

Metro | Agenda

MEETING: METRO COUNCIL
DATE: May 20, 2010 – Revised May 18, 2010
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. NORTH PORTLAND ENHANCEMENT COMMITTEE PRESENTATION: PROPOSED SLATE OF PROJECTS 2010-11 FUNDING CYCLE

4. CONSENT AGENDA

4.1 Consideration of Minutes for the May 13, 2010 Metro Council Regular Meeting.

5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 10-1238**, For the Purpose of Adopting Urban Reserves and Conforming Amendments to the Regional Framework Plan and the Urban Growth Management Functional Plan. PUBLIC HEARING

*Today's hearing is the final public hearing by the Metro Council on Ordinance No. 10-1238. The record for the ordinance will remain open for written testimony until 5 p.m. on Tuesday, May 25, 2010.

6. RESOLUTIONS

6.1 **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. Harrington

6.2 **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. Hosticka

6.3 ~~**Resolution No. 10-4153**, For the Purpose of Approving Fifth Round Funding for Nature in Neighborhoods Restoration and Enhancement Grants.~~ Park
Removed from agenda, scheduled for June 3, 2010

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

9. **EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660 (2)(d)** To conduct deliberations with persons designated by the governing body to carry on labor negotiations.

ADJOURN

Television schedule for May 20, 2010 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, Wash. Channel 11 – Community Access Network www.tvctv.org – (503) 629-8534 2 p.m. Thursday, May 20 (Live)</p>	<p>Portland Channel 30 (CityNet 30) – Portland Community Media www.pcmtv.org – (503) 288-1515 8:30 p.m. Sunday, May 23 2 p.m. Monday, May 24</p>
<p>Gresham Channel 30 – MCTV www.mctv.org – (503) 491-7636 2 p.m. Monday, May 24</p>	<p>Washington County Channel 30 – TVC-TV www.tvctv.org – (503) 629-8534 11 p.m. Saturday, May 22 11 p.m. Sunday, May 23 6 a.m. Tuesday, May 25 4 p.m. Wednesday, May 26</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television www.wftvaccess.com – (503) 650-0275 Call or visit website for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television www.wftvaccess.com – (503) 650-0275 Call or visit website for program times.</p>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office @ (503) 797-1540. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro website www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

Agenda Item Number 3.0

**NORTH PORTLAND ENHANCEMENT COMMITTEE PRESENTATION:
PROPOSED SLATE OF PROJECTS 2010-11 FUNDING CYCLE**

PRESENTED BY KAREN BLAUER AND STAFF

Metro Council Meeting
Thursday, May 20, 2010
Metro Council Chamber

Agenda Item Number 4.1

Consideration of Minutes for the May 13, 2010 Metro Council Regular Meeting.

Consent Agenda

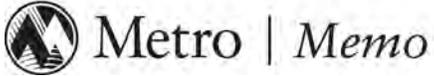
Metro Council Meeting
Thursday, May 20, 2010
Metro Council Chamber

Agenda Item Number 5.1

Ordinance No. 10-1238, For the Purpose of Adopting Urban Reserves
and Conforming Amendments to the Regional Framework Plan and
the Urban Growth Management Functional Plan. PUBLIC HEARING

ORDINANCES – FIRST READING
PUBLIC HEARING

Metro Council Meeting
Thursday, May 20, 2010
Metro Council Chamber



Date: May 13, 2010
To: Metro Council
From: John Williams, Deputy Director of Community Development
Subject: *Ordinance No. 10-1238, Adopting Urban Reserves and Conforming Amendments to the Regional Framework Plan and the Urban Growth Management Functional Plan*

The Council is scheduled to hold a public hearing on Ordinance No. 10-1238 on May 20, 2010. Included in the agenda packet are:

- 1) The ordinance;
- 2) Exhibit A, urban and rural reserves map;
- 3) Exhibit B, Regional Framework Plan amendments;
- 4) Exhibit C, Title 5, Neighbor Cities, repeal of;
- 5) Exhibit D, Title 11, Planning for New Urban Areas amendments

After the public hearing on May 20, staff will prepare a detailed staff report and Exhibit E, Findings of Fact and Conclusions of Law, for the meeting on June 3 when the Council is scheduled to act on Ordinance No. 10-1238.

