and state law require Metro to adopt a transportation plan for the region and to revise it at least every four years to keep it up to date; and

WHEREAS, Phase 1 of the Regional Transportation Plan (RTP) update focused on development of the federally-recognized metropolitan plan ("Federal Component") for the Portland metropolitan region that serves as the threshold for all federal transportation funding in the region; and

WHEREAS, the Metro Council adopted the federal component of the 2035 RTP by Resolution No. 07-3831B (For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan Update, Pending Air Quality Conformity Analysis) on December 13, 2007, deferring adoption of the state component (required by state law) in order to address outstanding issues identified during development of the federal component; and

WHEREAS, the U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008; and

WHEREAS, Phase 2 of the RTP focused on development of the state component of the 2035 RTP; and

WHEREAS, OAR 660-012-0016 directs coordination of the federally-required regional transportation plan with regional transportation system plans such that the state component of the 2035 RTP must be adopted within one year of the federal component or within a timeline and work program approved by the Land Conservation and Development Commission ("LCDC"); and

WHEREAS, on May 1, 2008, the LCDC accepted the RTP into the periodic review process and approved the work program and timeline for the state component of the RTP, which called for completing the RTP by December 2009, pending final review and analysis for air quality conformance; and

WHEREAS, the RTP is a central tool for implementing the 2040 Growth Concept and is part of, and must be consistent with, Metro's Regional Framework Plan; and

WHEREAS, the state component of the 2035 RTP is intended to serve as the regional transportation system plan under statewide planning Goal 12 and the state Transportation Planning Rule, and must be consistent with those laws; and

WHEREAS, the RTP must be consistent with other statewide planning goals and the state transportation system plan as contained in the Oregon Transportation Plan and its several components; and

WHEREAS, central to the 2035 RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes and state goals for reductions in vehicle miles traveled and corresponding greenhouse gas emissions; and

WHEREAS, the Metro Council accepted elements of the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, the Metro Council accepted the 2035 Regional Transportation Plan ("RTP") and related elements by Resolution No. 09-4099 (For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation System Management and Operations Plan; The Regional Freight Plan; The High Capacity Transit System Plan; and The Regional Transportation Functional Plan) on December 17, 2009; and

WHEREAS, a third and final 45-day public comment period on the 2035 RTP was provided from March 22 to May 6, 2010; and

WHEREAS, the Metro Council, the Joint Policy Advisory Committee on Transportation ("JPACT"), the Metro Policy Advisory Committee ("MPAC"), the Metro Technical Advisory Committee ("MTAC"), the Transportation Policy Advisory Committee ("TPAC"), the Regional Travel Options ("RTO") subcommittee of TPAC, the Intelligent Transportation Systems ("ITS") Subcommittee of TPAC, the Regional Freight and Goods Movement Technical Advisory Committee, the Bi-State Coordination Committee, the Regional Freight and Goods Movement Task Force, the Regional Transportation Coordinating Council ("RTCC"), the Federal Highway Administration and the Federal Transit Administration, and other elected officials, representatives of business, environmental and transportation organizations from the Portland-Vancouver metropolitan area assisted in the development of the federal and state components of the 2035 RTP and provided comment on the RTP throughout the planning process; and

WHEREAS, JPACT and MPAC have recommended approval of the state component of the 2035 RTP by the Council; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The 2004 Regional Transportation Plan is hereby amended to become the 2035 Regional Transportation Plan (RTP), as indicated in Exhibit A and Appendices, attached and incorporated into this ordinance.
2. The Regional Transportation Systems Management and Operations Action Plan in Exhibit B, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 Regional Transportation Plan.
3. The Regional Freight Plan in Exhibit C, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 RTP.

4. The High Capacity Transit System Plan in Exhibit D, attached and incorporated into this ordinance, is hereby adopted as a component of the 2035 RTP.
5. The Regional Transportation Function Plan (“RTFP”), contained in section 6.4 of the 2004 RTP, is hereby amended as indicated in Exhibit E, attached and incorporated into this ordinance, and added to the Metro Code as Chapter 3.08.
6. Title 2 (Regional Parking Policy) of the Urban Growth Management Functional Plan is hereby repealed as indicated in Exhibit F, attached, and is incorporated into the RTFP, as indicated in Exhibit E.
7. Chapter 2 (Transportation) of Metro’s Regional Framework Plan is hereby amended, as indicated in Exhibit G, attached and incorporated into this ordinance, to reflect the new transportation policies in the 2035 RTP in Exhibit A.
8. The Findings of Fact and Conclusions of Law in Exhibit H, attached and incorporated into this ordinance, explain how these amendments comply with the Regional Framework Plan, statewide planning laws and the Oregon Transportation Plan and its applicable components.
9. Staff is directed to submit this ordinance and exhibits to the Land Conservation and Development Commission (LCDC) in the manner of periodic review.

ADOPTED by the Metro Council this 10th day of June, 2010.

David Bragdon, Council President

Attest:

Approved as to form:

Anthony Andersen, Recording Secretary

Daniel B. Cooper, Metro Attorney

CLICK HERE FOR FULL REPORT

March 2010
Final draft plan

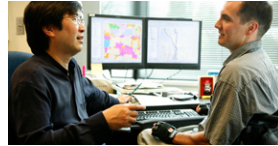


Exhibit A to Ordinance No. 10-1241

2035

REGIONAL TRANSPORTATION PLAN

Final draft plan

March 2010

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March 2010
Final draft plan

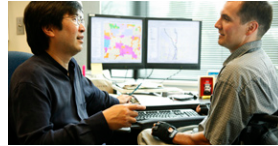


Exhibit A to Ordinance No. 10-1241

TECHNICAL APPENDIX

2035

REGIONAL TRANSPORTATION PLAN

Final draft plan

March 2010

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March 2010
Final draft plan



Exhibit B to Ordinance No. 10-1241

REGIONAL TRANSPORTATION
SYSTEM MANAGEMENT AND OPERATIONS

2010 – 2020

Final draft plan

March 2010

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March 2010
Final draft plan

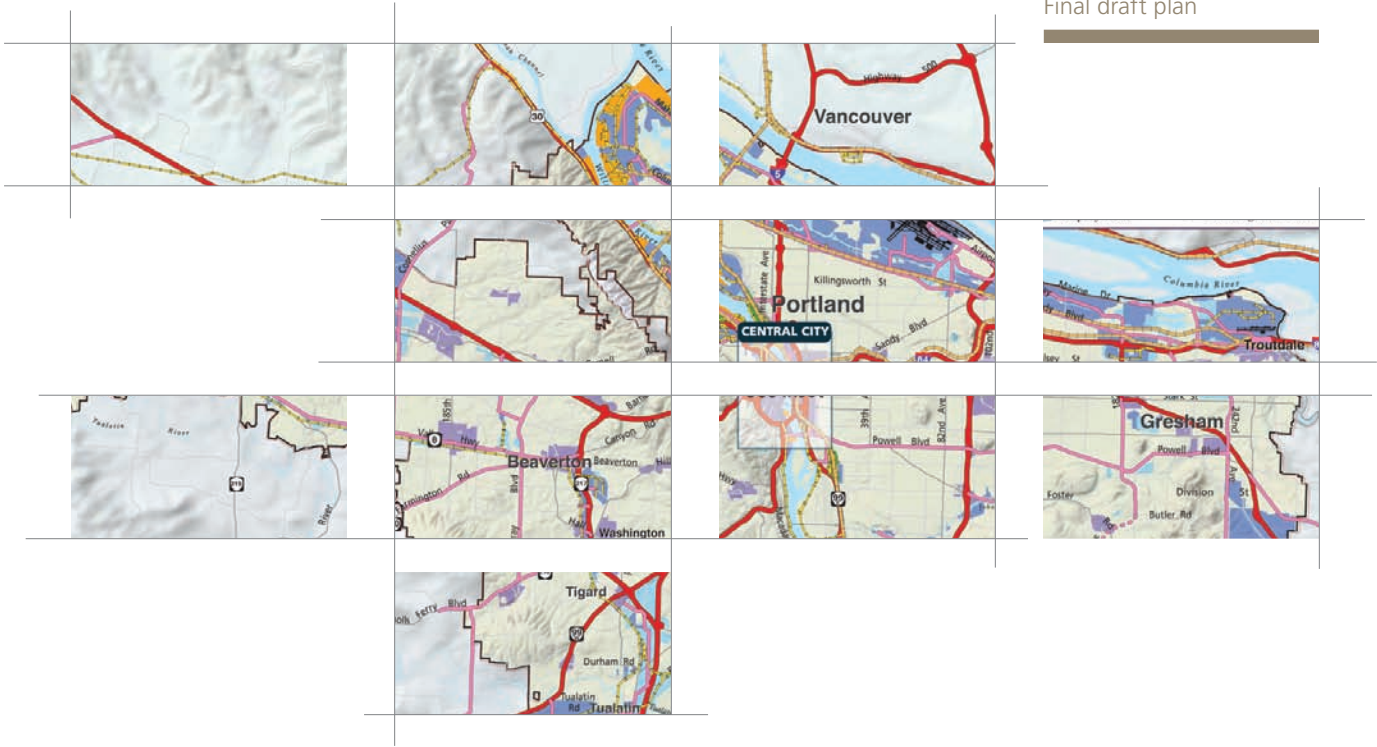


Exhibit C to Ordinance No. 10-1241

REGIONAL FREIGHT PLAN

2035

Final draft plan

March 2010

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March 22, 2010
Summary report

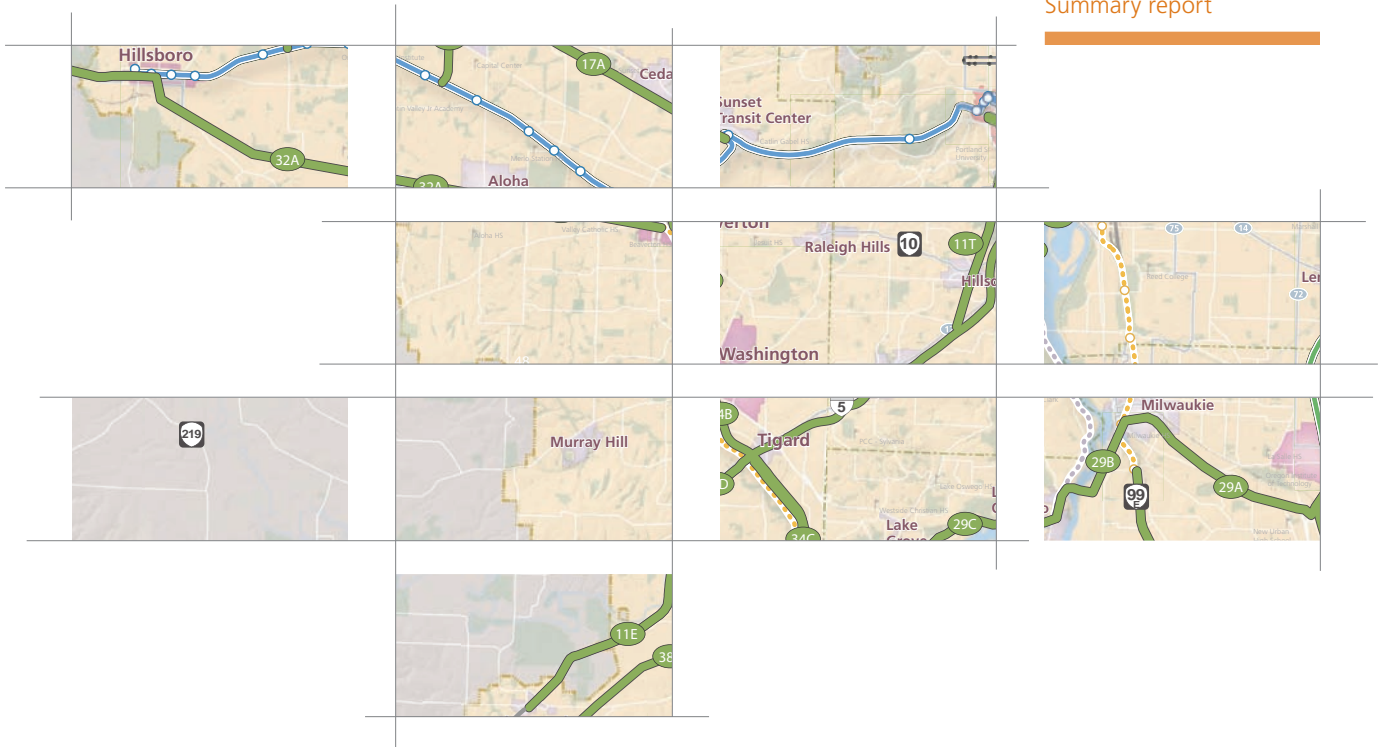


Exhibit D to Ordinance No. 10-1241

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

2035

Summary report

March 22, 2010



Metro | *Joint Policy Advisory Committee on Transportation*

CHAPTER 3.08

PUBLIC REVIEW DRAFT REGIONAL TRANSPORTATION FUNCTIONAL PLAN
Version 3.0 (with proposed amendments incorporated)
4/28/10

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

SECTIONS	TITLE
3.08.010	Purpose of Regional Transportation Functional Plan
TITLE 1:	TRANSPORTATION SYSTEM DESIGN
3.08.110	Street System Design
3.08.120	Transit System Design
3.08.130	Pedestrian System Design
3.08.140	Bicycle System Design
3.08.150	Freight System Design
3.08.160	Transportation System Management and Operations
TITLE 2:	DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS
3.08.210	Transportation Needs
3.08.220	Transportation Solutions
3.08.230	Performance Targets and Standards
TITLE 3:	TRANSPORTATION PROJECT DEVELOPMENT
3.08.310	Defining Projects in Transportation System Plans
TITLE 4:	REGIONAL PARKING MANAGEMENT
3.08.410	Parking Management
TITLE 5:	AMENDMENT OF COMPREHENSIVE PLANS
3.08.510	Amendments of City and County Comprehensive and Transportation System Plans
TITLE 6:	COMPLIANCE PROCEDURES
3.08.610	Metro Review of Amendments to Transportation System Plans
3.08.620	Extension of Compliance Deadline
3.08.630	Exception from Compliance
TITLE 7:	DEFINITIONS
3.08.710	Definitions

CHAPTER 3.08

REGIONAL TRANSPORTATION FUNCTIONAL PLAN

SECTIONS TITLE

3.08.010 Purpose of Regional Transportation Functional Plan

- A. The Regional Transportation Functional Plan (RTFP) implements those policies of the Regional Transportation Plan (RTP) and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. The principal objectives of the RTP are improved public health, safety and security for all; attraction of jobs and housing to downtowns, main streets, corridors and employment areas, creating vibrant, livable communities, sustaining the region's economic competitiveness and prosperity; efficient management to maximize use of the existing transportation system; completion of the transportation system for all modes of travel to expand transportation choices; increasing use of the transit, pedestrian and bicycle systems; ensuring equity and affordable transportation choices; improving freight reliability; reducing vehicle miles traveled and resulting emissions; and promoting environmental and fiscal stewardship.
- B. The RTFP is intended to be consistent with federal law that applies to Metro in its role as a metropolitan planning organization, the Oregon Transportation Plan, and Statewide Planning Goal 12 (Transportation) and its Transportation Planning Rule (TPR). If a TSP is consistent with this RTFP, Metro shall deem it consistent with the RTP.

TITLE 1: TRANSPORTATION SYSTEM DESIGN

3.08.110 Street System Design

- A. To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city

and county street design regulations shall allow implementation of:

1. Complete street designs as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002), or similar resources consistent with regional street design policies;
2. Green street designs as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection; and
3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B.

B. City and county local street design regulations shall allow implementation of:

1. Pavement widths of less than 28 feet from curb-face to curb-face;
2. Sidewalk widths that include at least five feet of pedestrian through zones;
3. Landscaped pedestrian buffer strips, or paved furnishing zones of at least five feet, that include street trees;
4. Traffic calming devices, such as speed bumps and cushions, woonerfs and chicanes, to discourage traffic infiltration and excessive speeds;
5. Short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; and
6. Opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended.

- C. To provide a well-connected network of streets for local circulation and preserve the capacity of the region's principal arterials for through trips, each city and county shall amend its TSP, if necessary, to comply with the requirements set forth in subsections D through G of this section.
- D. To improve connectivity of the region's arterial system and support walking, bicycling and access to transit, each city and county shall incorporate into its TSP, to the extent practicable, a network of four-lane major arterial streets at one-mile spacing and two-lane minor arterial streets or collector streets at half-mile spacing considering the following:
1. Existing topography;
 2. Rail lines;
 3. Freeways;
 4. Pre-existing development;
 5. Leases, easements or covenants in place prior to May 1, 1995; and
 6. The requirements of Titles 3 and 13 of the Urban Growth Management Functional Plan (UGMFP).
 7. Best practices and designs as set forth in Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002), Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), and state or locally-adopted plans and best practices for protecting natural resources and natural areas.
- E. To improve local access and circulation, and preserve capacity on the region's arterial system, each city and county shall incorporate into its TSP a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map shall identify street connections to adjacent areas to promote a logical, direct and connected system of streets and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public

right-of-way routes and limit closed-end street designs consistent with subsection F.

- F. If proposed residential or mixed-use development involves construction of a new street, the city and county regulations shall require the applicant to provide a site plan that:
1. Is consistent with the conceptual new streets map required by subsection E;
 2. Provides full street connections with spacing of no more than 530 feet between connections, except if prevented by barriers such as topography, rail lines, freeways, pre-existing development, leases, easements or covenants that existed prior to May 1, 1995, or by requirements of Titles 3 and 13 of the UGMFP;
 3. If streets must cross water features protected pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;
 4. If full street connection is prevented, provides bicycle and pedestrian accessways on public easements or rights-of-way spaced such that accessways are not more than 330 feet apart, unless not possible for the reasons set forth in paragraph 3;
 5. Provides for bike and pedestrian accessways that cross water features identified pursuant to Title 3 of the UGMFP at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
 6. If full street connection over water features identified pursuant to Title 3 of the UGMFP cannot be constructed in centers as defined in Title 6 of the UGMFP or Main Streets shown on the 2040 Growth Concept Map, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;
 7. Limits cul-de-sac designs or other closed-end street designs to circumstances in which barriers prevent

full street extensions and limits the length of such streets to 200 feet and the number of dwellings along the street to no more than 25; and

8. Provides street cross-sections showing dimensions of right-of-way improvements and posted or expected speed limits.
- G. For redevelopment of contiguous lots and parcels less than five acres in size that require construction of new streets, cities and counties shall establish their own standards for local street connectivity, consistent with subsection F.
- H. To protect the capacity, function and safe operation of existing and planned state highway interchanges, or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals consistent with Oregon Highway Plan Access Management Standards and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area. Public street connections, consistent with regional street design and spacing standards in Section 3.08.110, shall be encouraged and shall supercede this access restriction, though such access may be limited to right-in/right-out or other appropriate configuration in the vicinity of interchange ramp terminals. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.