Thank you.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING URBAN) Ordinance No. 10-1238
RESERVES AND CONFORMING AMENDMENTS)
TO THE REGIONAL FRAMEWORK PLAN AND) Introduced by Chief Operating Officer
THE URBAN GROWTH MANAGEMENT) Michael Jordan with the Concurrence of
FUNCTIONAL PLAN) Council President David Bragdon

WHEREAS, Metro and Multnomah, Washington and Clackamas Counties (“the four governments”) have declared their mutual interest in long-term planning for three-county area for which they share land use planning authority in order to ensure the development of great communities within the urban growth boundary surrounded by prosperous farms, ranches, woodlots, forests, and natural resources and landscapes; and

WHEREAS, the 2007 Oregon Legislature enacted Senate Bill 1011, codified at ORS 195.137 to 195.145 (“the statute”), at the request of the four governments and many other local governments and organizations in the region and state agencies, to establish a new method to accomplish the goals of the four governments through long-term planning; and

WHEREAS, the statute authorizes the four local governments to designate Urban Reserves and Rural Reserves to accomplish the purposes of the statute, which are consistent with the goals of the four governments; and

WHEREAS, the Land Conservation and Development Commission (“LCDC”) adopted rules to implement the statute on January 25, 2008, as directed by the statute; and

WHEREAS, the statute and rules require the four governments to work together in their joint effort to designate reserves and to enter into formal agreements among them to designate reserves in a coordinated and concurrent process prior to adoption of ordinances adopting reserves; and

WHEREAS, the statute and the rules set forth certain factors to be considered in the designation of reserves, and elements to be included in ordinances adopting reserves; and

WHEREAS, the Metro Council has entered into an intergovernmental agreement with each of the Boards of Commissioners of Clackamas, Multnomah and Washington Counties to designate certain lands in each of the counties as Urban Reserves and other lands as Rural Reserves; and

WHEREAS, Metro conducted workshops and hearings across the region and sought the advice of the Metro Policy Advisory Committee (“MPAC”) prior to entering into intergovernmental agreements with the three counties; and

“WHEREAS, MPAC recommended adoption by the Metro Council of Regional Framework Plan policies and functional plan amendments to implement urban and rural reserves, but not the proposed map of reserves, at its meeting on May 12, 2010; and”

WHEREAS, Metro held a public hearing on the Urban Reserves and Rural Reserves recommended in the intergovernmental agreements on May 20, 2010; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The areas shown as “Urban Reserves” on Map Exhibit A, attached and incorporated into this ordinance, are hereby designated Urban Reserves under ORS 195.141 and OAR 660 Division 27.
2. The areas shown as “Rural Reserves” on Exhibit A are the Rural Reserves adopted by Clackamas, Multnomah and Washington Counties and are hereby made subject to the policies added to the Regional Framework Plan by Exhibit B of this ordinance.
3. The Regional Framework Plan is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to adopt policies to implement Urban Reserves and Rural Reserves pursuant to the intergovernmental agreements between Metro and Clackamas, Multnomah and Washington Counties, respectively, and ORS 195.141 to 195.143.
4. Title 5 (Neighbor Cities and Rural Reserves) of the Urban Growth Management Functional Plan (UGMFP) is hereby repealed as indicated in Exhibit C, attached to this ordinance.
5. Title 11 (Planning for New Urban Areas) of the UGMFP is hereby amended, as indicated in Exhibit D, attached and incorporated into this ordinance, to implement provisions of the intergovernmental agreements between Metro and Clackamas, Multnomah and Washington Counties and ORS 195.141 to 195.143.
6. The Findings of Fact and Conclusions of Law in Exhibit E, attached and incorporated into this ordinance, explain how the actions taken by the Council in this ordinance comply with the Regional Framework Plan and state law.