3.08.120 Transit System Design

- A. City and county TSPs or other appropriate regulations shall include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all transit stops where regional transit service exists at the time of TSP development or update and all existing or planned Station Communities.
- B. City and county TSPs shall include a transit plan, and implementing land use regulations, with the following elements to leverage the region's investment in transit and improve access to the transit system:
 1. A transit system map consistent with the transit functional classifications shown in Figure 2.15 of the

RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bicycle transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, regional bicycle transit facilities, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops.

2. The following site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP:
 - a. Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops;
 - b. Provide safe, direct and logical pedestrian crossings at all transit stops and make intersection and mid-block traffic management improvements as needed to enable marked crossings at major transit stops;
 - c. At major transit stops, require the following:
 - i. Locate buildings within 20 feet of the transit stop, a transit street or an intersecting street, or a pedestrian plaza at the stop or a street intersection;
 - ii. Transit passenger landing pads accessible to disabled persons to transit agency standards;
 - iii. An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; and
 - iv. Lighting to transit agency standards at the major transit stop.
- C. Providers of public transit service shall consider and document the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families, when planning levels of service, transit facilities and hours of operation.

3.08.130 Pedestrian System Design

- A. City and county TSPs shall include a pedestrian plan, with implementing land use regulations, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:
1. An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system;
 2. An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe pedestrian routes.
 3. A list of improvements to the pedestrian system that will help the city or county achieve the regional non-SOV modal targets in Table 3.08-1 and other targets established pursuant to section 3.08.230;
 4. Provision for sidewalks along arterials, collectors and most local streets, except that sidewalks are not required along controlled roadways, such as freeways; and
 5. Provision for safe crossings of streets and controlled pedestrian crossings on major arterials.
- B. To support transit, a city or county may implement the provisions of section 3.08.120B(2) by establishment of a pedestrian district in its comprehensive plan or land use regulations with the following elements:
1. A connected street and pedestrian network for the district;
 2. An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes;
 3. Interconnection of pedestrian, transit and bicycle systems;
 4. Parking management strategies;
 5. Access management strategies;

6. Sidewalk and accessway location and width;
 7. Landscaped or paved pedestrian buffer strip location and width;
 8. Street tree location and spacing;
 9. Pedestrian street crossing and intersection design;
 10. Street lighting and furniture for pedestrians; and
 11. A mix of types and densities of land uses that will support a high level of pedestrian activity.
- C. City and county land use regulations shall ensure that new development provides on-site streets and accessways that offer reasonably direct routes for pedestrian travel.

3.08.140 Bicycle System Design

- A. City and county TSPs shall include a bicycle plan, with implementing land use regulations, for an interconnected network of bicycle routes within and through the city or county. The plan shall include:
1. An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;
 2. An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering *TriMet Bicycle Parking Guidelines*.
 3. A list of improvements to the bicycle system that will help the city or county achieve the regional non-SOV modal targets in Table 3.08-1 and other targets established pursuant to section 3.08.230;
 4. Provision for bikeways along arterials, major collectors and nearby parallel routes, and bicycle parking in centers, at major transit stops shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses; and
 5. Provision for safe crossing of streets and controlled bicycle crossings on major arterials.

3.08.150 Freight System Design

- A. City and county TSPs shall include a freight plan, with implementing land use regulations, for an interconnected system of freight networks within and through the city or county. The plan shall include:
1. An inventory of existing facilities that identifies gaps and deficiencies in the freight system;
 2. An evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts; and
 3. A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve the targets established pursuant to section 3.08.230.

3.08.160 Transportation System Management and Operations

- A. City and county TSPs shall include transportation system management and operations (TSMO) plans to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include:
1. An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs;
 2. A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas:
 - a. Multimodal traffic management investments, such as signal timing, access management, arterial performance monitoring and active traffic management;
 - b. Traveler information investments, such as forecasted traffic conditions and carpool matching;
 - c. Traffic incident management investments, such as incident response programs; and

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

TITLE 2: DEVELOPMENT AND UPDATE OF TRANSPORTATION SYSTEM PLANS

3.08.210 Transportation Needs

- A. Each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP and its own transportation needs. The determination of local transportation needs shall be based upon:
 1. System gaps and deficiencies identified in the inventories and analysis of transportation systems pursuant to Title 1;
 2. Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;
 3. Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.
- B. A city or county determination of transportation needs must be consistent with the following elements of the RTP:
 1. The population and employment forecast and planning period of the RTP, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;
 2. Regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP;
 3. System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP; and

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

3.08.220 Transportation Solutions

- A. Each city and county shall consider the following strategies, in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies:
 1. TSMO investments that refine or implement regional strategies in the RTP;
 2. Transit, bicycle and pedestrian system improvements;
 3. Traffic-calming designs and devices;
 4. Land use strategies in OAR 660-012-0035(2) to help achieve the thresholds and standards in Tables 3.08-1 and 3.08-2 or alternative thresholds and standards established pursuant to section 3.08.230;
 5. Improvements to parallel arterials, collectors or local streets, including pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.08.110, in order to provide alternative routes or encourage use of modes other than SOV; and
 6. Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Network Concept, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs.
- B. A city or county shall coordinate its consideration of the strategies in subsection A with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner.
- C. If analysis under subsection 3.08.210A indicates an unmet regional or state need that has not been addressed in the RTP, the city or county shall propose one of the following actions:

1. Propose a project at the time of Metro review of the RTP to be incorporated into the RTP during the next RTP update; or
 2. Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update.
- D. Upon its conclusion that the strategies in subsection A would not be feasible to address identified needs, a city or county shall, in coordination with Metro, pursue one or more of the following strategies:
1. Amend the comprehensive plan or land use regulations for an area to reduce trips generated by allowed uses;
 2. Take an exception to the relevant RTFP requirement pursuant to section 3.08.630;
 3. Change the RTP functional classification of a facility for any mode in Chapter 2 of the RTP; or
 4. Amend the policy in the RTP which the relevant RTFP requirement implements.

3.08.230 Performance Targets and Standards

- A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 and performance measures in subsection D or toward alternative targets and standards adopted by the city or county pursuant to subsections B and C. The city or county shall include the regional targets and standards or its alternatives in its TSP.
- B. A city or county may adopt alternative targets or standards in place of regional targets and standards prescribed in subsection A upon a demonstration that the alternatives:
1. Are no lower than those in Table 3.08-1 and Table 3.08-2;
 2. Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway network defined in Figure 2.12 of the RTP

and that are not recommended in, or are inconsistent with, the RTP; and

3. Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1.
- C. If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission.
- D. Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP.
- E. To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to maintain performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall adopt the following:
1. Parking minimum and maximum ratios in Centers and Station Communities consistent with subsection 3.08.410A;
 2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1;
 3. TSMO projects and strategies consistent with section 3.08.160; and
 4. Land use actions pursuant to OAR 660-012-0035(2).

TITLE 3: TRANSPORTATION PROJECT DEVELOPMENT

3.08.310 Defining Projects in Transportation System Plans

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

otherwise provided in the TSP, the general location is as follows:

1. For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map;
 2. For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps;
 3. For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way; and
 4. For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.
- B. A city or county may refine or revise the general location of a planned regional facility as it prepares or revises its TSP. Such revisions may be appropriate to reduce the impacts of the facility or to comply with comprehensive plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines that the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide planning goal requirement, it shall:
1. Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or
 2. Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location.

TITLE 4: REGIONAL PARKING MANAGEMENT

3.08.410 Parking Management

- A. Cities and county parking regulations shall set minimums and maximums as set forth in this section, consistent with the following:

1. No minimum ratios higher than those shown on Table 3.08-3.
 2. No maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance from a high capacity transit station, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas.
- B. Cities and counties may establish a process for variances from minimum and maximum parking ratios that includes criteria for a variance.
- C. Free surface parking shall be subject to the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.
- D. Cities and counties may use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table.
- E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.

- F. Cities and counties shall require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.
- G. To support local freight delivery activities, cities and counties shall require on-street freight loading and unloading areas at appropriate locations in centers.
- I. To encourage the use of bicycles and ensure adequate bicycle parking for different land uses, cities and counties shall establish short-term and long-term bicycle parking minimums for:
1. New multi-family residential developments of four units or more;
 2. New retail, office and institutional developments;
 3. Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and
 4. Bicycle facilities at transit stops and park-and-ride lots.
- J. Cities and counties shall adopt parking policies, management plans and regulations for Centers and Station Communities. The policies, plans and regulations shall be consistent with subsections A through H. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:
1. By-right exemptions from minimum parking requirements;

2. Parking districts;
3. Shared parking;
4. Structured parking;
5. Bicycle parking;
6. Timed parking;
7. Differentiation between employee parking and parking for customers, visitors and patients;
8. Real-time parking information;
9. Priced parking;
10. Parking enforcement.

TITLE 5: AMENDMENT OF COMPREHENSIVE PLANS

3.08.510 Amendments of City and County Comprehensive and Transportation System Plans

- A. When a city or county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.
- B. If a city or county adopts the actions set forth in section _____ of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor or Station Community.
- D. If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consideration of the following as part of its project analysis:
 1. The strategies set forth subsection 3.08.220A;

2. Complete street designs adopted pursuant to subsection 3.08.110A and as set forth in *Creating Livable Streets: Street Design Guidelines for 2040* (2nd Edition, 2002) or similar resources consistent with regional street design policies; and
 3. Green street designs adopted pursuant to subsection 3.08.110A and as set forth in *Green Streets: Innovative Solutions for Stormwater and Street Crossings* (2002) and *Trees for Green Streets: An Illustrated Guide* (2002) or similar resources consistent with federal regulations for stream protection.
- E. If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP.
- F. This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.

TITLE 6: COMPLIANCE PROCEDURES

3.08.610 Metro Review of Amendments to Transportation System Plans

- A. Cities and counties shall update or amend their TSPs to comply with the RTFP, or an amendment to it, within two years after acknowledgement of the RTFP, or an amendment to it, or by a later date specified in the ordinance that amends the RTFP. The COO shall notify cities and counties of the dates by which their TSPs must comply.
- B. Cities and counties that update or amend their TSPs after acknowledgment of the RTFP or an amendment to it, but before two years following its acknowledgment, shall make the amendments in compliance with the RTFP or the amendment. The COO shall notify cities and counties of the date of acknowledgment of the RTFP or an amendment to it.
- C. One year following acknowledgment of the RTFP or an amendment to it, cities and counties whose TSPs do not yet comply with the RTFP or the amendment shall make land use decisions consistent with the RTFP or the amendment. The

COO, at least 120 days before the specified date, shall notify cities and counties of the date upon which RTFP requirements become applicable to land use decisions. The notice shall specify which requirements become applicable to land use decisions in each city and county.

- D. An amendment to a city or county TSP shall be deemed to comply with the RTFP if no appeal to the Land Use Board of Appeals is made within the 21-day period set forth in ORS 197.830(9), or if an appeal is made and the amendment is affirmed by the final decision on appeal. Once the amendment is deemed to comply with the RTFP, the RTFP shall no longer apply directly to city or county land use decisions.
- E. An amendment to a city or county TSP shall be deemed to comply with the RTFP as provided in subsection D only if the city or county provided notice to the COO as required by subsection F.
- F. At least 45 days prior to the first public hearing on a proposed amendment to a TSP, the city or county shall submit the proposed amendment to the COO. The COO may request, and if so the city or county shall submit, an analysis of compliance of the amendment with the RTFP. Within four weeks after receipt of the notice, the COO shall submit to the city or county a written analysis of compliance of the proposed amendment with the RTFP, including recommendations, if any, that would bring the amendment into compliance with the RTFP. The COO shall send a copy of its analysis to those persons who have requested a copy.
- G. If the COO concludes that the proposed amendment does not comply with RTFP, the COO shall advise the city or county that it may:
 - 1. Revise the proposed amendment as recommended in the COO's analysis;
 - 2. Seek an extension of time, pursuant to section 3.08.620, to bring the proposed amendment into compliance;
 - 3. Seek an exception to the requirement, pursuant to section 3.08.630; or

4. Seek review of the noncompliance by JPACT and the Metro Council, pursuant to subsections H and I of this section.
- H. The city or county may postpone further consideration of the proposed amendment and seek JPACT review of the COO's analysis under subsection F within 21 days from the date it received the COO's analysis. JPACT shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, JPACT, by a majority of a quorum, shall decide whether it agrees or disagrees with the COO's analysis and shall provide a brief written explanation as soon as practicable.
- I. The city or county may seek review of JPACT's decision by the Metro Council within 10 days from the date of JPACT's written explanation. The Council shall schedule the matter for presentations by the city or county and the COO at the earliest available time. At the conclusion of the presentations, the Council shall decide whether it agrees or disagrees with JPACT's decision and shall provide a brief written explanation as soon as practicable.
- J. A city or county that adopts an amendment to its TSP shall send a printed or electronic copy of the ordinance making the amendment to the COO within 14 days after its adoption.

3.08.620 Extension of Compliance Deadline

- A. A city or county may seek an extension of time for compliance with the RTFP by filing an application on a form provided by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify the city or county, JPACT, the Department of Land Conservation and Development (DLCD) and those persons who request notification of applications for extensions.
- B. The Council shall hold a public hearing to consider the application. Any person may testify at the hearing. The Council may grant an extension if it finds that:
 1. The city or county is making progress toward compliance with the RTFP; or

2. There is good cause for failure to meet the compliance deadline.
- C. The Council may establish terms and conditions for an extension in order to ensure that compliance is achieved in a timely and orderly fashion and that land use decisions made by the city or county during the extension do not undermine the ability of the city or county to achieve the purposes of the RTFP requirement. A term or condition must relate to the requirement of the RTFP for which the Council grants the extension. The Council shall not grant more than two extensions of time, nor grant an extension of time for more than one year.
 - D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and any person who participated in the proceeding. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10)(a)(A).

3.08.630 Exception from Compliance

- A. A city or county may seek an exception from compliance with a requirement of the RTFP by filing an application on a form provided by the COO. Upon receipt of an application, the Council President shall set the matter for a public hearing before the Metro Council and shall notify JPACT, the DLCD and those persons who request notification of requests for exceptions.
- B. Following the public hearing on the application, the Metro Council may grant an exception if it finds:
 1. It is not possible to achieve the requirement due to topographic or other physical constraints or an existing development pattern;
 2. This exception and likely similar exceptions will not render the objective of the requirement unachievable region-wide;
 3. The exception will not reduce the ability of another city or county to comply with the requirement; and

4. The city or county has adopted other measures more appropriate for the city or county to achieve the intended result of the requirement.
- C. The Council may establish terms and conditions for the exception in order to ensure that it does not undermine the ability of the region to achieve the policies of the RTP. A term or condition must relate to the requirement of the RTPFP to which the Council grants the exception.
- D. The Council shall issue an order with its conclusion and analysis and send a copy to the city or county, JPACT, the DLCD and those persons who have requested a copy of the order. The city or county or a person who participated in the proceeding may seek review of the Council's order as a land use decision described in ORS 197.015(10) (a) (A).

TITLE 7: DEFINITIONS

3.08.710 Definitions

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

- A. "Accessibility" means the ease of access and the amount of time required to reach a given location or service by any mode of travel.
- B. "Accessway" means right-of-way or easement designed for public access by bicycles and pedestrians, and may include emergency vehicle passage.
- C. "Alternative modes" means alternative methods of travel to the automobile, including public transportation (light rail, bus and other forms of public transportation), bicycles and walking.
- D. "At a major transit stop" means a parcel or ownership which is adjacent to or includes a major transit stop, generally including portions of such parcels or ownerships that are within 200 feet of a major transit stop.
- E. "Bikeway" means separated bike paths, striped bike lanes, or wide outside lanes that accommodate bicycles and motor vehicles.

- F. "Boulevard design" means a design concept that emphasizes pedestrian travel, bicycling and the use of public transportation, and accommodates motor vehicle travel.
- G. "Capacity expansion" means constructed or operational improvements to the regional motor vehicle system that increase the capacity of the system.
- H. "Chicane" means a movable or permanent barrier used to create extra turns in a roadway to reduce motor vehicle speeds or to prevent cars from driving across a pedestrian or bicycle accessway.
- I. "Connectivity" means the degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are interconnected.
- J. "Complete Streets" means streets that are designed to serve all modes of travel, including bicycles, freight delivery vehicles, transit vehicles and pedestrians of all ages and abilities.
- K. "COO" means Metro's Chief Operating Officer or the COO's designee.
- L. "DLCD" means the Oregon state agency under the direction of the Land Conservation and Development Commission.
- M. "Deficiency" means a capacity, design or operations constraint that limits, but does not prohibit the ability to travel by a given mode or meet standards and targets in Tables 3.08-1 and 3.08-2. Examples of deficiencies include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity; arterial streets with substandard design features; at-grade rail crossings; height restrictions; bicycle and pedestrian connections that contain obstacles (e.g., missing curb ramps); distances greater than 330 feet between pedestrian crossings; absence of pedestrian refuges; sidewalks occluded by utility infrastructure; high traffic volumes; complex traffic environments; transit overcrowding or schedule unreliability; and high crash locations.
- N. "Design type" means the conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the RFP including Central City, Regional Center, Town Center,

Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.

- O. "Essential destinations" means hospitals, medical centers, pharmacies, shopping centers, grocery stores, colleges, universities, middle schools and high schools, parks and open spaces, social service centers with more than 200 monthly LIFT pick-ups, employers with more than 1,500 employees, sports and entertainment venues and major government offices.
- P. "Full street connection" means right-of-way designed for public access by motor vehicles, pedestrians and bicycles.
- Q. "Gap" means a missing link or barrier in the "typical" urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 2 of the RTP. There is a gap when a connection does not exist. But a gap also exists if a physical barrier, such as a throughway, natural feature, weight limits on a bridge or existing development, interrupts a system connection.
- R. "Growth Concept Map" means the conceptual map depicting the 2040 Growth Concept design types described in the RFP.
- S. "High capacity transit" means the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive rights of way, faster overall travel speeds due to wide station spacing, frequent service, transit priority street and signal treatments, and premium station and passenger amenities. Speed and schedule reliability are preserved using transit signal priority at at-grade crossings and/or intersections. High levels of passenger infrastructure are provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. The transit modes most commonly associated with high capacity transit include:
- light rail transit, light rail trains operating in exclusive or semi-exclusive right of way¹

¹ Exclusive right of way, as defined by Transportation Research Board TCRP report 17, includes fully grade - separated right of way. Semi-exclusive right of way includes separate and shared rights of way as well light rail and

- bus rapid transit, regular or advanced bus vehicles operating primarily in exclusive or semi-exclusive right of way
 - rapid streetcar, streetcar trains operating primarily in exclusive or semi-exclusive right of way
 - commuter rail, heavy rail passenger trains operating on exclusive, semi-exclusive or nonexclusive (with freight) railroad tracks
- T. "Improved pedestrian crossing" means a marked pedestrian crossing and may include signage, signalization, curb extensions and a pedestrian refuge such as a landscaped median.
- U. "Institutional uses" means colleges and universities, hospitals and major government offices.
- V. "JPACT" means the Joint Policy Advisory Committee on Transportation, composed of elected officials and agency representatives involved, that makes recommendations to the Metro Council on transportation planning and projects.
- W. "Landscape strip" means the portion of public right-of-way located between the sidewalk and curb.
- X. "Land use decision" shall have the meaning of that term set forth in ORS 197.015(10).
- Y. "Land use regulation" means any local government zoning ordinance, land division ordinance adopted under ORS 92.044 or 92.046 or similar general ordinance establishing standards for implementing a comprehensive plan, as defined in ORS 197.015.
- Z. "Level-of-service (LOS)" means the ratio of the volume of motor vehicle demand to the capacity of the motor vehicle system during a specific increment of time.
- AA. "Local trips" means trips that are five miles or shorter in length.

pedestrian malls adjacent to a parallel roadway. Nonexclusive right of way includes operations in mixed traffic, transit mall and a light rail/pedestrian mall.