ADOPTED by the Metro Council this 3rd day of June, 2010.

David Bragdon, Council President

Attest:

Approved as to form:

_____, Recording Secretary

Daniel B. Cooper, Metro Attorney

REGION 2040

Decisions for Tomorrow

2040 Growth Concept
Exhibit A to Ordinance 10-1238



600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 FAX (503) 797-1509
drc@metro.dst.or.us www.metro-region.org

LEGEND

- ### Clark County
- Farm and Forest Land
 - Rural Residential
 - Low Density Residential
 - High Density Residential
 - Commercial
 - General Commercial / City Center
 - Public Facility
 - Light Industrial
 - Heavy Industrial
 - Parks and Open Space
 - Vancouver City Center
 - Medium Density Residential
 - Activity Centers
 - Town Centers

LEGEND

Metropolitan Region

- Central City
- Regional Centers
- Town Centers
- Inner Neighborhoods
- Outer Neighborhoods
- Employment Areas
- Industrial Areas
- Regionally Significant Industrial Areas
- Corridors
- Main Streets
- Station Community
- Station Community Core
- Potential Regional Throughways
- Planned & Existing Light Rail Lines
- Proposed Light Rail Alignments
- Potential HCT Facilities
- Light Rail Stations
- Potential Light Rail Stations
- International Airports
- Regional Airports
- Terminals
- Intermodal Rail Yards
- Rail Distribution Network
- Urban Reserves
- Rural Reserves
- Park
- Open space
- Urban Growth Boundary
- Neighboring Cities

0 0.5 1 2 3 4 Miles
1 inch = 1 mile

Exhibit B to Ordinance No. 10-1238

REGIONAL FRAMEWORK PLAN

Policy 1.7 Urban and Rural Reserves

It is the policy of the Metro Council to:

- 1.7.1 Establish a system of urban reserves, sufficient to accommodate long-term growth, that identifies land outside the UGB suitable for urbanization in a manner consistent with this Regional Framework Plan.
- 1.7.2 Collaborate with Multnomah, Clackamas and Washington Counties and Neighbor Cities to establish a system of rural reserves to protect agricultural land, forest land and natural landscape features that help define appropriate natural boundaries to urbanization, and to keep a separation from Neighbor Cities to protect their identities and aspirations.
- 1.7.3 Designate as urban reserves, with a supply of land to accommodate population and employment growth to the year 2060, those lands identified as urban reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan.
- 1.7.4 Protect those lands designated as rural reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan from addition to the UGB and from re-designation as urban reserves at least until the year 2060.
- 1.7.5 In conjunction with the appropriate county, cities and service districts, develop concept plans for urban reserves prior to their addition to the UGB. Provide technical, financial and other support to the local governments in order to:
 - a. Help achieve livable communities.
 - b. Identify the city or cities that will likely annex the area after it is added to the UGB.
 - c. Identify the city or cities or the service districts that will likely provide services to the area after it is added to the UGB.
 - d. Determine the general urban land uses and prospective components of the regional system of parks, natural areas, open spaces, fish and wildlife habitats, trails and greenways.
- 1.7.6 Twenty years after the initial designation of the reserves, in conjunction with Clackamas, Multnomah and Washington Counties, review the designated urban and rural reserves for effectiveness, sufficiency and appropriateness.

Policy 1.9 Urban Growth Boundary

It is the policy of the Metro Council to:

- 1.9.1 Establish and maintain an urban growth boundary to limit urbanization of rural land and facilitate the development of a compact urban form.
- 1.9.2 Consider expansion of the UGB only after having taken all reasonable measures to use land within the UGB efficiently.
- 1.9.3 Expand the UGB, when necessary, from land designated Urban Reserves unless they cannot reasonably accommodate the demonstrated need to expand.
- 1.9.4 Not to expand the UGB onto lands designated Rural Reserves at least until the year 2060.
- 1.9.5 Consult appropriate Neighbor Cities prior to addition of land to the UGB in their vicinity.
- 1.9.6 Add land to the UGB only after concept planning for the land has been completed by the responsible local governments in collaboration with Metro unless participants cannot agree on the plan and addition of the land is necessary to comply with ORS 197.299.
- 1.9.7 Provide the following procedures for expansion of the UGB:
 - a. A process for minor revisions
 - b. A complete and comprehensive process associated with the analysis of the capacity of the UGB required periodically of Metro by state planning laws
 - c. A process available for expansion to accommodate non-residential needs between the state-required capacity analyses
 - d. An accelerated process for addition of land to accommodate an immediate need for industrial capacity.
- 1.9.8 Use natural or built features, whenever practical, to ensure a clear transition from rural to urban land use.
- 1.9.9 Ensure that expansion of the UGB enhances the roles of Centers, Corridors and Main Streets.
- 1.9.10 Determine whether the types, mix and wages of existing and potential jobs within subareas justifies an expansion in a particular area.
- 1.9.11 Conduct an inventory of significant fish and wildlife habitat that would be affected by addition of land, and consider the effects of urbanization of the land on the habitat and measures to reduce adverse effects, prior to a decision on the proposed addition.
- 1.9.12 Use the choice of land to include within the UGB as an opportunity to seek agreement with landowners to devote a portion of residential capacity to needed workforce housing as determined by the Urban Growth Report adopted as part of the UGB expansion process.
- 1.9.13 Prepare a report on the effect of the proposed amendment on existing residential neighborhoods prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres and send the report to all households within one mile of the proposed UGB amendment area and to all cities and counties within the district. The report shall address:

- a. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.
- b. Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.
- c. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

Policy 1.11 Neighbor Cities

It is the policy of the Metro Council to:

- 1.11.1 Coordinate concept planning of Urban Reserves with Neighbor Cities Sandy, Canby, Estacada, Barlow, North Plains, Banks and Vancouver to minimize the generation of new automobile trips between Neighbor Cities and the Metro UGB by seeking appropriate ratios of dwelling units and jobs within the Metro UGB and in Neighbor Cities.
- 1.11.2 Pursue agreements with Neighbor Cities, Clackamas and Washington Counties and the Oregon Department of Transportation to establish “green corridors” along state highways that link Neighbor Cities with cities inside the Metro UGB in order to maintain a rural separation between cities, to protect the civic identities of Neighbor Cities, and to protect the capacity of those highways to move people and freight between the cities.
- 1.11.3 Coordinate with Vancouver, Clark County and the Southwest Washington Transportation Council through the Bi-State Coordinating Committee and other appropriate channels on population and employment forecasting; transportation; economic development; emergency management; park, trail and natural area planning; and other growth management issues.

Policy 1.12 Protection of Agriculture and Forest Resource Lands

[Repealed]

Exhibit C to Ordinance No. 10-1238

TITLE 5: NEIGHBOR CITIES is repealed.

~~3.07.510 Intent~~

~~The intent of this title is to clearly define Metro policy with regard to areas outside the Metro Urban Growth Boundary. **NO PORTION OF THIS TITLE CAN REQUIRE ANY ACTIONS BY NEIGHBORING CITIES.** Metro, if neighboring cities jointly agree, will adopt or sign rural reserve agreements for those areas designated rural reserve in the Metro 2040 Growth Concept with Multnomah, Clackamas, and Washington County, and Neighbor City Agreements with Sandy, Canby, and North Plains. Metro would welcome discussion about agreements with other cities if they request such agreements.~~

~~In addition, counties and cities within the Metro boundary are hereby required to amend their comprehensive plans and implementing ordinances within twenty-four months to reflect the rural reserves and green corridors policies described in the Metro 2040 Growth Concept.~~

~~3.07.520 Rural Reserves and Green Corridors~~

~~Metro shall attempt to designate and protect common rural reserves between Metro's Urban Growth Boundary and designated urban reserve areas and each neighbor city's urban growth boundary and designated urban reserves, and designate and protect common locations for green corridors along transportation corridors connecting the Metro region and each neighboring city. For areas within the Metro boundary, counties are hereby required to amend their comprehensive plans and implementing ordinances to identify and protect the rural reserves and green corridors described in the adopted 2040 Growth Concept and shown on the adopted 2040 Growth Concept Map. These rural lands shall maintain the rural character of the landscape and our agricultural economy. New rural commercial or industrial development shall be restricted to the extent allowed by law. Zoning shall be for resource protection on farm and forestry land, and very low-density residential (no greater~~

~~average density than one unit for five acres) for exception land.~~

~~For areas outside the Metro boundary, Metro shall encourage intergovernmental agreements with the cities of Sandy, Canby and North Plains.~~

~~3.07.530 Invitations for Intergovernmental Agreements~~

~~Metro shall invite the cities and counties outside the Metro boundary and named in Section 3.07.510 of this title to sign an Intergovernmental Agreement, similar to the draft agreements attached hereto¹.~~

~~3.07.540 Metro Intent with Regard to Green Corridors~~

~~Metro shall attempt to negotiate a Green Corridor Intergovernmental Agreement with Oregon Department of Transportation (ODOT) and the three counties (Clackamas, Multnomah and Washington) to designate and protect areas along transportation corridors connecting Metro and neighboring cities.~~

~~¹ On file in the Metro Council office.~~

Exhibit D to Ordinance No. 10-1238

TITLE 11: PLANNING FOR NEW URBAN AREAS

3.07.1105 Purpose and Intent

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.

3.07.1110 Planning for Areas Designated Urban Reserve

- A. The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to Metro Code 3.01.015 and 3.01.020. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.
- B. A concept plan shall achieve, or contribute to the achievement of, the following outcomes:
 1. If the plan proposes a mix of residential and employment uses:
 - a. A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection C;
 - b. A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services;
 - c. opportunities for a range of needed housing types;
 - d. Sufficient employment opportunities to support a healthy economy, including, for proposed

employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;

- e. Well-connected systems of streets, bikeways, parks and other public open spaces, natural areas, recreation trails and public transit;
 - f. Protection of natural ecological systems and important natural landscape features;
 - g. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands; or
2. If the plan involves fewer than 100 acres or proposes to accommodate only residential or employment needs, depending on the need to be accommodated:
- a. Opportunities for a range of needed housing types;
 - b. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
 - c. Well-connected systems of streets, bikeways, pedestrian ways, parks, natural areas, recreation trails;
 - d. Protection of natural ecological systems and important natural landscape features;
 - e. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.

C. A concept plan shall:

- 1. Show the general locations of any residential, commercial, industrial, institutional and public uses proposed for the area with sufficient detail to allow estimates of the cost of the public systems and facilities described in paragraph 2;

2. For proposed sewer, water and storm-water systems and transportation facilities, provide the following:
 - a. The general locations of proposed sewer, water and storm-water systems;
 - b. The mode, function and general location of any proposed state transportation facilities, arterial facilities, regional transit facilities and freight intermodal facilities;
 - c. The proposed connections of these systems and facilities, if any, to existing systems;
 - d. Preliminary estimates of the costs of the systems and facilities in sufficient detail to determine feasibility and allow cost comparisons with other areas;
 - e. Proposed methods to finance the systems and facilities; and
 - f. Consideration for protection of the capacity, function and safe operation of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.
3. If the area subject to the concept plan calls for designation of land for industrial use, include an assessment of opportunities to create and protect parcels 50 acres or larger and to cluster uses that benefit from proximity to one another;
4. Show water quality resource areas, flood management areas and habitat conservation areas that will be subject to performance standards under Titles 3 and 13 of the Urban Growth Management Functional Plan;
5. Be coordinated with the comprehensive plans and land use regulations that apply to nearby lands already within the UGB;
6. Include an agreement between or among the county and the city or cities and service districts that preliminarily identifies which city, cities or districts will likely be the providers of urban

services, as defined at ORS 195.065(4), when the area is urbanized;