- BB. "Low-income families" means a household who earned between 0 and 1.99 times the federal Poverty level in 199.
- CC. "Low-income populations" means any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- DD. "Major driveway" means a driveway that:
1. Intersects with a public street that is controlled, or is to be controlled in the planning period, by a traffic signal;
 2. Intersects with an existing or planned arterial or collector street; or
 3. Would be an extension of an existing or planned local street, or of another major driveway.
- EE. "Major transit stop" means transit centers, high capacity transit stations, major bus stops, inter-city bus passenger terminals, inter-city rail passenger terminals and bike-transit facilities, all as shown on Figure 2.15 of the Regional Transportation Plan.
- FF. "Median" means the center portion of public right-of-way, located between opposing directions of motor vehicle travel lanes. A median is usually raised and may be landscaped, and usually incorporates left turn lanes for motor vehicles at intersections and major access points.
- GG. "Metro" means the regional government of the metropolitan area, the elected Metro Council as the policy-setting body of the government.
- HH. "Metro boundary" means the jurisdictional boundary of Metro, the elected regional government of the metropolitan area.
- II. "Minority" means a person who is:
1. Black (having origins in any of the black racial groups of Africa);
 2. Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race);

3. Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands);
 4. American Indian and Alaska Native (having origins in any of the original peoples of North American and who maintain cultural identification through tribal affiliation or community recognition); or
 5. Native Hawaiian or Other Pacifica Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands).
- JJ. "Minority population" means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed or transient persons (such as migrant workers or Native Americans) who would be similarly affected by a TSP.
- KK. "Mixed-use development" includes areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses. Minor incidental land uses that are accessory to the primary land use should not result in a development being designated as "mixed-use development." The size and definition of minor incidental, accessory land uses allowed within large, single-use developments should be determined by cities and counties through their comprehensive plans and implementing ordinances.
- LL. "Mobility" means the speed at which a given mode of travel operates in a specific location.
- MM. "Mode-split target" means the individual percentage of public transportation, pedestrian, bicycle and shared-ride trips expressed as a share of total person-trips.
- NN. "Motor vehicle" means automobiles, vans, public and private buses, trucks and semi-trucks, motorcycles and mopeds.
- OO. "Motor vehicle level-of-service" means a measurement of congestion as a share of designed motor vehicle capacity of a road.

- PP. "Multi-modal" means transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.
- QQ. "Narrow street design" means streets with less than 46 feet of total right-of-way and no more than 28 feet of pavement width between curbs.
- RR. "Near a major transit stop" means a parcel or ownership that is within 300 feet of a major transit stop.
- SS. "Non-SOV modal target" means a target for the percentage of total trips made in a defined area by means other than a private passenger vehicles carrying one occupant.
- TT. "Performance measure" means a measurement derived from technical analysis aimed at determining whether a planning policy is achieving the expected outcome or intent associated with the policy.
- UU. "Person-trips" means the total number of discrete trips by individuals using any mode of travel.
- VV. "Refinement plan" means an amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.
- WW. "Regional vehicle trips" are trips that are greater than five miles in length.
- XX. "Residential Parking District" is a designation intended to protect residential areas from spillover parking generated by adjacent commercial, employment or mixed use areas, or other uses that generate a high demand for parking.
- YY. "RFP" means Metro's Regional Framework Plan adopted pursuant to ORS chapter 268.
- ZZ. "Routine repair and maintenance" means activities directed at preserving an existing allowed use or facility, without expanding the development footprint or site use.

- AAA. "RTFP" means this Regional Transportation Functional Plan.
- BBB. "Shared-ride" means private passenger vehicles carrying more than one occupant.
- CCC. "Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials" means an increase in SOV capacity created by the construction of additional general purpose lanes totaling 1/2 lane miles or more in length. General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose arterial facility on a new location. Lane tapers are not included as part of the general purpose lane. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Significant increases in SOV capacity should be assessed for individual facilities rather than for the planning area.
- DDD. "Significant increase in Single Occupancy Vehicle (SOV) capacity for regional through-route freeways" means an increase in SOV capacity created by the construction of additional general purpose lanes other than that resulting from a safety project or a project solely intended to eliminate a bottleneck. An increase in SOV capacity associated with the elimination of a bottleneck is considered significant only if such an increase provides a highway section SOV capacity greater than ten percent over that provided immediately upstream of the bottleneck. An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion. Construction of a new general purpose highway facility on a new location also constitutes a significant increase in SOV capacity. Significant increase in SOV capacity should be assessed for individual facilities rather than for the planning area.
- EEE. "SOV" means a private motorized passenger vehicle carrying one occupant (single-occupancy vehicle).
- FFF. "Substantial compliance" means city and county comprehensive plans and implementing ordinances, on the whole, conform with the purposes of the performance standards in the functional plan and any failure to meet individual performance standard requirements is technical or minor in nature.

- GGG. "Throughway" means limited-access facilities that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel.
- HHH. "TPR" means the administrative rule entitled Transportation Planning Rule adopted by the Land Conservation and Development to implement statewide planning Goal 12, Transportation.
- III. "Traffic calming" means street design or operational features intended to maintain a given motor vehicle travel speed.
- JJJ. "Transportation system management and operations" (TSMO) means programs and strategies that will allow the region to more effectively and efficiently manage existing and new multi-modal transportation facilities and services to preserve capacity and improve safety, security and reliability. TSMO has two components: (1) transportation system management, which focuses on making facilities better serve users by improving efficiency, safety and capacity; and (2) transportation demand management, which seeks to modify travel behavior in order to make more efficient use of facilities and services and enable users to take advantage of everything the transportation system offers.
- KKK. "TriMet" means the regional service district that provide public mass transit to the region.
- LLL. "TSP" means a transportation system plan adopted by a city or county.
- MMM. "UGB" means an urban growth boundary adopted pursuant to ORS 268.390(3).
- NNN. "Update" means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.
- OOO. "Woonerf" means a street or group of streets on which pedestrians and bicyclists have legal priority over motor vehicles.

Table 3.08-1

Regional Non-SOV Modal Targets (share of average weekday trips for the year 2035)

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

Table 3.08-2
Interim Regional Mobility Policy
 Deficiency Thresholds and Operating Standards

Location	Standard Mid-Day One-Hour Peak ^A	Standard PM 2-Hour Peak ^A	
		1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	.99	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.90	.99	.99
I-84 (from I-5 to I-205)	.99	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	.99	1.1	.99
OR 99E (from Lincoln Street to OR 224 interchange)	.99	1.1	.99
US 26 (from I-405 to Sylan interchange)	.99	1.1	.99
I-405 ^B (I-5 South to I-5 North)	.99	1.1	.99
Other Principal Arterial Routes I-205 ^B I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) ^B OR 217 US 26 (west of Sylan) US 30 OR 8 (Murray Boulevard to Brookwood Avenue) ^B OR 212 OR 224 OR 47 OR 213	.90	.99	.99

A. The volume-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour as the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period either before or after the peak 60 minute period, whichever is highest.

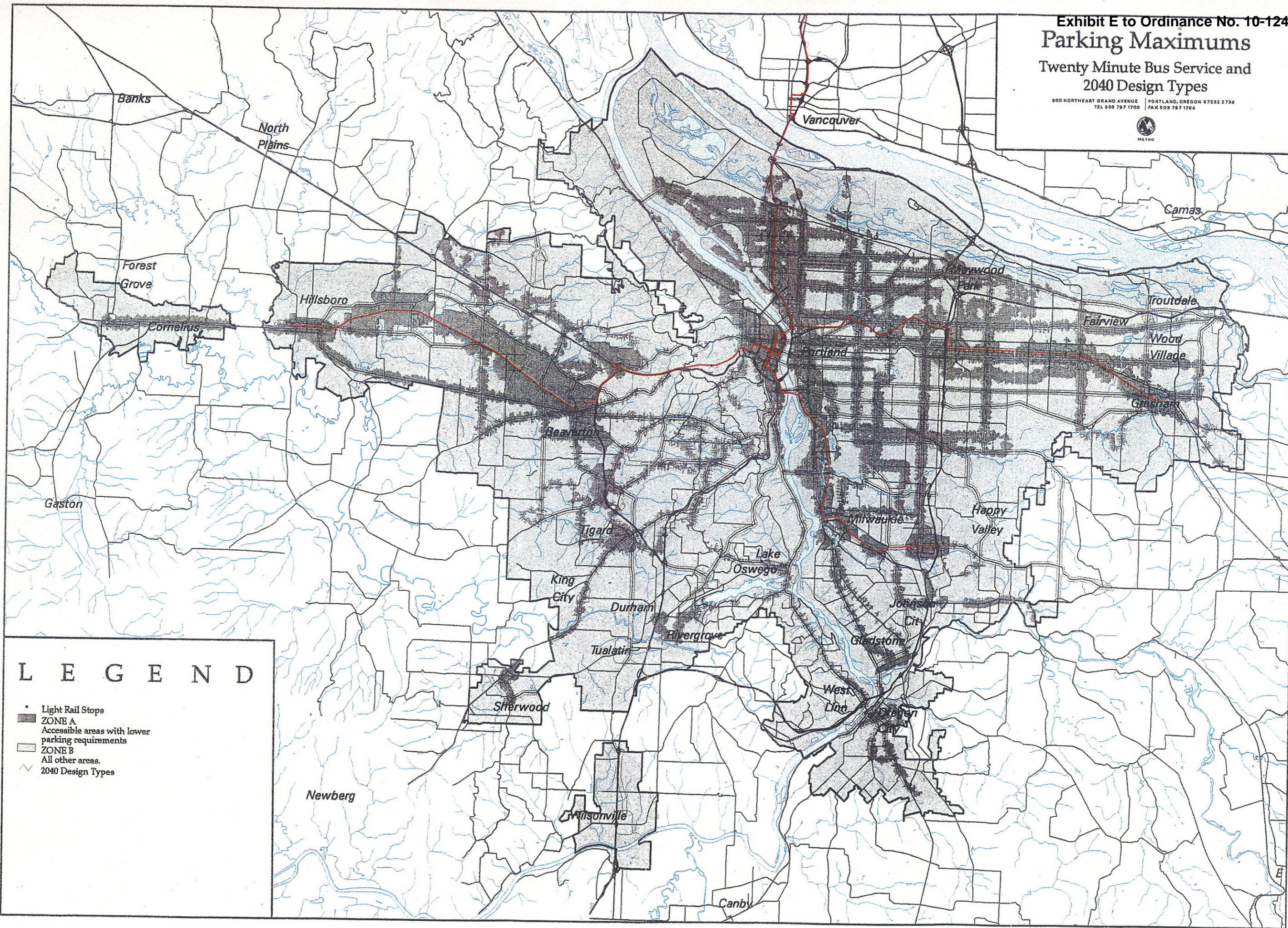
B. Thresholds shown are for interim purposes only; a corridor refinement plan for these corridors is required in Chapter 6 of the RTP, and will include a recommended mobility policy for each corridor.

Table 3.08-3 - Regional Parking Ratios			
(parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)			
Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking - Zone A:	Maximum Permitted Parking Ratios - Zone B:
	Requirements May Not Exceed	Transit and Pedestrian Accessible Areas ¹	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

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

Exhibit E to Ordinance No. 10-1241
Parking Maximums
 Twenty Minute Bus Service and
 2040 Design Types

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LEGEND

- Light Rail Stops
- ▨ ZONE A
Accessible areas with lower parking requirements
- ▨ ZONE B
All other areas.
- ~ 2040 Design Types

Exhibit F to Ordinance No. 10-1241

Exhibit F to Ordinance No. 10-1241

Title 2 of the Urban Growth Management Functional Plan is repealed.

~~TITLE 2: REGIONAL PARKING POLICY~~

~~3.07.210 Intent~~

~~The State's Transportation Planning Rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The Metro 2040 Growth Concept calls for more compact development as a means to encourage more efficient use of land, promote non auto trips and protect air quality. In addition, the federally mandated air quality plan adopted by the state relies on the 2040 Growth Concept fully achieving its transportation objectives. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life of the region.~~

~~A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in a less efficient land usage and lower floor to area ratios. Parking also has implications for transportation. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non auto modes can reduce congestion and increase air quality.~~

~~3.07.220 Performance Standard~~

~~A. Cities and counties are hereby required to amend their comprehensive plans and implementing regulations, if necessary, to meet or exceed the following minimum standards:~~

- ~~1. Cities and counties shall require no more parking than the minimum as shown on Table 3.07-2, Regional Parking Ratios, attached hereto; and~~

Exhibit F to Ordinance No. 10-1241

~~2. Cities and counties shall establish parking maximums at ratios no greater than those listed in the Regional Parking Ratios Table and as illustrated in the Parking Maximum Map. The designation of A and B zones on the Parking Maximum Map should be reviewed after the completion of the Regional Transportation Plan and every three years thereafter. If 20 minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20 minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.~~

~~3. Cities and counties shall establish an administrative or public hearing process for considering ratios for individual or joint developments to allow a variance for parking when a development application is received which may result in approval of construction of parking spaces either in excess of the maximum parking ratios; or less than the minimum parking ratios.~~

~~Cities and counties may grant a variance from any maximum parking ratios through a variance process.~~

~~B. Free surface parking spaces shall be subject to the regional parking maximums provided for Zone A and Zone B. Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, employee car pool parking spaces, dedicated valet parking spaces, spaces that are user paid, market rate parking or other high efficiency parking management alternatives may be exempted from maximum parking standards by cities and counties. Sites that are proposed for redevelopment may be allowed to phase in reductions as a local option. Where mixed land uses are proposed, cities and counties shall provide for blended parking rates. It is recommended that cities and counties count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.~~

Exhibit F to Ordinance No. 10-1241

- ~~C. Cities and counties may use categories or measurement standards other than those in the Regional Parking Ratios Table, but must provide findings that the effect of the local regulations will be substantially the same as the application of the Regional Parking Ratios.~~
- ~~D. Cities and counties shall provide data to Metro on an annual basis that demonstrates compliance with the minimum and maximum parking standards, including the application of any variances to the regional standards in this title. Coordination with Metro collection of other building data should be encouraged.~~
- ~~E. Cities and counties shall provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances.~~
- ~~F. Cities and counties shall amend their comprehensive plans and implementing regulations to require that parking lots more than 3 acres in size provide street like features along major driveways; including curbs, sidewalks, and street trees or planting strips. Major driveways in new residential and mixed use areas shall meet the connectivity standards for full street connections as described in Section 6.4.5 of the 2000 Regional Transportation Plan.~~
- ~~G. Cities and counties shall amend their comprehensive plans and implementing regulations to incorporate the requirements contained in Section 3.07.220(A)-(E) within one year of adoption of the 2000 Regional Transportation Plan.~~

Exhibit F to Ordinance No. 10-1241

Table 3.07-2-- Regional Parking Ratios			
(Section 3.07.220(A)(1))			
(parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated)			
Land Use	Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds)	Maximum Permitted Parking --Zone A:	Maximum Permitted Parking Ratios --Zone B:
	Requirements May Not Exceed	Transit and Pedestrian Accessible Areas [†]	Rest of Region
General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf)	2.7	3.4	4.1
Light Industrial Industrial Park Manufacturing (gsf)	1.6	None	None
Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater)	0.3	0.4	0.5
Schools: College/ University & High School (spaces/# of students and staff)	0.2	0.3	0.3
Tennis Racquetball Court	1.0	1.3	1.5
Sports Club/Recreation Facilities	4.3	5.4	6.5
Retail/Commercial, including shopping centers	4.1	5.1	6.2
Bank with Drive-In	4.3	5.4	6.5
Movie Theater (spaces/number of seats)	0.3	0.4	0.5
Fast Food with Drive Thru	9.9	12.4	14.9
Other Restaurants	15.3	19.1	23
Place of Worship (spaces/seats)	0.5	0.6	0.8
Medical/Dental Clinic	3.9	4.9	5.9
Residential Uses			
Hotel/Motel	1	none	none
Single Family Detached	1	none	none
Residential unit, less than 500 square feet per unit, one bedroom	1	none	none
Multi-family, townhouse, one bedroom	1.25	none	none
Multi-family, townhouse, two bedroom	1.5	none	none
Multi-family, townhouse, three bedroom	1.75	none	none

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

EXHIBIT G TO ORDINANCE NO. 10-1241

CHAPTER 2

REGIONAL FRAMEWORK PLAN

The policies of Chapter 2, Transportation, are amended as follows:

Policies

~~The following section contains the policies for regional transportation. It should be noted that implementation of these policies is through the Regional Transportation Plan, a Metro functional plan that includes both recommendations and requirements for cities and counties of the region.~~

2.1 — Public Involvement

~~It is the policy of the Metro Council to:~~

~~2.1.1 — Provide complete information, timely public notice, full public access to key decisions and support broad-based, early and continuing involvement of the public in all aspects of the transportation planning process that is consistent with Metro's adopted local public involvement policy for transportation planning. This includes involving those traditionally under-served by the existing system, those traditionally under-represented in the transportation process, the general public, and local, regional and state jurisdictions that own and operate the region's transportation system.~~

2.2 — Intergovernmental Coordination

~~It is the policy of the Metro Council to:~~

~~2.2.1 — Coordinate among the local, regional and state jurisdictions that own and operate the region's transportation system to better provide for state and regional transportation needs.~~

2.3 — Urban Form

~~It is the policy of the Metro Council to:~~

~~2.3.1 — Facilitate implementation of the 2040 Growth Concept with specific strategies that address mobility and accessibility needs and use transportation investments to leverage the 2040 Growth Concept.~~

2.4 — Consistency Between Land Use and Transportation Planning

~~It is the policy of the Metro Council to:~~

~~2.4.1 — Ensure the identified function, capacity and level of service of transportation facilities are consistent with applicable regional land use and transportation policies as well as the adjacent land use patterns.~~

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~~2.5 — Barrier-Free Transportation~~

~~It is the policy of the Metro Council to:~~

~~2.5.1 — Provide access to more and better transportation choices for travel throughout the region and serve special access needs for all people, including youth, elderly and disabled.~~

~~2.6 — Interim Job Access and Reverse Commute Policy~~

~~It is the policy of the Metro Council to:~~

~~2.6.1 — Serve the transit and transportation needs of the economically disadvantaged in the region by connecting low income populations with employment areas and related social services.~~

~~2.7 — Transportation Safety and Education~~

~~It is the policy of the Metro Council to:~~

~~2.7.1 — Improve the safety of the transportation system. Encourage bicyclists, motorists and pedestrians to share the road safely.~~

~~2.8 — The Natural Environment~~

~~It is the policy of the Metro Council to:~~

~~2.8.1 — Protect the region's natural environment.~~

~~2.9 — Water Quality~~

~~It is the policy of the Metro Council to:~~

~~2.9.1 — Protect the region's water quality.~~

~~2.10 — Clean Air~~

~~It is the policy of the Metro Council to:~~

~~2.10.1 — Protect and enhance air quality so that as growth occurs, human health and visibility of the Cascades and the Coast Range from within the region is maintained.~~

~~2.11 — Energy Efficiency~~

~~It is the policy of the Metro Council to:~~

~~2.11.1 — Plan transportation systems that promote efficient use of energy.~~

~~2.12 — Regional Street Design~~

~~It is the policy of the Metro Council to:~~

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~~2.12.1 Plan regional streets with a modal orientation that reflects the function and character of surrounding land uses, consistent with regional street design concepts.~~

~~2.13 Local Street Design~~

~~It is the policy of the Metro Council to:~~

~~2.13.1 Plan local street systems to complement planned land uses and to reduce dependence on major streets for local circulation, consistent with Section 6.4.5 in Chapter 6 of this plan.~~

~~2.14 Regional Motor Vehicle System~~

~~It is the policy of the Metro Council to:~~

~~2.14.1 Plan for a regional motor vehicle system of arterials and collectors that connect the central city, regional centers, industrial areas and intermodal facilities, and other regional destinations, and provide mobility within and through the region.~~

~~2.15 Regional Public Transportation System~~

~~It is the policy of the Metro Council to:~~

~~2.15.1 Plan for an appropriate level, quality and range of public transportation options to serve this region and support implementation of the 2040 Growth Concept.~~

~~2.16 Public Transportation Awareness and Education~~

~~It is the policy of the Metro Council to:~~

~~2.16.1 Expand the amount of information available about public transportation to allow more people to use the system.~~

~~2.17 Public Transportation Safety and Environmental Impacts~~

~~It is the policy of the Metro Council to:~~

~~2.17.1 Continue efforts to make public transportation an environmentally friendly and safe form of motorized transportation.~~

~~2.18 Regional Public Transportation Performance~~

~~It is the policy of the Metro Council to:~~

~~2.18.1 Plan for transit service that is fast, reliable and has competitive travel times compared to the automobile.~~

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~~2.19 — Special Needs Public Transportation~~

~~It is the policy of the Metro Council to:~~

~~2.19.1 Provide an appropriate level, quality and range of public transportation options to serve the variety of special needs individuals in this region and support the implementation of the 2040 Growth Concept.~~

~~2.19.2 Provide a seamless and coordinated public transportation system for the special needs population.~~

~~2.19.3 Encourage the location of elderly and disabled facilities in areas with existing transportation services and pedestrian amenities.~~

~~2.20 — Regional Freight System~~

~~It is the policy of the Metro Council to:~~

~~2.20.1 Plan for efficient, cost-effective and safe movement of freight in and through the region.~~

~~2.21 — Regional Freight System Investments~~

~~It is the policy of the Metro Council to:~~

~~2.21.1 Protect and enhance public and private investments in the freight network.~~

~~2.22 — Regional Bicycle System Connectivity~~

~~It is the policy of the Metro Council to:~~

~~2.22.1 Plan for a continuous regional network of safe and convenient bikeways connected to other transportation modes and local bikeway systems, consistent with regional street design guidelines.~~

~~2.23 — Regional Bicycle System Mode Share and Accessibility~~

~~It is the policy of the Metro Council to:~~

~~2.23.1 Increase the bicycle mode share throughout the region and improve bicycle access to the region's public transportation system.~~

~~2.24 — Regional Pedestrian System~~

~~It is the policy of the Metro Council to:~~

~~2.24.1 Plan the pedestrian environment to be safe, direct, convenient, attractive and accessible for all users.~~

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~~2.25 — Regional Pedestrian Mode Share~~

~~It is the policy of the Metro Council to:~~

- ~~2.25.1 Increase walking for short trips and improve pedestrian access to the region's public transportation system through pedestrian improvements and changes in land use patterns, designs and densities.~~

~~2.26 — Regional Pedestrian Access and Connectivity~~

~~It is the policy of the Metro Council to:~~

- ~~2.26.1 Plan for direct pedestrian access, appropriate to existing and planned land uses, street design classification and public transportation, as a part of all transportation projects.~~

~~2.27 — Transportation System Management~~

~~It is the policy of the Metro Council to:~~

- ~~2.27.1 Use transportation system management techniques to optimize performance of the region's transportation systems. Mobility will be emphasized on corridor segments between 2040 Growth Concept primary land use components. Access and livability will be emphasized within such designations. Selection of appropriate transportation system techniques will be according to the functional classification of corridor segments.~~

~~2.28 — Regional Transportation Demand Management~~

~~It is the policy of the Metro Council to:~~

- ~~2.28.1 Enhance mobility and support the use of alternative transportation modes by improving regional accessibility to public transportation, carpooling, telecommuting, bicycling and walking options.~~

~~2.29 — Regional Parking Management~~

~~It is the policy of the Metro Council to:~~

- ~~2.29.1 Manage and optimize the efficient use of public and commercial parking in the central city, regional centers, town centers, main streets and employment centers to support the 2040 Growth Concept and related RTP policies and objectives.~~

~~2.30 — Peak Period Pricing~~

~~It is the policy of the Metro Council to:~~

- ~~2.30.1 Manage and optimize the use of highways in the region to reduce congestion, improve mobility and maintain accessibility within limited financial resources.~~

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~~2.31 — Transportation Funding~~

~~It is the policy of the Metro Council to:~~

~~2.31.1 Ensure that the allocation of fiscal resources is driven by both land use and transportation benefits.~~

~~2.32 — 2040 Growth Concept Implementation~~

~~It is the policy of the Metro Council to:~~

~~2.32.1 Implement a regional transportation system that supports the 2040 Growth Concept through the selection of complementary transportation projects and programs.~~

~~2.33 — Transportation System Maintenance and Preservation~~

~~It is the policy of the Metro Council to:~~

~~2.33.1 Emphasize the maintenance, preservation and effective use of transportation infrastructure in the selection of the RTP projects and programs.~~

~~2.34 — Transportation Safety~~

~~It is the policy of the Metro Council to:~~

~~2.34.1 Anticipate and address system deficiencies that threaten the safety of the traveling public in the implementation of the RTP.~~

Goal 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

Goal 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region’s well-being and a diverse, innovative, sustainable and growing regional and state economy.

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.

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- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region’s function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** –Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region’s function as a gateway for commerce.
- **Objective 2.5 – Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

Goal 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.
- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

Goal 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions and address air quality goals.

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region’s transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

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Goal 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

- **Objective 5.1 Operational and Public Safety** - Reduce fatalities, serious injuries and crashes per capita for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, hazardous material spills or other hazardous incidents.

Goal 6: Promote Environmental Stewardship

Promote responsible stewardship of the region's natural, community, and cultural resources.

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region's water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions.

Goal 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Ensure Equity

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- **Objective 8.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.

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- **Objective 8.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 8.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 8.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

Goal 9: Ensure Fiscal Stewardship

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs.

- **Objective 9.1 Asset Management**– Adequately repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 9.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning.
- **Objective 9.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

Goal 10: Deliver Accountability

The region’s government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- **Objective 10.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region’s transportation system in plan development and review.
- **Objective 10.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region’s transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

Exhibit H to Ordinance No. 10-1241
Findings of Fact and Conclusions of Law

Under development

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 10-1241 FOR THE PURPOSE OF AMENDING THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Date: April 28, 2010

Prepared by: Kim Ellis, 503-797-1617

BACKGROUND

Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area. As the federally-designated MPO, Metro is responsible for updating the RTP every four years, which includes updating goals and policies to guide transportation investments, and compiling a financially constrained list of projects and programs to meet requirements for federal funding. Metro is also responsible for developing a regional transportation system plan (TSP), consistent with Oregon Transportation Planning Rule (TPR) requirements.

Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Metro's planning partners include the 25 cities, three counties and affected special districts of the region, ODOT, Oregon Department of Environmental Quality (DEQ), Port of Portland, South Metro Area Rapid Transit (SMART), TriMet and other interested community, business and advocacy groups as well as state and federal regulatory agencies such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Metro also coordinates with the City of Vancouver, Clark County Washington, the Port of Vancouver, the Southwest Washington Regional Transportation Council (RTC), C-Tran, the Washington Department of Transportation, the Southwest Washington Air Pollution Control Authority and other Clark County governments on bi-state issues. The Southwest Washington Regional Transportation Council is the federally designated MPO for the Clark County portion of the Portland-Vancouver metropolitan region.

2035 REGIONAL TRANSPORTATION PLAN

The Metro Council initiated the 2035 RTP Update on September 22, 2005 with approval of Resolution No. 05-3610A (for the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the "Budgeting for Outcomes" Approach to Establishing Regional Transportation Priorities).

The update involves a new approach that included:

- (1) A strong education component to increase community and stakeholder awareness of the issues facing the region, including a growing population, climate change and economic instability.
- (2) An outcomes-based approach linked to public values to assess implementation of the 2040 Growth Concept and to evaluate and prioritize transportation investments. This approach more fully integrates land use, economic, environmental and transportation objectives in the decision-making process. Central to the RTP is an overall emphasis on outcomes, system completeness and measurable performance to hold the region accountable for making progress toward the region's desired outcomes and state goals for reductions in drive alone trips, vehicle miles

traveled and corresponding GHG emissions. The RTP includes specific performance targets and indicators that will be monitored over time, using this information to determine whether future adjustments to policies and strategies are needed.

- (3) Collaboration with regional partners and key stakeholders to resolve the complex issues inherent in realizing the region's 2040 Growth Concept.

The 2035 RTP updates the policies, projects and strategies for implementing the 2040 Growth Concept and meeting the statewide greenhouse gas emissions reduction targets at the regional and local levels. By 2035, the metro region and surrounding counties are expected to grow by more than one million people and add more than 500,000 jobs, doubling trips on the transportation system.

Through its policies, projects and strategies, the 2035 RTP aims to:

- support the region's vision to use land inside the UGB as efficiently as possible to reduce the need for costly new infrastructure and protect farm and forest lands
- attract jobs and housing to downtowns, main streets and employment areas
- increase safety for all transportation system users
- increase the use of public transit and reduce travel distances and the need to travel by car to help reduce air pollution and our carbon footprint
- complete gaps in existing roads, bridges, transit service, sidewalks and bike facilities
- improve interchanges and strategically add capacity to the region's highway system
- build trails and other connections to make it safer and more convenient to walk and bike
- use technology to make travel safer, more efficient and reliable for cars, trucks and transit

All of these strategies and investments will help the region make the most out of what we have, address growing congestion more comprehensively and make travel more convenient, affordable and reliable for everyone – including businesses and freight shippers. They will also provide real options for walking, biking and using transit and help the region's businesses and industries create and retain jobs and remain competitive.

The following outcomes, endorsed by the Metro Policy Advisory Committee (MPAC) in May 2008 and adopted by the Metro Council in Resolution No. 08-3940, provided the framework for the updated policies, projects and strategies:

Desired outcomes for a successful region

1. People live and work in vibrant communities where they can choose to walk for pleasure and to meet everyday needs.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

SUMMARY OF DECISION-MAKING PROCESS

Metro's transportation planning activities are guided by a federally mandated decision-making framework known as the metropolitan transportation planning process. Metro leads this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitates this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), MPAC, the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The 2035 RTP update process relied on this existing decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC, the Council-appointed Regional Freight Plan Task Force and the public participation process.

Technical work groups were formed to advise Metro staff on the development of work products throughout the process. Metro technical staff also worked with the Regional Travel Options Subcommittee to TPAC, the Intelligent Transportation Systems (ITS) Subcommittee to TPAC and the Regional Trails Working Group throughout the update process. The Metro Committee for Citizen Involvement provided advice on public engagement activities.

THE 2035 RTP UPDATE PROCESS AND DECISION TIMETABLE

Federal component: 2005-2008

Metro began the 2035 Regional Transportation Plan update in fall 2005, with early scoping that involved regional partners, community organizations and other stakeholders. Work from fall 2006 through fall 2007 included considerable stakeholder and public involvement to determine needs and develop policies that provided a framework to guide the update of the RTP. In fall 2006, Metro held nine stakeholder workshops that engaged 127 individuals and 50 different community organizations and government entities to help shape policy goals. Four of the workshops were held with Metro's existing advisory committees. The other five workshops were held with business and community groups that represented specific public interests, public responsibilities or groups historically underrepresented in transportation planning and decision-making.

To meet planning requirements in the most recent transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU), Metro consulted with state and federal resource agencies through the collaborative Environmental Transportation Agreement for Streamlining work group. The CETAS group consultation, which was held on October 16, 2007, included representatives from tribal groups, ODOT and 10 state and federal transportation, natural resource, cultural resource and land use planning agencies.

Other work through fall 2007 included technical workshops, informal feedback cards and questionnaires, scientific public opinion surveys, and a formal, 30-day public comment period with open houses and public hearings.

In December 2007, the Metro Council adopted the federal component of the 2035 RTP to meet planning requirements in the most recent transportation authorization act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users (SAFETEA-LU). The U.S. Department of Transportation approved the federal component of the 2035 RTP on March 5, 2008.

State component: 2008-2010

Following approval of the federal RTP, the focus turned to the completion of a final RTP to meet regional and state land use goals and the Oregon Transportation Planning Rule. On May 1, 2008, the LCDC accepted the RTP in the manner of periodic review and approved the work program and timeline for the state component of the RTP, which called for its completion by December 2009.

During 2008 and 2009, RTP work focused on framing and refining transportation and land-use choices as part of the broader *Making the Greatest Place* effort. This comprehensive effort seeks to integrate local and regional land use and transportation investments to focus future population and employment growth in centers, corridors, and employment areas, consistent with the 2040 Growth Concept. This work included the evaluation of different land-use and transportation investment scenarios.

To provide a forum for discussions, MPAC and JPACT held three joint meetings between October and December 2008, to discuss transportation and investment policy choices that would be made in the next year or two. More than 100 people attended the joint meetings, which included the elected officials who are members of those committees, other elected officials, local government staff, non-government partners and members of the interested public. The results of those meetings helped prioritize transportation investments that would best support desired land uses and reduce travel distances.

During January 2009, Metro and Oregon Department of Transportation staff conducted 14 coordination interviews with local transportation agencies to provide information about the RTP's mobility corridor concept and to identify issues within each of the 24 corridors in preparation for future workshops.

Through March and April 2009, Metro and ODOT hosted seven mobility corridor workshops by geographic region to identify common mobility gaps and deficiencies and discuss the desired function of each corridor and individual transportation facilities. These meetings helped to develop a new Mobility Corridor Atlas and identify priority projects.

Metro also convened a bicycle work group to identify policy refinements to respond to public comments received during the federal component of the RTP update and to incorporate active transportation policy recommendations identified by the Blue Ribbon Committee for Trails.

At the same time, Metro and its regional partners continued to work on related planning efforts that will be included in the RTP: the Sunrise Corridor project, the I-5/99W connector study, the Sellwood Bridge study, the High-Capacity Transit (HCT) system plan, the Regional Freight Plan and the Transportation System Management and Operations (TSMO) plan. Metro also worked with communities around the region to identify their local land use, transportation and public infrastructure-related aspirations for managing growth and the investments needed to support them.

The technical analysis and policy development guided further system development and refinement before soliciting projects and funding strategies from the region's 25 cities, three counties, TriMet, South Metro Area Rapid Transit (SMART), Port of Portland and the Oregon Department of Transportation (ODOT) – the region's transportation providers. On June 15, 2009, the Metro Council, in conjunction with JPACT and MPAC, issued a "call for projects" to refine RTP investment priorities. The RTP goals, performance targets and refinement criteria provided policy direction for investment priorities to be brought forward for consideration in the final 2035 RTP.

JPACT-ENDORSED CRITERIA TO REFINE INVESTMENT PRIORITIES

- Make multi-modal travel safe and reliable
- Target investments to support local aspiration and the 2040 Growth Concept
- Provide multi-modal freight mobility and access
- Expand transit coverage and frequency
- Expand active transportation options
- Reduce transportation-related greenhouse gas emissions
- Address transportation needs of underserved communities

Projects were solicited from county coordinating committees, the city of Portland, TriMet, SMART, the Port of Portland and ODOT. Each project sponsor was requested to identify investment priorities consistent with the draft RTP performance targets and criteria, and within the funding target established by JPACT. Projects and programs were requested to come from plans or studies that had been developed through a public process. The solicitation resulted in 1,058 proposed projects with a total estimated cost of \$19.6 billion.

The draft RTP and projects, draft TSMO Plan, draft Regional Freight Plan and draft HCT System Plan summary report and complete list of projects were released for a 30-day public comment period that was held from September 15 to October 15, 2009. The RTP comment package was released as part of the Making the Greatest Place effort and Metro's chief operating officer's recommendation titled "Strategies for a sustainable and prosperous region."

Forty-five days before the opening of the public comment period, electronic notices were distributed to all regional neighborhood associations, citizen participation organizations and interested parties who had asked to be included in Metro's notification lists. The notices included information on how to access the review draft online, dates and times of public open houses and hearings, and instructions on different options for submitting comments.

During the comment period, seven open houses and five public hearings were held. A Spanish interpreter was present at events held in Hillsboro, Gresham and North Portland, where large concentrations of Spanish speakers are known to live. The ability to engage an interpreter at any of the events was promoted in display ads and through a flyer in Spanish that was distributed to organizations that serve Spanish-speaking people in those communities.

On December 17, 2010, the Metro Council approved Resolution No. 09-4099, directing staff to:

- incorporate amendments recommended to respond to public comments received in a final draft RTP
- conduct a final analysis for conformity with the federal Clean Air Act
- prepare findings, and the functional plan amendments needed to implement the new policies and strategies.
- release the final draft RTP 45 days of public comment beginning in March 2010, before MPAC, JPACT and the Metro Council consider approval by ordinance in June 2010.