7. Include an agreement between or among the county and the city or cities that preliminarily identifies the local government responsible for comprehensive planning of the area, and the city or cities that will have authority to annex the area, or portions of it, following addition to the UGB;
 8. Provide that an area added to the UGB must be annexed to a city prior to, or simultaneously with, application of city land use regulations to the area intended to comply with subsection C of section 3.07.1120; and
 9. Be coordinated with schools districts.
- D. Concept plans shall guide, but not bind:
1. The designation of 2040 Growth Concept design types by the Metro Council;
 2. Conditions in the Metro ordinance that adds the area to the UGB; or
 3. Amendments to city or county comprehensive plans or land use regulations following addition of the area to the UGB.
- E. If the local governments responsible for completion of a concept plan under this section are unable to reach agreement on a concept plan by the date set under subsection A, then the Metro Council may nonetheless add the area to the UGB if necessary to fulfill its responsibility under ORS 197.299 to ensure the UGB has sufficient capacity to accommodate forecasted growth.

3.07.1120 Planning for Areas Added to the UGB

- A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to 3.07.1110C(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use regulations for the area to address the requirements of subsection C by the date specified by the ordinance or by Metro Code 3.01.040(b)(4).
- B. If the concept plan developed for the area pursuant to Section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.
- C. Comprehensive plan provisions for the area shall include:
 - 1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;
 - 2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;
 - 3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to Metro Code 3.01.040(b)(2);
 - 4. Provision for affordable housing consistent with Title 7 of the Urban Growth Management Functional Plan if the comprehensive plan authorizes housing in any part of the area;
 - 5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;
 - 6. A conceptual street plan that identifies internal street connections and connections to adjacent urban

areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan; and

7. Provision for the financing of local and state public facilities and services.
 8. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.
- D. The county or city responsible for comprehensive planning of an area shall submit a determination of the residential capacity of any area zoned to allow dwelling units, using the method in Section 3.07.120, to Metro within 30 days after adoption of new land use regulations for the area.

3.07.1130 Interim Protection of Areas Added to the UGB

Until land use regulations that comply with section 3.07.1120 become applicable to the area, the city or county responsible for planning the area added to the UGB shall not adopt or approve:

- A. A land use regulation or zoning map amendment that allows higher residential density in the area than allowed by regulations in effect at the time of addition of the area to the UGB;
- B. A land use regulation or zoning map amendment that allows commercial or industrial uses not allowed under regulations in effect at the time of addition of the area to the UGB;
- C. A land division or partition that would result in creation of a lot or parcel less than 20 acres in size, except for public facilities and services as defined in Metro Code section 3.01.010, or for a new public school;
- D. In an area designated by the Metro Council in the ordinance adding the area to the UGB as Regionally Significant Industrial Area:
 1. A commercial use that is not accessory to industrial uses in the area; and

2. A school, a church, a park or any other institutional or community service use intended to serve people who do not work or reside in the area.

3.07.1140 Applicability

Section 3.07.1110 becomes applicable on March 31, 2011.

Agenda Item Number 6.1

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.

RESOLUTIONS
COUNCILOR HARRINGTON

Metro Council Meeting
Thursday, May 20, 2010
Metro Council Chamber

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 20th day of May 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

Agenda Item Number 6.2

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.

RESOLUTIONS
COUNCILOR HOSTICKA

Metro Council Meeting
Thursday, May 20, 2010
Metro Council Chamber

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.

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	Option Code <input type="text"/> L	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 <input checked="" type="checkbox"/>		OTIA Project? <input type="checkbox"/> YES, fill in date below. <input type="checkbox"/>		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 <input checked="" type="checkbox"/>		Air Quality Conformity Required? <input type="checkbox"/> Air quality conformity required? <input checked="" type="checkbox"/>		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 <input checked="" type="checkbox"/>	
STIP Page No./Amendment No.		Key No.		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"/>	
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"/>		Ending MP <input type="checkbox"/>		Proj. Length <input type="checkbox"/>		US Cong. District <input type="checkbox"/> 1		Senate District <input type="checkbox"/> 13		Representative District <input type="checkbox"/> 26	
Work Description <input type="checkbox"/> Install Variable Message Signs, Cameras and Road Weather Info Systems		County <input type="checkbox"/> WASHINGTON		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 _____

Attachment 1

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

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

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

CURRENT PROGRAM STATUS:

KEY NUMBER: 15473 OBJECT NAME: OR99W: Pacific Hwy West Intersection @ Hall Blvd

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2009	S01(State)		\$750,000	OTH0(Other)		\$112,000							\$0	\$862,000	
R/W	2009	OTH0(Other)		\$2,881,000										\$0	\$2,881,000	
UTIL RELOC														\$0	\$0	
CONST	2009	OTH0(Other)		\$2,525,000										\$0	\$2,525,000	
OTHER														\$0	\$0	
TOTAL			\$0	\$6,156,000		\$0	\$112,000		\$0	\$0		\$0	\$0	\$0	\$6,268,000	

AMENDED PROGRAM STATUS:

KEY NUMBER: 15473 OBJECT NAME: OR99W: Pacific Hwy West Intersection @ Hall Blvd

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

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

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

Attachment 1

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

HFO USE ONLY:		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		OTIA Project? <input type="checkbox"/> YES, fill in date below. <input type="text"/>		MPO USE ONLY:	
STIP AMENDMENT NO.: <input type="text"/>		Let Date (if known) <input type="text"/> N/A		OTIA I & II Change Approval Date <input type="text"/>		MTIP AMENDMENT NO.: <input type="text"/>	
Project in MPO? <input type="text"/> PORTLAND METRO		OTIA III Bridge Change Approval Date <input type="text"/>		OTIA III Modernization Change Approval Date <input type="text"/> Pending		RTP Project No. <input type="text"/>	
Air Quality Conformity Required? <input type="text"/> 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"/>		Admin By <input type="text"/> LOCAL/LAL		Reg. STIP Coord. Approval <input type="text"/> Vaughan Rademeyer		Date <input type="text"/> 12/29/2009	
Key No. <input type="text"/> Region <input type="text"/> 1 Option Code <input type="text"/> L ACT <input type="text"/> METROW		Applicant <input type="text"/> Washington County		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		Mode <input type="text"/> Enter mode of work.	
Project Name <input type="text"/> SW Boones Ferry Rd: SW Norwood Rd - SW Day Rd		Work Type <input type="text"/> PRESRV Percent <input type="text"/> 100%		Work Type 2 <input type="text"/> Enter second Percent <input type="text"/>		Comments: <input type="text"/>	
Current Monitor Code <input type="text"/> Enter Current		New Monitor Code <input type="text"/> PSEDOC		Work Type 3 <input type="text"/> Enter third W Percent <input type="text"/>			
Route No. <input type="text"/> Hwy. Name <input type="text"/>		Beginning MP <input type="text"/> Ending MP <input type="text"/>		Hwy. No. <input type="text"/>			
US Cong. District <input type="text"/> 1		Senate District <input type="text"/> 13		Representative District <input type="text"/> 26		County <input type="text"/> WASHINGTON	
Work Description <input type="text"/> 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"/>	
		Current Monitor Code <input type="checkbox"/> Enter Current		New Monitor Code <input type="checkbox"/> PSEDOC		Route No. <input type="checkbox"/> OR99W		Hwy. Name <input type="checkbox"/> Pacific Highway West		Hwy. No. <input type="checkbox"/> 0091		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		Work Description <input type="checkbox"/> Improve capacity and safety by adding turn lanes and bike/ped improvements		Mode <input type="checkbox"/> Enter mode of work.		Fiscal Constraint Confirmed <input type="checkbox"/> Yes		Comments:			

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		

Agenda Item Number 9.0

EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660 (2)(d) To
conduct deliberations with persons designated by the governing body to
carry on labor negotiations.

Metro Council Meeting
Thursday, May 20, 2010
Metro Council Chamber