In early 2010, staff prepared documents to be released for a third and final 45-day public comment period and hearings. Forty-five days before the comment periods opened, electronic notices were sent to all neighborhood associations, citizen participation organizations, jurisdictions, tribes with any potential interest in the area, business and community stakeholders, and all individuals who asked to be included in our list of interested parties announcing the comment period and providing information on how to comment. A second notice was sent when the comment period opened. A public notice was published in *The Oregonian*, the newspaper of record for the metro area, and display ads were published in all ethnic newspapers and community newspapers. A press release was published on the Metro web site and sent to all area media.

Attachment 1 summarizes specific comments and recommendations from the most recent public comment period held from March 22 to May 6, 2010. Attachment 2 is a full public comment report that provides a more detailed summary of the stakeholder and public involvement conducted from Spring 2006 to Spring 2010, including documentation of specific comments received during the most recent public comment period. MPAC, JPACT and the Metro Council considered public comments received prior to action on this ordinance.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** Several Federal, State and regional laws and actions relate to this action.

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).
- USDOT rules that require Metro to update RTPs on a four-year cycle [23 CFR 450.322(a)].

State regulations include:

- Statewide planning goals.
- Oregon Administrative Rules for Transportation Planning (OAR Chapter 660, Division 12).
- Oregon Transportation Plan and implementing modal plans, including the Oregon Highway Plan.
- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution 05-3610A, “For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the “Budgeting for Outcomes” Approach to Establishing Regional Transportation Priorities” adopted by the Metro Council on September 22, 2005.
- Resolution No. 06-3661, “For the Purpose of Approving A Work Program For the 2035 Regional Transportation Plan (RTP) Update and Authorizing the Chief Operating Officer to Amend Contract No. 926975)” adopted by the Metro Council on June 15, 2006.
- Resolution No. 07-3793, “For the Purpose of Accepting the Chapter 1 Regional Transportation Policy Framework as the Provisional Draft For the Purpose Of Completing Phase 3 of the 2035 Regional Transportation Plan (RTP) Update” adopted by the Metro Council on March 15, 2007.
- Resolution 07-3831B, “For the Purpose of Approving The Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis” adopted by the Metro Council on December 13, 2007.
- Resolution No. 08-3911, “For the Purpose of Approving the Air Quality Conformity Determination For the Federal Component of the 2035 Regional Transportation Plan and Reconfirming the 2008-2011 Metropolitan Transportation Improvement Program” adopted by the Metro Council on February 28, 2008.
- Resolution No. 08-3940, “For the Purpose of Affirming a Definition of a ‘Successful Region’ and Committing Metro to Work With Regional Partners to Identify Performance Indicators and Targets and to Develop a Decision-Making Process to Create Successful Communities” adopted by the Metro Council on June 26, 2008.
- Resolution No. 09-4052, “For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments” adopted by the Metro Council on July 9, 2009.

- Resolution No. 09-4099 “For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation System Management and Operations Plan; The Regional Freight Plan; The High Capacity Transit System Plan; and The Regional Transportation Functional Plan” adopted by the Metro Council on December 17, 2009.
 - Resolution No. 10-4150, “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program” adopted by the Metro Council on June 10, 2010.
3. **Anticipated Effects:** With approval, staff will submit the final RTP and findings to LCDC in the manner of periodic review.
 4. **Budget Impacts:** There is no financial impact to approval of this ordinance.

RECOMMENDED ACTION

Staff recommends approval of Ordinance No. 10-1241.

**2035 Regional Transportation Plan (RTP)
Summary of Comments Received and Recommendations**

(comments received March 22 through April 28, 2010)

The 2035 Regional Transportation Plan (RTP) Final Public Review Draft and regional plans for freight, transportation system management and operations and high capacity transit were released for final public review from March 22 through May 6, 2010. TPAC and MTAC reviewed the draft regional transportation functional plan on March 26 and April 5, respectively. In addition, members submitted additional comments subsequent to the advisory committee discussions. This document summarizes recommended changes to respond to comments received to date. Additional comments and recommendations may be added to respond to comments received between April 29 and May 6, 2010. New wording is shown in **bold**; deleted words are *crossed out in italics*.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
1	RTFP Title 1: Street System Design	Section 3.08.110: add a description of intent of this section.	TPAC	3/26/10	Amend as requested.
2	RTFP Title 1: Street System Design	Add the following language to Section 3.08.110, "To improve the walking environment along the region's arterial system, each city and county shall incorporate into its TSP a sidewalk network that includes a minimum 5ft sidewalk with a minimum 3ft planted buffer or furnishings zone between the sidewalk and the curb."	TriMet	4/9/10	Amend to add a new section to 3.08.110A to direct local codes to allow for implementation of the regional street design guidelines for all streets (e.g., local, collector, arterial) as follows, " <u>To ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land use and balance the needs of all users, including bicyclists, transit vehicles, motorists, freight delivery vehicles and pedestrians of all ages and abilities, city and county street design regulations shall allow implementation of:</u> <u>1. Complete street designs as set forth in Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), or similar resources consistent with regional street design policies;</u> <u>2. Green street designs such as bio-swales, street trees, and other techniques to manage stormwater within the public right-of-way as set forth in Green Streets: Innovative Solutions for Stormwater and Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002) or similar resources consistent with federal regulations for stream protection; and</u> <u>3. Transit-supportive street designs that facilitate existing and planned transit service pursuant subsection 3.08.120B."</u>
3	RTFP Title 1: Street System Design	Section 3.08.110 - the arterial and collector spacing provisions are too rigid; many areas of the region will not be able to meet them due to the constraints listed in this section.	City of Tigard	4/11/10	Amend as follows, "each city and county shall incorporate into its TSP, to the extent practicable , a network of four-lane major arterial street..." The intent of this provision is to have local governments attempt to meet the spacing, recognizing it will not be possible in many areas.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
4	RTFP Title 1: Street System Design	Section 3.08.110D(3) - Provide an additional exception from the road spacing standards for streams that support species listed in the Endangered Species Act (ESA).	City of West Linn	4/9/10	Amend 3.08110D as follows, " <u>7. Best practices and designs as set forth in Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002), Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), and state or locally-adopted plans and best practices for protecting natural resources and natural areas.</u> " The functional plan requires locals to complete a street connectivity plan in their TSPs that implements street connections across stream corridors at 800 to 1,200 foot spacing unless habitat quality or the length of the crossing width prevents a connection. Title 3 of the Urban Growth Management Functional Plan maps high quality habitat areas and regulations, and includes ESA listed stream corridors. No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia River Salmon and Steelhead Conservation and Recovery Plan. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway in this region.
5	RTFP Title 1: Street System Design	3.08.110 D.5 and 6- define what is meant by "pursuant to Title 3 of the UGMFP." Water way crossings every 530 feet seems like a lot, but the caveat for when "the length of the crossing prevents a connection" is also vague.	City of Tigard	4/11/10	Amend as follows, "3. If streets must cross water features <u>identified-protected</u> pursuant to Title 3 UGMFP, provides a crossing every 800 to 1,200 feet unless habitat quality or the length of the crossing prevents a full street connection;" No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia River Salmon and Steelhead Conservation and Recovery Plan. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway in this region.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
6	RTFP Title 1: Street System Design	Section 3.08.110E - This section discusses "redevelopment of existing land uses" where locals are to "encourage" adequate connectivity. But in C above, it requires conceptual street maps (which implies a connectivity requirement) for all redevelopable parcels over five acres. Clarify whether this provision applies to parcels under five acres.	ODOT, City of Tigard	4/9/2010, 4/11/10	Amend as requested. This provision is intended to apply to parcels less than five acres in size.
7	RTFP Title 1: Street System Design	Section 3.08.110F: Add language to clarify the following: (1) the intent of this provision is for local codes to allow for narrow street designs as described in 1-10, and (2) greater total right-of-way dimensions should be allowed for green street designs.	TPAC, Washington County, City of Sherwood	3/26/10, 4/9/2010 and 4/9/10	Amend as requested, deleting the provision " 1. Local streets of no more than 50 feet of total right-of-way, including: " because the individual design elements are addressed through subsequent provisions. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
8	RTFP Title 1: Street System Design	3.08.110F(2) The maximum 28' curb to curb width is too restricting. For example, if a local street is a bike boulevard with on-street parking. 6' parking (two-sided) plus two 10' travel lanes should be allowable, at least (32').	City of Milwaukie	4/9/10	No change recommended. The intent of this section was to require local codes to allow for implementation of narrower street designs, not to limit the maximum width of street designs and elements.
9	RTFP Title 1: Transit Design	3.08.120A - Change references to passenger "environment," bicycle "environment" and waiting "environments" to "facilities" to be more specific about what the provisions apply to.	TPAC	3/26/10	Amend to simplify this section to read as follows, "City and county TSPs and or other land use appropriate regulations shall include projects investments , policies, standards and strategies regulations criteria to improve provide pedestrian and bicycle connections to all transit stops where regional transit service exists at the time of TSP development or update and , passenger environments within one-half mile of all transit stops, bicycle environments within three miles of all transit stops, waiting environments at all transit stops and transit service speed and reliability for all existing or planned Station Communities. high capacity transit station areas, on-street bus rapid transit and frequent service bus corridors, and regional bus corridors where service exists at the time of TSP development or updates. " The use of the term "environment" and specific distances unnecessarily narrowed the focus of where these kinds of investments and regulations should apply.
10	RTFP Title 1: Transit Design	3.08.120 A - clarify sentence to better describe intent, including improve the "speed and reliability" of station areas	City of Milwaukie	4/9/10	Amend to remove references to improving the speed and reliability of station areas. This is already addressed through transportation system management and operations strategies in Title 1.
11	RTFP Title 1: Transit Design	3.08.120 B1e - Revise to read as follows "crossing at <u>OR</u> NEAR all transit stops..." It is not feasible to ensure crossings at all transit stops.	City of Milwaukie	4/9/10	No change recommended. "At" as defined in the Transportation Planning Rule and Title 7 of the RTFP as being within 200 feet. If it is not feasible to provide a crossing within that spacing, it may not be appropriate to have a transit stop in that particular location.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
12	RTFP Title 1: Transit Design	3.08.120 B(1)a - Expanding this requirement from only Major Transit Stops to include "or on transit routes designated in the RTP" could be subject to challenges.	Washington County, City of Sherwood	4/9/10	Amend to remove reference to "along transit routes" to be consistent with the Transportation Planning Rule provision.
13	RTFP Title 1: Transit Design	3.08.120B(1)b - In some cases (i.e. MAX stops along freeways) it is not appropriate to locate buildings within 20 feet of transit stops or provide a pedestrian plaza at transit stops.	ODOT	4/9/10	Amend section to clarify this provision applies to major transit stops, which by definition (in the Title 7 and the Transportation Planning Rule) could be located within 200 feet.
14	RTFP Title 1: Transit Design	For providing lighting at transit stops, consider additional/ more stringent standards for HCT stations versus bus stops. Look at the draft HCT SEP Guidance, specifically the "urban form measures" which includes building orientation, building frontage, average block size, sidewalk coverage, and bicycle facility coverage. Earlier versions also included measures for pedestrian network connectivity (intersection density, safe access to stations, mitigation of topographic challenges and physical barriers) and bicycle network connectivity (miles of bike facilities within 2 miles of station areas) .	ODOT	4/9/10	No change recommended. This language is consistent with the Transportation Planning Rule. TriMet can provide additional guidance to local governments on this issue.
15	RTFP Title 1: Pedestrian System Design	3.08.130B 4 - Parking Management does not belong in this section. Parking does impact pedestrian conditions. Parking management should be covered well enough in Title 6.	City of Tigard	4/11/10	Amend introduction to clarify these these actions and strategies are intended to support transit within designated pedestrian districts. Parking management is an important strategy to accomplish this.
16	RTFP Title 1: Pedestrian System Design	What is "interconnection" and how does one provide it?	ODOT	4/9/10	No change recommended. As defined by Webster's dictionary, this term means "to connect with one another," and is intended to mean providing sidewalks and bike facility connections to transit stops or stations.
17	RTFP Title 1: Bicycle Design	3.08.140 A(4) - Revise to read, "...along arterials and major collectors and/or along nearby parallel routes."	City of Milwaukie	4/9/10	Amend as follows, "...along arterials and major collectors and nearby parallel routes. "
18	RTFP Title 2: Transportation Needs	3.08.210 A - This suggests that local governments need to reconfirm state and regional needs are adequately supported and to take remedial action if they are not.	TPAC, Washington County	4/9/10	Amend to clarify that local TSPs should incorporate regional needs as identified in the RTP, as follows, " Each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP, and determine its own transportation needs for consistency with and support of regional and state transportation needs in the 2035 RTP and to complete the transportation system plans developed under Title 1. The determination of local transportation needs shall be based upon..." Local TSPs are not required to reassess regional needs, but may identify unaddressed regional needs in the more detailed analysis of the local system. If that occurs, this provision provides a process for forwarding the regional need to Metro for amendment into the RTP, reflecting the iterative nature of the regional and local TSP process.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
19	RTFP Title 2: Transportation Needs	3.08.210C - Currently, state rules that require us to take an exception for most improvements outside the UGB. The state is in a rulemaking process to address how to providing services in urban reserves. Allow the state process continue with the understanding that counties, which work directly with state rules now, will adjust to modifications that may come out.	Washington County	4/9/10	Amend section to delete this provision. Existing state law already directs that local governments must request an exception for transportation facilities located outside of the urban growth boundary. OAR 660-012-0070 provides criteria and standards for requesting an exception. In addition, Title 11 of the Urban Growth Management Functional Plan (see Section 3.07.1110) directs concept planning in urban reserve areas.
20	RTFP Title 2: Transportation Solutions	3.08.220A - Specify what it means for a city or county "to consider" the strategies listed.	TPAC	3/26/10	No change is recommended The intent is for the city or county to document this provision in writing in the TSP document and in their "findings of fact" adopted as part of the TSP ordinance.
21	RTFP Title 2: Transportation Solutions	3.08.220 - This specifies that the City shall consider specific strategies in priority order to meet the transportation needs. It is still unclear as to why the strategies must be evaluated in this particular priority order. Hypothetically, it may be that strategy 2 and 5 work well together but 3 does little or is impractical. Rather, strategies 1-5 in combination should be considered fully, with discussion on why certain strategies were not deemed the most appropriate.	MTAC, City of Sherwood	4/5/10, 4/9/2010	Amend to better describe the intent of this section, "Each city and county shall consideration of the following strategies, listed in the order listed of priority , to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of a lower priority strategy over a higher priority strategy of one or more of the following strategies:.." A city or county may consider combinations of the strategies listed as part of this analysis. This approach is consistent with the federally-required Congestion Management Process (CMP) steps and the Oregon Highway Plan Major Improvement Policy 1G which requires actions to maintain performance and improve safety through system efficiency and management before adding capacity.
22	RTFP Title 2: Transportation Solutions	Revise 3.08.220A to add a reference to the targets and standards in Table 3.08-1 and Table 3.08-2 in the first sentence; the strategies also serve as a basis for achieving the performance targets and standards in these tables.	TPAC	3/26/10	Amend as requested.
23	RTFP Title 2: Transportation Solutions	Revise 3.08.220A(6) as follows, "Motor vehicle capacity improvements...only upon a demonstration that other strategies in this subsection <u>are not appropriate or cannot adequately address identified transportation needs.</u> "	TPAC	3/26/10	Amend as requested.
24	RTFP Title 2: Transportation Solutions	3.08.220B - Add the following language, " <u>Facility design is subject to the approval of the facility owner.</u> "	ODOT	4/9/10	Amend as requested.
25	RTFP Title 2: Performance Targets and Standards	3.08.220D - Corridor refinement plans or local TSPs may result in alternative mobility standards for entire corridors or segments. The Areas of Special Concern designation is no longer needed and can be managed either under the "no further degradation" standard or through an alternative mobility standard.	ODOT	4/9/10	Amend as requested to eliminate the areas of special concern designation. In addition, convert the mobility standard letter grades to volume/capacity ratios that match the Oregon Highway Plan Table 7 ratios to more clearly define the standard.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
26	RTFP Title 2: Performance Targets and Standards	3.08.230A - This section suggests the only purpose of the performance targets and standards is to improve performance of state highways as much as feasible. This is one desired outcome. In addition, Locals should not need to make findings of meeting state system performance standards separately as suggested by this provision. The RTP findings need to make this demonstration. Revise this subsection to include state highway performance in Subsection F to link to other performance targets and desired outcomes.	TPAC, Washington County	3/26/10	Amend to move the highway performance provision to subsection E as follows, "To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to maintain performance of state highways within its jurisdiction as much as feasible and avoid their further degradation , the city or county shall adopt the following actions..." By adopting the actions, a local government can demonstrate through findings they are making progress toward the targets and maintaining state highway performance as much as feasible.
27	RTFP Title 2: Performance Targets and Standards	3.08.230C(1) - Add reference to Table 3.08-2 (Motor vehicle performance standard).	TPAC	3/26/10	Amend as requested.
28	RTFP Title 2: Performance Targets and Standards	3.08.230 - It is unclear how a local government can assess whether a capacity improvement would shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities.	ODOT	4/7/10	Amend to delete the following provision, " Will not result in motor vehicle capacity improvements that shift unacceptable levels of congestion into neighboring jurisdictions along shared regional facilities; ..." The regional mobility corridor strategies in Chapter 4 of the RTP provide a framework for making this determination through amendments and updates to the RTP.
29	RTFP Title 2: Performance Targets and Standards	3.08.230D - This reads as though local governments need to pre-authorize alternative mobility standards with the Oregon Transportation Commission.	TPAC, Washington County	3/26/10 4/9/2010	Amend as follows, "If the city or county adopts mobility standards for state highways different from those in Table 3.08-2..." to clarify that this provision only applies to state-owned facilities.
30	RTFP Title 2: Performance Targets and Standards	3.08.230E - Concern with having to evaluate accessibility and safety at the TSP level; these are more appropriate for regional level analysis like Metro conducts for air quality and greenhouse gas emissions.	TPAC, City of Tigard	3/26/2010, 4/11/10	Amend to direct TSPs to include a broader set of performance measures for evaluating and monitoring TSP performance, and to eliminate the accessibility measure.
31	RTFP Title 2: Performance Targets and Standards	3.08.230E - Clarify what this is intended to say" that reduce parking ratios <u>as</u> required by 3.08.410" or below what is required.	ODOT	4/9/10	Amend as follows, " Parking development and management plans that reduce the parking minimum and maximum ratios in Centers and Station Communities as required by consistent with subsection 3.08.410A;
32	RTFP Title 2: Performance Targets and Standards	3.08.230F - It is important to have parking development and management plans and street design standards, but not necessarily as part of a TSP. This language suggests they must be included in the TSP.	City of Tigard	4/11/10	Amend to allow parking management plans to be adopted as a separate policy document and not necessarily as part of the TSP.
33	RTFP Title 2: Performance Targets and Standards	3.08.230F(2) - Revise to include reference to all of the Transportation System Design provisions in Title 1, Section 3.08-110 to Section 3.08.160.	TPAC	3/26/10	Amend as follows, " Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1. Street design standards in section 3.08.110'

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
34	RTFP Title 4: Parking Management	3.08.410H – this seems overly prescriptive and does not respect that one size does not fit all. Bicycle parking demand in a center with close proximity to transit and higher density is going to be vastly different than areas further out and will also vary by use. Suggestions for making this more applicable region-wide would be to apply the 5% bicycle parking minimum to commercial zones or uses only, with specific allowances that if the use does not cater to the public or is typically a car oriented use (drive-through restaurant or auto repair for example) the bicycle parking minimum could be reduced further. Alternatively, consider <u>adding something similar to 3.08.410.B for this section.</u>	City of Sherwood	4/9/10	Amend as follows to provide more flexibility for different land use types, " <u>To encourage the use of bicycles and ensure adequate bicycle parking for different land uses</u> , cities and counties shall establish <u>short-term and long-term</u> bicycle parking minimums at, or above five percent of off-street motor vehicle parking provided for: ..." and to add OAR 660-012-0045(3)(a) provisions.
35	RTFP Title 4: Parking Management	3.08.410I - Parking Overall - Allow a broader array of potential solutions so a jurisdiction can decide which areas warrant the more detailed study as follows, " <u>Cities and counties shall adopt parking policies, plans, or regulations for Centers and existing HCT corridors. Such actions shall be designed to constrain surface off-street auto parking supply, and manage use of this limited supply to support active places. Parking management plans may focus on sub-areas of Centers, and shall include an inventory of parking supply and usage, a range of strategies for managing supply and demand, and an evaluation of bicycle parking needs. Policies and regulations should include by-right exemptions from minimum parking requirements, or policies to encourage shared and structured parking.</u> "	City of Milwaukie	4/9/10	Amend as follows, " Cities and counties shall adopt parking <u>policies, management plans and regulations</u> for Centers and Station Communities as defined in Title 6 of the UGMFP and high-capacity transit corridors, and designated in the RTP. The policies, plans and regulations shall be consistent with subsection A through H. <u>Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers.</u> Plans shall include an inventory of parking <u>supply</u> and usage, a range of strategies for managing parking supply and demand and an evaluation of bicycle parking needs with consideration of TriMet Bicycle Parking Guidelines. <u>Policies shall be adopted in the TSP. Policies, plans and regulations</u> must consider and may include the following range of strategies:.." This change directs TSPs to include a range of parking policies to manage parking demand and supply, and allows parking management plans to be adopted as a separate policy document and for subareas of centers.
36	RTFP Title 4: Parking Management	3.08.410A, Revise to read, "Cities and county parking regulations shall meet or set lower minimums and maximums as per the following:"	City of Milwaukie	4/9/10	Amend as requested.
37	RTFP Title 4: Parking Management	3.08.410B - Revise to state local governments "should" establish a process for various and clarify to whom parking variances should be reported. The reporting requirement seems overly burdensome.	City of Milwaukie, City of Tigard	4/9/2010, 4/11/10	Amend as follows to remove the reporting requirement, " Cities and counties may establish a process to consider for variances from minimum and maximum parking ratios <u>that includes criteria for variances.</u> "
38	RTFP Title 4: Parking Management	3.08.410C - Revise last sentence to use the word "may" instead of "should" to allow for consideration of a broader set of parking practices.	City of Milwaukie, City of Tigard	4/9/10, 4/11/10	Amend as requested.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
39	RTFP Title 5: Amendment of Comprehensive Plans	3.08.510C - The TPR -0060(8) considers the 2040 Central City, Regional Centers, Town Centers and Main Streets as "mixed use, pedestrian -friendly centers or neighborhoods" that may take a 10% trip reduction – not corridors. The Title 6 UGMFP discussion is still ongoing, but should determine which design concept areas may qualify for a 30% trip reduction credit. The draft UGMFP Title 6 does not so far include specific standards for levels of densities and intensities appropriate to support HCT and other levels of transit. ODOT supports the incentive versus regulation approach, but not with offering the 30% trip reduction and the lower mobility standards incentives for Station Communities without higher density targets for these areas. ODOT supports transit-supportive mixed use and higher densities in Corridors, but justification for a 30% reduction in vehicle trips is just not there because of the significantly lower density, mix and design expectations and the lack of parking management requirements in 2040 Corridorst. ODOT supports jurisdictions taking a 30% vehicular trip reduction credit if they have met all of the system design and TSMO requirements of Title 1 of the RTFP, plus the parking management plans of section 3.08.410.I, plus the land use requirements of Title 6 of the UGMFP (provided Title 6 itself is acceptable, which must include language prohibiting new auto-dependent uses and setting adequate density targets).Section 3.08.510.B: the reference to section 3.08.230.E should be added back in, as well as the requirement to do a parking management plan per section 3.08.410.I (not just the parking ratios per section 3.08.410A). In other words: to get the 30% trip reduction "credit" jurisdictions have to meet specific RTFP as well as UGMFP requirements. In the RTFP, Cities and Counties are required to adopt Parking Management Plans for Centers and Station Communities but not for Corridors. In the current UGMFP Title 1, the "prescribed" density in Corridors is only 25 persons per acre (compared to 45 ppa in Station Communities, 40 in Town Centers, and 39 in Main Streets).	ODOT	4/9/2010, 4/22/10	No change recommended. The 2040 Corridors and Station Communities are defined as mixed-use areas in the 2040 Growth Concept. In most cases they are currently served by regional transit service, and the 2040 Growth Concept calls for all corridors to have high quality transit service to support mixed-use growth. In addition, the RTP analysis for these areas assumes a mix of housing and jobs consistent with local comprehensive plan designations. The analysis is based on a level of mixed-use that is consistent with the Transportation Planning Rule (TPR). OAR 660-012-0060(8)(b) does not distinguish between different kinds of mixed-use areas, but does provide a list of characteristics that could be present in a station community or along a 2040 corridor. If these characteristics exist, the area should be considered mixed-use, and should be eligible for the trip reduction credit if the actions identified in 3.08.230E and in Title 6 of the UGMFP are adopted, and the area meets the other mixed-use characteristics identified in the TPR. Title 6 of the UGMFP references back to the provisions with the RTFP that must be adopted for local governments to be eligible for the lower mobility standards and 30 percent trip reduction credit to ensure consistency between the UGMFP and RTFP.
40	RTFP Title 5: Amendment of Comprehensive Plans	3.08.510C - Why does the 30% apply only in centers? If these practices/actions are effective for reducing vehicle trip generation, then the credit should apply to areas that have implemented them. I'm thinking the Tigard Triangle, but there could be many examples.	City of Tigard	4/11/10	No change recommended. This provision provides a "safe harbor" for Centers, Corridors and Station Communities if the actions identified in Title 6 of the UGMFP are adopted. OAR 660-012-0060 allows for a local government to make a case for a trip reduction credit in other mixed-use areas.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
41	RTFP Title 5: Amendment of Comprehensive Plans	Section 3.08.510C - Revise as follows, "If a city or county adopts the actions set forth in subsection E <u>3.08-230E</u> and the land use actions..."	TPAC	3/26/10	Amend as follows, "If a city or county adopts the actions set forth in <i>subsection E and the land use actions set forth in</i> section ____ of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates..." This amendment links back to the land use actions proposed in Title 6 to the Urban Growth Management Functional Plan. The Title 6 section reference will be added upon adoption of Title 6 in December 2010.
42	RTFP Title 6: Compliance procedures	An amendment to a TSP is not the same as an Update. An amendment does not change the forecast year for the plan. It would be good to clarify.	City of Tigard	4/11/10	No change recommended. An update is an amendment of a TSP. However, a definition of "update" has been added to Title 7 (Definitions) to better define an "update" amendment. Most TSPs in the region will need to be "updated" to a 2035 planning horizon.
43	RTFP Title 6: Compliance procedures	Section 3.08.610F - Revise to require a city or county to submit an analysis of compliance of the amendment with the RTFP.	ODOT	4/9/10	No change recommended. This provision applies to notification of the first hearing on a proposed amendment. The staff report provided by local governments oftentimes includes documentation of how the proposed amendment is consistent with the RTFP. If insufficient information is provided to assist Metro staff review, the COO will request additional information. The compliance of the amendment will be documented in the Findings of Fact that will be adopted as part of the local TSP ordinance. Local governments are required to submit the adopted ordinance to Metro within 14 days of final adoption per 3.08.610J.
44	RTFP Title 6: Compliance procedures	Section 3.08.610H - It does not seem appropriate for local governments to appeal to JPACT as part of the enforcement for local compliance with the RTP.	ODOT	4/9/10	No change recommended. 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.
45	RTFP Title 6: Compliance procedures	3.08.610A - Two years seems unrealistic for completing TSP update. It could easily take 2 years to get funding if it's through TGM. TGM may not have enough funding for needed updates along with corridor refinement planning work that has been defined in the RTP.	City of Tigard	4/11/10	No change recommended. Metro staff has begun working with local governments to develop a compliance schedule that will take into account local aspirations for completing TSP updates. Section 3.08.620 also provides a process for requesting an extension to the compliance deadline. The TSP schedule may be adopted as part of the RTP ordinance.
46	RTFP Title 7 Definitions	Add the following definitions - "Major transit stop," "Major driveway," "At" a major transit stop, and "near" a major transit stop	City of Sherwood	4/9/10	Amend as requested.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
47	RTP Title 7 Definitions	Definition of Significant increase in Single Occupancy Vehicle (SOV) capacity for multi-modal arterials - This defines general purpose lanes as through travel lanes or multiple turn lanes. Generally turn lanes are not considered general purpose lanes. They may have the side effect of adding capacity, but they have important safety benefits.	ODOT	4/9/10	Amend the definition as follows, "...General purpose lanes are defined as through travel lanes or multiple turn lanes. This also includes the construction of a new general purpose <i>highway arterial</i> -facility on a new location... An increase in SOV capacity associated with a safety project is considered significant only if the safety deficiency is totally related to traffic congestion... " This mirrors the definition for "significant increase in SOV capacity for regional through-routes freeways."
48	Table 3.08-1	Table 3.08 - 1 Clarify whether the Regional Non-SOV modal targets apply to peak hour or 24-hour period	ODOT, City of Tigard	4/9/2010, 4/11/10	Amend as requested to clarify the targets are for the average weekday 24-hour period for the year 2035.
49	Throughout RTP	Clarify what provisions apply to TSP and/or land use regulations.	TPAC	3/26/10	Amend as requested.
50	RTP Bicycle & Pedestrian System Maps	Show proposed regional trail along Sunrise Highway corridor (I-205 to Rock Creek Junction); this is a proposed project in the RTP.	Clackamas County	4/10/10	Amend as requested.
51	RTP Project List Map	Based on the draft TSP work for the City of Damascus, the alignment and modeling assumptions for RTP Project #10076 SE Sunnyside Rd. Extension have changed. Please update the project list map to reflect the changes based on the TSP work.	City of Damascus	4/22/10	Amend as requested.
52	RTP Chapter 2: System Maps	Amend the Regional Bike and Regional Pedestrian Network maps to show the Morrison bridge bike/ped path as solid instead of dashed on the bike/ped system maps. This project was recently completed.	Metro staff	4/28/10	Amend as requested.
53	RTP Chapter 2: System Maps	There is a discrepancy between the vehicular functional classification and the street design classification that we have on Tualatin Valley Highway and OR 212 - Principal Arterial is not supposed to go with Regional Street (plus, the street design classification just ends in the middle of Damascus...). Either revise the designations to be Principal Arterial and Highway in the RTP, based on the OHP Statewide/NHS designation, or let the Tualatin Valley Highway TGM study and the OR 212 Corridor Plan/Damascus TSP make recommendations for changing the designations.	ODOT	4/28/10	No change recommended. The Tualatin Valley Highway TGM study and the OR 212 Corridor Plan/Damascus TSP will make recommendations for changing the designations based on the analysis conducted through those efforts.
54	RTP Chapter 2	Amend Table 2.6 of the RTP to title the last column "number of <u>typical</u> planned travel lanes."	ODOT	4/26/10	Amend as requested.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
55	RTP Chapter 4 - Mobility Corridor Strategies	The name of this mobility corridor is Tigard to Sherwood & Sherwood to Newburg, but the corridor analysis falls drastically short of providing any analysis of Highway 99W through Sherwood, and ignores completely the section between Sherwood and Newburg.	City of Sherwood	4/26/10	No change recommended. The 2035 RTP does not conduct an intersection level of analysis. The corridor analysis area for Mobility Corridor #20 as shown on page 4-145 of the 2035 RTP includes OR 99W through Sherwood to the Newburg city limits. Intersection level analysis through the City of Sherwood could be examined as part of the City's TSP update, if desired by the City.
56	RTP Chapter 4 - Mobility Corridor Strategies	Sherwood has four major roadways which intersect with Highway 99W: Roy Rogers Road/Tualatin-Sherwood Road, Edy Road, Meinecke Road, and Kruger-Elwert/Sunset Road. Of these intersections only Roy Rogers/Tualatin-Sherwood Road was provided a basic analysis. The other roads mentioned act as by-pass routes for traffic trying to avoid travelling along Highway 99W. These intersections should also be included in the corridor analysis as they are directly impacted by Highway 99W traffic flows.	City of Sherwood	4/26/10	No change recommended. The needs assessment conducted for each mobility corridor strategy focused on facilities identified on the regional system maps included in Chapter 2 of the RTP. Roy Rogers Road and Tualatin-Sherwood Road are on the regional roadway system map. The roads mentioned are not on the regional roadway system map; analysis of those facilities should be examined as part of the City's TSP update.
57	RTP Chapter 4 - Mobility Corridor Strategies	Under the Safety Deficiencies (page 4-149), Highway 99W is rated as Category 4 and 5 based on the ODOT SPIS listing. Does this rating stop before Sherwood or does it continue on through Sherwood to Newburg? This analysis does not specify the limits where the rating of 4 and 5 occur. A discussion of the limits of the SPIS listing needs to be provided for the extent of Corridor #20 through to Newburg.	City of Sherwood	4/26/10	Amend as requested to clarify the extent of the SPIS information for OR 99W from Tigard through Sherwood to Newburg.
58	RTP Chapter 4 - Mobility Corridor Strategies	The emphasis of HCT for the near term solution to the traffic problems along Highway 99W through Sherwood, and from Sherwood to Newburg does not provide an adequate solution of the issues surrounding the intersections listed above. The HCT goal should be placed secondary to correcting the more immediate needs, issues and problems faced by traffic along Highway 99W at the intersections listed above.	City of Sherwood	4/26/10	No change recommended. Appropriateness of HCT will be examined through the Southwest Corridor Refinement Plan. Other traffic issues identified in the comment should be examined as part of the City's TSP update. This will also allow for development of solutions to address more immediate needs.
59	RTP Chapter 4 - Mobility Corridor Strategies	Based on review of the mobility corridor strategies for corridors, #19, #21, and #22, we have provided comments and recommended information for strategies to address needs.	City of Beaverton	3/29/10	Amend as requested.
60	RTFP Title 2: Transportation Needs	Add back in the following provision 3.08.210C - A. If a city or county identifies transportation needs in an urban reserve, it shall ensure planned improvements in the reserve are contingent upon addition of the reserve to the UGB and link to transportation facilities within the UGB.	Coalition for a Livable Future	4/27/10	No change recommended. This is adequately addressed in Title 11 of the Urban Growth Management Functional Plan (see Section 3.07.1110), which directs concept planning in urban reserve areas. In addition, existing state law already directs local governments to request an exception for certain types of transportation facilities if they are located outside of the urban growth boundary. OAR 660-012-0070 provides criteria and standards for requesting the exception.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
61	RTPF Purpose: 3.08.010	The objectives of the RTP listed in this section do not match the vision for the RTP, or the RTP goals or objectives, listed in Chapter 2. The objectives listed also do not mention addressing the transportation needs of underserved communities. <u>Recommendation:</u> Change outcomes to reflect the approved RTP goals and objectives	Coalition for a Livable Future	4/27/10	Amend as requested to reference the full set of goals included in the RTP.
62	RTPF Title 2: Transportation Needs	Timeframe for TSPs is not spelled out. Statute may require that TSPs encompass the same time horizon as the RTP, but it would be clearer if it were spell out in the RTPF.	Coalition for a Livable Future	4/27/10	Amend Title 2, 3.08.210B(1) as follows, "The population and employment forecast and planning period... " to clarify the TSP must be consistent with the RTP planning horizon.
63	RTPF Title 1: Transportation System Design	Revise 3.08.110D to include additional language needed to inform the local agency of the unique opportunities or considerations to protect or enhance a particular site or resource. Green streets and other guides are referenced in 3.08.110A, but the language does not clearly make them part of the consideration when deciding the appropriateness of a road network. Further, current language does not consider best practices for protecting natural resources and natural areas. <u>Recommendation:</u> Add conformity with the guides listed in 3.08.110A; add conformity with locally adopted watershed plans; add "best practices for protecting natural resources and natural areas, which would include consultation with surface water management agencies and local watershed councils" as additional considerations for creation of a network of streets.	Coalition for a Livable Future	4/27/10	Amend 3.08.110D as follows, " <u>7. Best practices and designs as set forth in Green Streets: Innovative Solutions for Stormwater, Street Crossings (2002) and Trees for Green Streets: An Illustrated Guide (2002), Creating Livable Streets: Street Design Guidelines for 2040 (2nd Edition, 2002), and state or locally-adopted plans and best practices for protecting natural resources and natural areas.</u> " The functional plan requires locals to complete a street connectivity plan in their TSPs that implements street connections across stream corridors at 800 to 1,200 foot spacing unless habitat quality or the length of the crossing width prevents a connection. Title 3 of the Urban Growth Management Functional Plan maps high quality habitat areas and regulations, and includes ESA listed stream corridors. No other changes are recommended at this time pending completion of the following efforts: (1) development of a wildlife corridors map for the region; (2) development of a Regional Conservation Framework for biodiversity; (3) completion of updates to the Livable Streets and Green Streets Best Practices in Transportation Design handbooks and (4) completion of the Lower Columbia River Salmon and Steelhead Conservation and Recovery Plan. The current language provides flexibility for local governments to assess the appropriateness of increasing connectivity on a site-by-site and project-by-project basis, pending completion of a number of efforts that are underway
64	RTPF Title 1: Transit System Design	Revise 3.08.120C to require jurisdictions to report how they have considered the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.	Coalition for a Livable Future	4/27/10	Amend 3.08.120C as follows, "C. Providers of public transit service shall consider and document the needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families, when planning levels of service, transit facilities and hours of operation."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
65	RTFP Title 2: Transportaiothn Needs	Revise 3.08.210A(3) to require jurisdictions to report how they have considered the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families.	Coalition for a Livable Future	4/27/10	Amend 3.08.210A as follows, "3. Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city or county, including minorities and low-income families."
66	RTFP Title 2: Transportation Solutions	The language change in the 4/16 draft regarding consideration of multiple strategies should not apply to situations when jurisdictions determine that a capacity increase is necessary. Jurisdictions should still need to explain more specifically why strategies other than a capacity increase are not appropriate or would not address the issue. Recommendation: "...The city or county shall explain its choice of one or more of strategies below, <u>including its decision to increase capacity over use of a higher priority strategy.</u> "	Coalition for a Livable Future	4/27/10	No change recommended. The provision as written already directs a local government to explain its choice of one or more of strategies below, including its decision to increase capacity over use of a higher priority strategy.
67	RTFP Title 2: Performance Targets and Standards	As written in Subsection A, performance targets in Subsection D are one of the alternatives to conformance with Tables 3.08-1 and 3.08-2 even though language in Subsection D indicates that the performance measures are additional requirements. Recommendation: Limit alternative standards to Subsections B and C, and clarify that Subsection D is an additional requirement and that jurisdictions must show that their solutions achieve progress toward these solutions as well.	Coalition for a Livable Future	4/27/10	Amend 3.08.230A to read as follows, "A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 and performance measures in subsection D or toward alternative targets and standards adopted by the city or county pursuant to subsections B, C and D . The city or county shall include the regional targets and standards or its alternatives in its TSP."
68	RTFP Title 2: Performance Targets and Standards	Subsection A refers to targets and standards, but does not mention performance measures, which is the term used in Subsection D. Recommendation: Correct language in either Subsection A or D to make the language consistent. (Chapter 2 of the RTP refers to the elements of Subsection D as targets.)	Coalition for a Livable Future	4/27/10	Amend 3.08.230A to read as follows, "A. Each city and county shall demonstrate that solutions adopted pursuant to section 3.08.220 will achieve progress toward the targets and standards in Tables 3.08-1 and 3.08-2 and performance measures in subsection D or toward alternative targets and standards adopted by the city or county pursuant to subsections B and C and D . The city or county shall include the regional targets and standards or its alternatives in its TSP."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
69	RTP Title 2: Performance Targets and Standards	<p>In the present draft, TSPs do not need to include performance measures/targets for all of the performance targets in the RTP.</p> <p>The targets missing are for climate change, clean air, affordability, and access to daily needs. They are all categorized under environment and equity, and the current draft includes no measures/ targets that address equity considerations. This omission goes against the current direction of the RTP and of Metro's six elements of a successful region. The region needs to start addressing issues of equity, access for all populations, air quality, and climate change, and many of the decisions on these issues happen at the local level.</p> <p><u>Recommendation:</u> Require TSPs to include all of the regional performance targets, but to analyze only the ones presently included. For the other targets, jurisdictions can utilize Metro's data.</p>	Coalition for a Livable Future	4/27/10	No change recommended. The regional performance targets were intended to apply to the Regional Transportation Plan, with the expectation that if local governments adopted specific actions in the RTP and Urban Growth Management Functional Plan, this would be sufficient to demonstrate progress toward the RTP targets. Each local government has a role in helping the region achieve the RTP targets, but it is unreasonable to expect all local governments to equally achieve the RTP targets due to differences in land use capacity. In lieu of requiring local governments to adopt the RTP targets, the RTP requires TSPs to include performance measures for safety, VMT per capita, freight reliability, congestion and walking, biking and transit mode shares to evaluate and monitor TSP performance. This can be revisited as part of the next RTP update as methodologies and tools for analysis of equity, access to daily needs, greenhouse gas emissions, and affordability are further developed. Prior to the next RTP update, Metro staff will research and recommend improved evaluation tools and criteria for policy-making and priority-setting in order to better understand how low-income, minority, disabled and elderly populations are being served by transportation policies and investment decisions.
70	RTP Title 4: Parking Management	<p>As the region considers developing BRT lines, parking ratios referencing transit should clarify that BRT be treated like LRT rather than like other buses. <u>Recommendation:</u> Language should read "one half-mile from an HCT station" rather than light rail (two instances), and language on buses should be clarified to exclude BRT.</p>	Coalition for a Livable Future	4/27/10	Amend 3.08.410A(2) as follows, "...a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail high capacity transit station , that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for from a high capacity light rail transit station ,
71	RTP Title 4: Parking Management	<p>Zone A parking ratios are mandatory ("shall") in some parts of the paragraph, but are weaker in other parts. To be clear and consistent about requirements, language regarding pedestrian accessible areas should be mandatory. <u>Recommendation:</u> Change language to "Cities and counties shall designate Zone A Parking Area Ratios in areas with good pedestrian access..."</p>	Coalition for a Livable Future	4/27/10	No change recommended. A more detailed review and analysis of the regional parking management requirements will be conducted prior to the next RTP update to provide a stronger technical basis for strengthening the existing parking management requirements beyond what has been identified to date.

ITEMS FOR CONSIDERATION

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72	RTFP Title 4: Parking Management	This language provides a very big loophole that could potentially blow out Parking Area Ratios. <u>Recommendation:</u> Provide more specific regional guidelines for exempting parking facilities from the parking standards.	Coalition for a Livable Future	4/27/10	Revise 3.08.410C as follows, "Free surface parking shall be subject to the regional parking maximums for Zones A and B from in Table 3.08-3. Following an adopted exemption process and criteria, Cities and counties may exempt parking structures; fleet parking..." Metro staff would the process and criteria for their adequacy as part of the local adoption process. More work is needed to determine what parking management strategies should be implemented in this region and where they could be applied. This effort could define how to tailor the application of these strategies to recognize different levels of development, transit service provision and freight parking needs. This work could include updating and expanding the existing inventory of parking practices in the Metro region, and developing a parking model code and a parking "best practices" handbook to guide local implementation in the region. Functional plan amendments may also be developed as part of this effort.
73	RTFP Title 7: Definitions	The definition of chicane is incomplete and does not reflect its use as a design to slow down traffic.	Coalition for a Livable Future	4/27/10	Amend as follows, "H. "Chicane" means a movable or permanent barrier used to create extra turns in a roadway to reduce motor vehicle speeds or to prevent cars from driving across a pedestrian or bicycle accessway. "
74	RTFP Title 7: Definitions	The definition of deficiency is overly broad. As used in the RTFP, whether a deficiency exists depends on how a facility functions, including whether it meets operating standards in Table 3.08-2. Yet the definition of "deficiency" unnecessarily includes any time a throughway or arterial has fewer lanes than indicated in the system concept. ("Examples include throughway portions with less than six through lanes of capacity; arterial portions with less than four through lanes of capacity....") <u>Recommendation:</u> Change definition so deficiency is based on performance, not road capacity. Change examples and/or order of examples to de-emphasize capacity increase as the primary way to address deficiencies.	Coalition for a Livable Future	4/27/10	No change recommended. Deficiencies should be based on both performance and whether the facility meets the "typical planned number of lanes" shown in Table 2.6 of the RTP. It is not intended that road capacity must be added if the facility falls below the standards in Table 3.08-2 or planned system in Table 2.6. Other provisions in the RTFP will guide whether that is the appropriate solution to address identified deficiencies.
75	RTFP Title 7: Definitions	Include a definition of High Capacity Transit.	Coalition for a Livable Future	4/27/10	Amend as requested.
76	RTFP Title 7: Definitions	The definition of low-income families is ambiguous. Oregon DHS uses the Federal Poverty Line (FPL) as its base and has different standards depending on the program. The FPL itself is a very high threshold to be considered low-income, as it requires significantly lower income than the eligibility requirements for a number of programs. For example, Oregon WIC requires an income below 185% of FPL; CHIP is 200% of FPL.	Coalition for a Livable Future	4/27/10	Amend as follows, "Low-income families" means households <i>with incomes at or below the Oregon Department of Health and Human Services poverty guidelines, who earned between 0 and 1.99 times the federal Poverty Level in 1999.</i> " This definition is consistent with the U.S. census definition used to identify low-income populations in the RTP background report, "Environmental Justice in Metro's Transportation Planning Process."

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
77	RTFP Title 7: Definitions	Projects defined as safety projects should come under the definition when the capacity increase is due to traffic congestion in whole or in part (definition now requires that safety deficiency be totally related to traffic congestion). Possibilities: use >10% increase test, or >50% due to congestion.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
78	RTFP Title 7: Definitions	The definition of Significant increase in SOV capacity on throughway - A greater than 10% increase in capacity to alleviate a bottleneck should not be excluded from the definition because the increase is due to auxiliary lanes (definition is now limited to general purpose lanes).	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
79	RTFP Title 7: Definitions	Definition for bottlenecks should include downstream effects as well as upstream.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
80	RTFP Title 7: Definitions	Definition of Significant increase in SOV capacity on multimodal arterial - Projects defined as safety projects should come under the definition when the capacity increase is partly due to traffic congestion (definition now requires that safety deficiency be totally related to traffic congestion). Could use >10% increase test as with a bottleneck.	Coalition for a Livable Future	4/27/10	This comment is under consideration, pending further direction from Federal Highway staff.
81	RTFP Title 7: Definitions	Definition of SOV is broad enough to encompass bicycles, wheelchairs, etc. <u>Recommendation</u> : limit to motorized vehicles to be used in roadway.	Coalition for a Livable Future	4/27/10	Amend as requested.
82	RTFP Title 1: Transit System Design	Check the formatting of section 3.08.120B.2 - everything there applies to <i>major</i> transit stops, so the sub-sections should be labeled a through f rather than a through c with sub-sections c. i through iv.	ODOT	4/22/10	No change recommended. As written, subsection 3.08120B2(a) and (b) apply to all transit stops and (c) applies to major transit stops.
83	RTFP Title 2: Performance Targets and Standards	Section 3.08.230E: changing the land use reference from Title 6 of the UGMFP to section 0035(2) of the TPR, which is much more general, may be OK for purposes of "demonstrating progress" (or "doing the best they can"), but it is not sufficient to be eligible for the 30% trip reduction and lower V/C ratios.	ODOT	4/22/10	No change recommended.
84	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08.-2 - footnote C: has not been amended since the 2004 RTP (except for changing the chapter reference). In this (2010) RTP, mobility corridor refinement plans are no longer anticipated for the specific facilities listed in the Table, with the exception of I-405 ("Stadium Freeway"). Footnote C should be removed from the Banfield (I-84), I-5 North, OR 99E, and the Sunset Hwy (US 26). Corridor Refinement Plans are still expected to consider alternative mobility corridor standards for a different set of mobility corridors.	ODOT	4/26/10	Amend as requested to delete reference to footnote C for I-5 North, OR 99E and Sunset Highway). The footnote C then would only apply to I-405 loop, I-5 (Marquam Bridge to Wilsonville), OR 8, and I-205. The mobility corridor concept is evolving and future RTP updates will reorganize Table 3.08-2 to more closely reflect the multi-modal concept established in this RTP, and recommended mobility policy for each corridor.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
85	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - portions of some of the highways listed in footnote B are no longer State highways. This is true for Sandy Boulevard (we still own the segment east of I-205 within the Portland City limits), Farmington Road (we still own a small segment outside the City of Beaverton), and BH Hwy (we still own the segment in Washington County). We no longer own any segment of Hall Blvd in Beaverton, but we do own Hall Blvd in Tigard, which then changes name to Durham Rd and Boones Ferry Rd. These could be listed as "Urban Arterials that are in full or in part state highways....." since jurisdictional boundaries may change again, and some are difficult or lengthy to describe exactly (ODOT uses milepoints, not the names of intersecting streets).	ODOT	4/26/10	Amend as requested to delete footnote B – it is not needed because the mobility standard for corridors is the same whether it is an ODOT facility or a local facility.
86	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - Footnote A - Revise the 2nd hour definition to be consistent with current practice, the single 60 minute period either before or after the peak 60 minute period, whichever is highest.	ODOT	4/26/10	Amend as requested.
87	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - Define mid-day peak hour, such as noon-1pm or the highest 60 minute period between the hours of 10 am and 2pm.	ODOT	4/26/10	Amend as requested to define the mid-day peak hour as the highest 60-minute period between the hours of 9 am and 3pm as this is the time of day that is important to monitor to protect freight reliability. This is the evaluation period local governments are required to analysis pursuant to Title 4 of the Urban Growth Management Functional Plan.
88	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - Revise state highway references to consistently refer to route numbers and/or common names.	ODOT	4/26/10	Amend as requested to consistently refer to state route numbers.
89	RTFP Table 3.08-2: Deficiency Thresholds and Operating Standards	Table 3.08-2 - Add a table note to refer to the OHP Action 1F1, which includes language about V/C standards for interchanges - basically .85 or .90. The ODOT Mobility Standards Guidelines affirms that these interchange standards apply in the Metro area, and that Table 7 applies to the mainlines.	ODOT	4/26/10	No change recommended. As a comprehensive system plan, the RTP level of analysis is at a broad system-level, and does not attempt to address localized congestion at intersections or interchanges and ramps, and as a result does not include standards for this level of analysis. In addition, the region requests the Oregon Transportation Commission and Land Conservation and Development Commission to work with Metro and other stakeholders to conduct a comprehensive and coordinated review and update to the Transportation Planning Rule, Oregon Highway Plan and mobility standards, and state procedures manuals and guidelines to more fully integrate the Oregon Transportation Plan policies and state greenhouse gas goals.

ITEMS FOR CONSIDERATION

#	Category	Comment	Source(s)	Date	Recommendation
90	RTFP Title 2: Transportation Needs	RTFP section 3.08.210A(2): add some language in here that clarifies that "identification of facilities that exceed the deficiency thresholds" requires an operational level of analysis. the regional model on which the RTP is based does not identify intersection level deficiencies and solutions such as turn lanes and signal improvements, which are part of TSMO strategies and which are often implemented as plan amendments and development occur through SDCs. Solutions for needs identified through the intersection-level operational analysis should be included in TSPs and on lists of improvements eligible to be funded through SDCs etc, and eventually in the RTP project list. Last year's memo to the OTC about alternative mobility strategies included the principle that ODOT should still be able to require identification and implementation of such localized needs and solutions through development review.	ODOT	4/26/10	No change recommended. The TPR already defines the proportionality of the analysis required for a local and regional transportation system plans versus plan amendments. As a comprehensive system plan, the RTP level of analysis is at a broad system-level, and does not attempt to address localized congestion at intersections or interchanges. The TPR places a higher burden of proof on plan amendments to demonstrate through an operational level of analysis that the effect of the amendment will not result in further degradation from the baseline. Therefore, local governments use the RTP model as a base for an operational level of analysis to simulate the impact of the proposed land use change on the transportation system to determine the effect of the plan amendment. A local government may choose to conduct an intersection level of operational analysis as part of their TSP update to identify needs and solutions.
91	RTFP Title 1: Street System Design	Amend section 3.08.110 in RTFP to add the following, " <u>To protect the capacity, function and safe operation of existing and planned state highway interchanges, or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals consistent with Oregon Highway Plan Access Management Standards and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area.</u> "	ODOT	4/28/10	Amend as requested with the following additional language in double underscore, " <u>To protect the capacity, function and safe operation of existing and planned state highway interchanges, or planned improvements to interchanges, cities and counties shall, to the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals consistent with Oregon Highway Plan Access Management Standards and accommodate local circulation on the local system to improve safety and minimize congestion and conflicts in the interchange area. Public street connections, consistent with regional street design and spacing standards in Section 3.08.110, shall be encouraged and shall supercede this access restriction, though such access may be limited to right-in/right-out or other appropriate configuration in the vicinity of interchange ramp terminals. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.</u> " The Oregon Highway Plan does not clearly define how to balance connectivity and access management objectives; the additional language provides additional guidance to ensure consistency with regional connectivity and street design policies that are being implemented through the RTFP, Section 3.08.110.

Attachment 2 to Staff Report to Ordinance No. 10-1241

Public Comment Summary Report

Under development

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR)	RESOLUTION NO. 10- 4150
QUALITY CONFORMITY DETERMINATION)	
FOR THE 2035 REGIONAL TRANSPORTATION)	Introduced by Chief Operating Officer
PLAN AND THE 2010-2013 METROPOLITAN)	Michael Jordan with the Concurrence of
TRANSPORTATION IMPROVEMENT)	Council President David Bragdon
PROGRAM.)	

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act and other federal laws, including CFR 93.100 through CFR 93.128 contain air quality standards designed to ensure that federally supported activities meet air quality standards, and these federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination whenever the Regional Transportation Plan (RTP) is updated and require that the transportation improvement program conform to the air quality regulations consistent with the 2035 RTP; and

WHEREAS, in December, 2009, the Metro Council approved, subject to air quality conformity determination, the update of the 2035 RTP, as stated in Resolution No. 09-4099, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, with the Following Elements for Final Review and Analysis for Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan and the Regional Transportation Functional Plan; and

WHEREAS, in August, 2007, the 2008 - 2011 Metropolitan Transportation Improvement Program (MTIP) was approved by the Metro Council by Resolution No. 07-3824, For the Purpose of Approving an Air Quality Conformity Determination For the 2008-2011 Metropolitan Transportation Improvement, assuming the 2004 Regional Transportation Plan Financially-Constrained System; and

WHEREAS, the Air Quality Conformity Determination dated March 22, 2010, included in Exhibit "A" and attached hereto, demonstrates that the financially-constrained system of the 2035 RTP and the timing and design of the projects included in the 2010-2013 MTIP can be built and the resulting total air quality emissions, to the year 2035, are forecast to be substantially less than the motor vehicle emission budgets, or maximum transportation source emission levels; now, therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Approves the air quality conformity determination attached to this resolution as Exhibit "A."

2. Directs the Chief Operating Officer to forward the Air Quality Conformity Determination dated March 22, 2010, to the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this 10th day of June, 2010.

Approved as to form:

David Bragdon, Council President

Daniel B. Cooper, Metro Attorney

CLICK HERE FOR FULL REPORT



Exhibit A to Resolution No. 10-4150

Air Quality Conformity Determination
March 22, 2010

2035

REGIONAL TRANSPORTATION PLAN

and

2010–13

METROPOLITAN TRANSPORTATION
IMPROVEMENT PROGRAM



Metro | *People places. Open spaces.*

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10- 4150, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

Date: April 29, 2010

Prepared by: Mark Turpel

BACKGROUND

Overview

Federal regulations require that at least every four years the transportation plan be updated with a new time horizon, updated jobs and housing forecasts and updated information about available funds, including federal funds, for the new time period. The updated transportation plan, (know as the Regional Transportation Plan, or RTP, in the Metro area) with these new factors taken into consideration, must then be tested to see if it meets the federal Clean Air Act and state air quality regulations. In addition, the transportation improvement program (called the Metropolitan Transportation Improvement Program or MTIP in the Metro area) must be re-conformed, or re-tested, against the air quality standards within six months of the adoption of the new transportation plan. These air quality analyses – known as air quality conformity determinations - must demonstrate compliance with all federal and state determined air pollutants for the area so that the region, the Oregon Department of Transportation and local jurisdictions can continue to be eligible to receive federal funds for transportation projects within the region.

The Metro area is in compliance with the standards for all air pollutants regulated by federal and state regulations. However, the current status of air quality in the Metro region is that it is a “maintenance” area for Carbon Monoxide. That is, while the region has greatly reduced Carbon Monoxide levels and has not exceeded maximum levels since 1989, it still must monitor Carbon Monoxide levels and complete air quality conformity determinations for Carbon Monoxide emissions from on-road transportation sources. The way that this analysis is done is that the region’s projected growth to the transportation plan horizon year (2035) and the transportation investments included in the financially constrained RTP (of which the MTIP is a subset) are estimated in Metro’s travel forecast model. These travel results are then used with the Environmental Protection Agency’s approved MOBILE6.2 air quality model to determine air pollutant levels from on-road sources. These emission levels are then compared with the motor vehicle emission budgets, or maximum air pollution levels of Carbon Monoxide from on-road transportation sources, as determined by the Oregon Environmental Quality Commission based on the analysis and recommendations of the Oregon Department of Environmental Quality.

Carbon Monoxide Conformity Determination

Exhibit "A" to Resolution No. 10- 4150, “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program,” is the March 22, 2010 Air Quality Conformity Determination that includes a Carbon Monoxide emission analysis of on-road transportation sources from the region based on the 2035 RTP and 2008-2011 MTIP.

The analysis shows that federal and state air quality standards for Carbon Monoxide can easily be met now and in the future in the Metro region considering the combined emissions generated from on-road vehicles using: 1) the existing transportation system, and, 2) the projects included in the 2008-2011

Metropolitan Transportation Improvement Program; and, 3) all of the other improvements included in the financially constrained system of the 2035 Regional Transportation Plan; and 4) all other local transportation projects that are considered regionally significant.

Accordingly, approval of the air quality conformity determination can be considered.

If approved, the conformity determination must be forwarded to the Federal Highways Administration and Federal Transit Administration, who, after conferring with the EPA, may approve the conformity determination.

Compliance with SAFETEA-LU

In December 2009 with the Metro Council adoption of Resolution No. 09-4099, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, with the Following Elements for Final Review and Analysis for Air Quality Conformance: the Transportation Systems Management and Operations Action Plan; the Regional Freight Plan; the High Capacity Transit System Plan and the Regional Transportation Functional Plan, the region took action, in part, based on following the requirements of the federal transportation act. The lone outstanding gap is the air quality conformity determination.

Now that the air quality conformity analysis has been completed by the region, final action on the 2035 RTP and 2010-2013 MTIP may be considered consistent with all federal transportation regulations.

ANALYSIS/INFORMATION

1. **Known Opposition** None.

2. Legal Antecedents

Federal regulations include:

- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
- US EPA transportation conformity rules (40 CFR, parts 51 and 93).

State regulations include:

- Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
- 2006 State Implementation Plan (SIP).
- 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

Metro legislation includes:

- Resolution No. 03-3381A, “For the Purpose of Adopting the 2004-2007 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area” adopted by the Metro Council on December 11, 2003.
- Resolution No. 03-3382A-02, “For the Purpose of Adopting the Portland Area Air Quality Conformity Determination for the 2004 Regional Transportation Plan and 2004-2007 Metropolitan Transportation Improvement Program” adopted by the Metro Council on January 15, 2004.

- Resolution No. 05-3529A, “For the Purpose of Allocating \$62.2 Million of Transportation Priorities Funding for the Years 2008 and 2009, Pending Air Quality Conformity Determination” adopted by the Metro Council on March 24, 2005.
 - Resolution No. 05-3589A, “For the Purpose of Amending the Regional Transportation Plan to Move the I-205 Northbound Onramp/Airport Way Interchange Improvement From the Illustrative List to the Financially Constrained List” adopted by the Metro Council on June 9, 2005.
 - Resolution No. 07-3824, “For the Purpose of Approving An Air Quality conformity Determination for the 2008-2011 Metropolitan Transportation Improvement Program” adopted by the Metro Council on August 16, 2007.
 - Resolution 07-3831B, “For the Purpose of Approving The Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis” adopted by the Metro Council on December 13, 2007.
 - Resolution No. 09-4099 “For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With the Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation System Management and Operations Plan; The Regional Freight Plan; The High Capacity Transit System Plan; and The Regional Transportation Functional Plan” adopted by the Metro Council on December 17, 2009.
3. **Anticipated Effects:** Approval of this resolution allows for funding of proposed transportation projects in the 2010-2013 MTIP and advancing the goals of the 2035 Regional Transportation Plan. With approval, staff will submit the Air Quality Conformity Determination and findings to the U.S. Department of Transportation for approval.
4. **Budget Impacts:** None directly by this action. Upon approval of this action, the some of the projects included in the 2010-2013 Metropolitan Transportation Improvement Program would provide partial funding support for some of the region’s transportation planning activities that might otherwise have a reduced scope, be delayed or not be undertaken.

RECOMMENDED ACTION

Staff recommends approval of Resolution No. 10- 4150.



Date: May 5, 2010
To: JPACT members and alternates
From: Ted Leybold and Amy Rose
Subject: Direction on the 2014-15 Regional Flexible Fund Allocation

Introduction

At the May 13 JPACT meeting, you will be asked to provide direction to Metro staff on how to allocate Regional Flexible Funds among themes identified at the April 2 retreat.

The revised approach to allocating Regional Flexible Funds is intended to develop a more collaborative method for supporting transportation investments that keep our neighborhoods safe, support sustainable economic growth, and make the most of the existing investments our region has already made in existing public structures.

Your direction on how to allocate limited funds among these four areas will inform the solicitation and development of project lists through a collaborative process involving stakeholders and local county coordinating committees later this summer. At the June 10 JPACT meeting you will be asked to vote on a formal proposal to re-orient the Regional Flexible Fund Allocation (RFFA) solicitation and award process to conform to the policy framework established in the 2035 Regional Transportation Plan.

Existing two-step process

Step 1: Provide for existing regional programs - \$46.778 million

- Transit Oriented Development – \$5.95 million
- High capacity transit bond & development - \$30 million
- TSMO/ITS - \$3 million
- Regional Travel Options - \$4.539 million
- Regional Planning - \$2.244 million
- Corridor & Systems Planning - \$1 million

Step 2: Allocate remaining community investment funds

- Strategic investment of \$20 - \$24 million in available funding

JPACT retreat feedback on RFFA policy direction – What we heard

- Continue two-step decision process

- Step 1: Continue to support existing regional programs

~Review programs prior to final funding decision

- Step 2: Framework for remaining community funds

~Ensure that programmatic focus areas are consistent with the policy framework of the 2035 RTP (performance targets, finance strategy, project list)

~Facilitate an outcome based project selection process(utilizing RTP performance targets)

~Position the region to take advantage of new funding opportunities from federal, state and other resources as they become available

~Develop a programmatic focus:

-Regional scale impact

-Concentrate funding (geographically or topically)

~Programmatic focus options identified at the retreat

Freight Mobility: support the regional economy by investing in freight mobility at a scale appropriate to available funding (Historical funding through RFFA has been about - \$1.3 million per biennium). The desired outcome, consistent with direction provided by the RTP, would be – reduction of freight vehicle delay

Green Economy Initiatives: support the development of the region’s economy through investment in green infrastructure or transportation programs (Historical funding through RFFA has been about - \$1.3 million per biennium). The desired outcome would result in– reduction of air pollutant exposure and greenhouse gasses.

Active Transportation Program: promote a holistic approach from a user perspective to prioritize infrastructure support for non-auto trips (Historical funding through RFFA has been about - \$18.6 million per biennium). The desired outcomes, in keeping with the performance targets of the RTP, would be to - reduce vehicle miles traveled, triple walk/bike/transit mode share, and increase essential destinations accessible by trails, bicycle, transit, and sidewalks.

Funding Opportunity Preparedness: compete for large discretionary revenues from federal and state resources that might otherwise go elsewhere. The desired outcomes –will depend on opportunities pursued and success of request.

- Metropolitan Mobility (house bill identifies \$50 billion over 6 years direct to metropolitan areas)
- Freight (no fund amount identified yet in bill)
- Active Transportation (up to \$75 million per metropolitan area in house bill)
- High Speed Rail (\$8 billion already awarded, \$5 - \$50 billion potentially available for 10 corridors nationally)

Step 2 Policy Direction – to be addressed at May 13 JPACT meeting

- 1) Which subset of programmatic options will be moved forward that can reach an appreciable outcome?
- 2) What funding target/range is desired for each Step 2 programmatic focus option?

Materials following this page were distributed at the meeting.

 Metro | Agenda

REVISED

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, May 13, 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**
- * • Announcement for ODOT High Speed Rail Public Meetings
 - Formation of a JPACT High Speed Rail Subcommittee
 - Cascadia Summit in Cooperation with America 2050
 - # • Consultation with JPACT regarding TIGER II
- 7:50 AM** 5. **CONSENT AGENDA**
- * • Consideration of the Joint MPAC JPACT Workshop on Climate Change Minutes for April 2, 2010
 - * • Consideration of the JPACT Retreat Minutes for April 2, 2010
 - * • Consideration of the JPACT Minutes for April 8, 2010
 - * • Resolution No. 10-4139, For the Purpose of Approval of Regional Travel Options Program Work Plan and Funding Sub-Allocations for Fiscal Year 2010-2011
 - * • Resolution No. 10-4144, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Community Projects that Enhance Efficiency of the Regional Transportation System
6. **ACTION ITEMS**
- 7:55 AM** 6.1 * Resolution No. 10-4141, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) To Delete OTIA Funding for the I-5/OR99W Tualatin - Sherwood Connector Project and Add Funding for Community Transportation Projects in the Southwest Portion of the Metropolitan Region – APPROVAL REQUESTED **Ted Leybold**

7. **INFORMATION / DISCUSSION ITEMS**

8:05 AM

7.1 *

Status on Final RTP Adoption Package – INFORMATION

Robin McArthur

- Ordinance No. 10-1241, “For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan”
- Resolution No. 10-4150, “For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-2013 Metropolitan Transportation Improvement Program”

(Adoption scheduled for June 10)

8:20 AM

7.2 *

Regional Flexible Fund Policy – DISCUSSION/DIRECTION

**Ted Leybold
Amy Rose**

- Summary of Retreat Feedback
- Policy Direction on Process

(Adoption scheduled for June 10)

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#.



2014-15 Regional Flexible Fund Allocation

Today's Outcome

- ❖ Prepare for MTIP strategy decision – June 10th
- ❖ Review retreat feedback
- ❖ Target Step-2 Community investment options

May 13, 2010



2014-15 Regional Flexible Fund Allocation

Retreat Presentation

- ❖ Transportation funding summary
- ❖ Regional flex fund allocation history
- ❖ Recent transportation policy updates and initiatives
 - ❖ RTP
 - ❖ Regional Freight plan
 - ❖ Regional TSMO plan
 - ❖ Green Ribbon committee
- ❖ Proposed Step-2 community investment collaborative process (replaces competitive applications)

May 13, 2010





2014-15 Regional Flexible Fund Allocation

Retreat Feedback

- ❖ Continue Two-Step decision process
- ❖ Continue existing regional programs (Step-1)
 - ❖ Review programs prior to final decision

Step 1 Programs - \$46.778

- Transit Oriented Development – \$5.95 million
- High capacity transit (HCT) bond - \$26 million
- HCT development - \$4 million
- TSMO/ITS - \$3 million
- Regional Travel Options - \$4.539 million
- Regional Planning - \$2.244 million
- Corridor & Systems Planning - \$1 million

May 13, 2010




2014-15 Regional Flexible Fund Allocation

Retreat Feedback

- ❖ Update framework for Step-2 allocation of community investment funds
 - ❖ Consistent with 2035 RTP
 - ❖ Outcome based project selection
 - ❖ Position region for new funding opportunities
 - ❖ Programmatic focus
 - ❖ Appreciable impact at regional scale
 - ❖ Concentrate funding

May 13, 2010







2014-15 Regional Flexible Fund Allocation

Step-2 Community investment framework

- ❖ Create program focus areas to target community investments
- ❖ Program focus options based on:
 - ❖ Historical flex fund allocations and policies
 - ❖ RTP policy update
 - ❖ Retreat input
- ❖ Outcomes defined by RTP performance targets
- ❖ Project selection implemented through collaborative nomination process

May 13, 2010




2014-15 Regional Flexible Fund Allocation

Program Focus Options Suggested

- ❖ Freight Mobility
- ❖ Green Economy Initiatives
- ❖ Active Transportation
- ❖ Funding Opportunity Preparedness

May 13, 2010





2014-15 Regional Flexible Fund Allocation

Freight Mobility

- ❖ **Supporting the regional economy by addressing reliability and efficiency of goods movement**
- ❖ **RTP Performance target: reduction of freight vehicle delay**
- ❖ **Historical allocation: \$1.3 million**
- ❖ **Project examples: ITS or road capacity on freight network**

May 13, 2010



2014-15 Regional Flexible Fund Allocation

Green Economy Initiatives

- ❖ **Supporting the regional economy by addressing air shed capacity or green industry infrastructure needs**
- ❖ **RTP Performance target: reduction of air pollutant exposure and greenhouse gasses**
- ❖ **Historical allocation: \$1.3 million**
- ❖ **Project examples: diesel retrofit, green freight, vehicle electrification**

May 13, 2010





2014-15 Regional Flexible Fund Allocation

Active Transportation

- ❖ **Infrastructure to support non-SOV trips**
- ❖ **RTP Performance targets:**
 - ❖ Reduce vehicle miles travelled
 - ❖ Triple walk/bike/transit trips
 - ❖ Increase access to essential destinations
- ❖ **Historical allocation: \$18.6 million**
- ❖ **Project examples: trails, bicycle & pedestrian facilities, access to transit**

May 13, 2010



2014-15 Regional Flexible Fund Allocation

Funding Opportunity Preparedness

- ❖ **Metropolitan Mobility**
- ❖ **Freight**
- ❖ **Active Transportation**
- ❖ **High Speed Rail**

May 13, 2010





2014-15 Regional Flexible Fund Allocation

Policy Direction Issues

- ❖ Do the program focus options cover the themes heard at the retreat or are there additional options?
- ❖ Is JPACT willing to strategically target Step-2 community investments by:
 - ❖ Selecting a subset of the options?
 - ❖ Defining an approximate amount of funding for the selected options?

May 13, 2010



2014-15 Regional Flexible Fund Allocation

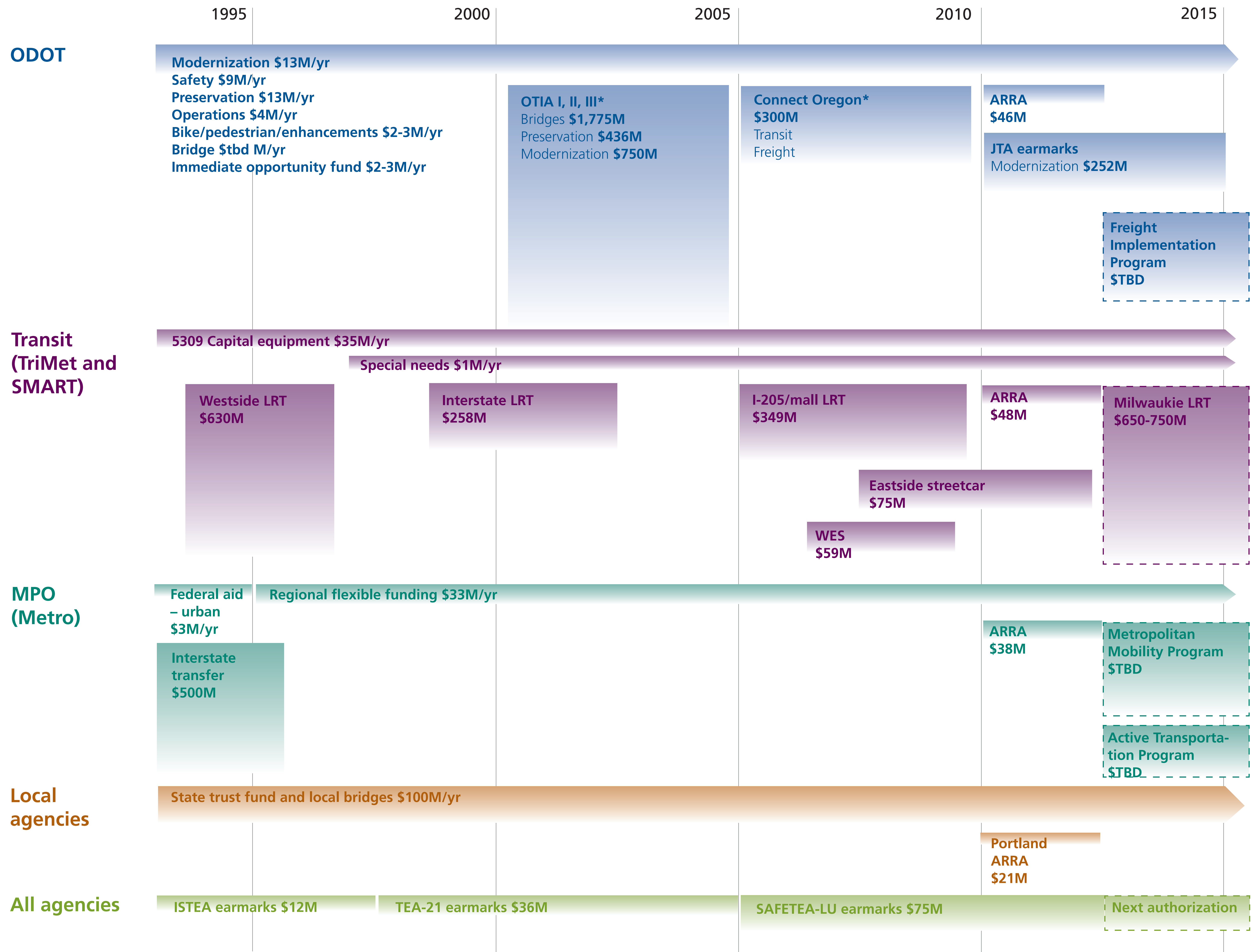
Next Steps

- ❖ Adopt strategy (June 10th)
- ❖ Stakeholder engagement (Summer 2010)
- ❖ Project development process (Fall 2010)
- ❖ Regional program review (Fall 2010)
- ❖ Public comment period (Jan 2011)
- ❖ Final allocation decision (Spring 2011)

May 13, 2010



Federal and state capital investments in the Portland metropolitan area



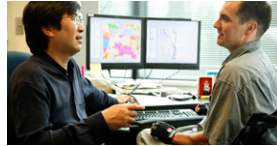
*OTIA and Connect Oregon are statewide, not regional numbers

Anticipated revenue

CLICK HERE FOR FULL REPORT

May 2010

Public comment report



2035

REGIONAL TRANSPORTATION PLAN

Public comment report

May 2010



Metro | *People places. Open spaces.*

