

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, October 14, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

- | | | | |
|---------|-----|---|---------------------------------|
| 7:30 AM | 1. | CALL TO ORDER & DECLARATION OF A QUORUM | Carlotta Collette, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Carlotta Collette, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Carlotta Collette, Chair |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | |
| | * | <ul style="list-style-type: none">• New ODOT Flexible Fund Application Process• Regional Flexible Fund Task Force and Environmental Justice Working Group Update | |
| | * | <ul style="list-style-type: none">• Update on WSDOT and ODOT Response to CRC IRP Recommendation Scheduled for Nov. 4 JPACT Meeting• Bi-State Committee Update | |
| 7:50 AM | 5. | CONSENT AGENDA | |
| | * | <ul style="list-style-type: none">• Consideration of the JPACT Minutes for September 2, 2010• Resolution No. 10-4197, "For the Purpose of Amending the 2010-11 Unified Planning Work Program and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Delete the Multi-Use Path Master Plan: Lake Oswego to Milwaukie Project and Substitute the a New Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd. Project" – <u>APPROVAL REQUESTED</u> | |
| 7:55 AM | 6. | * Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – <u>INFORMATION / DISCUSSION</u> | Michael Jordan |
| 8:10 AM | 7. | 2011 Legislative Session – <u>INFORMATION / DISCUSSION</u> | Randy Tucker |
| 8:25 AM | 8. | * Climate Smart Communities Scenarios – <u>INFORMATION / DISCUSSION</u> | Kim Ellis |
| 8:40 AM | 9. | * OR 217 Operational Study – <u>INFORMATION</u> | Jason Tell |
| 8:50 AM | 10. | * Review of 2014-15 Regional Flexible Fund Step 1 Programs - <u>INFORMATION</u> | Ross Roberts |
| | | <ul style="list-style-type: none">• High Capacity Transit (HCT) Development and Corridor Planning (Oct. 14)• Metropolitan Planning Organization support (Nov. 4)• Transit Oriented Development (Dec. 9)• Transportation System Management and Operations (TSMO) and Regional Travel Options (RTO) (Jan. 13) | |
| 9 AM | 11. | ADJOURN | Carlotta Collette, Chair |

* Material available electronically.

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

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

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

2010 JPACT Work Program

10/7/10

<p><u>September 2, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• 2010-13 MTIP – Action• COO Recommendation: Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – Information• Portland to Milwaukie Light Rail funding options and Regional Flexible Funds – Action	<p><u>October 14, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• MTIP Regional Flexible Fund Task Force and Environmental Justice Working Group - Update• MTIP Scope of Work and Title Change for the Lake Oswego to Portland Trail Master Plan – Action• COO Recommendation: Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – Information• 2011 Legislative agenda – Information• OR 217 – Information• Climate Smart Communities – Information/Discussion Regional Flexible Funds (Step 1) Review: HCT Bond/HCT Development/Corridor Planning – Information
<p><u>November 4, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Columbia River Crossing Project – Information• Region wide Flexible Funds (Step 1) Review: Regional Planning – Information• STIP: Recommended draft for public comment - Action• MTIP amendment Portland to Milwaukie Light Rail Final Design Application – Action	<p><u>December 9, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Climate Smart Communities – Discussion• Region wide Flexible Funds (Step 1) Review: Transit Oriented Development – Information
<p><u>January 13, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none">• Region wide Flexible Funds (Step 1) Review: TSMO and RTO• Intertwine- Information	<p><u>February 10, 2011 – Regular Meeting</u></p>
<p><u>March 10, 2011 – Regular Meeting</u></p> <p>March 9-10: Annual JPACT Washington, DC Trip (Tentitive)</p>	<p><u>April 14, 2011 – Regular Meeting</u></p>
<p><u>May 12, 2011 – Regular Meeting</u></p>	<p><u>June 9, 2011 – Regular Meeting</u></p>

<u>July 14, 2011 - Regular Meeting</u>	<u>August 11, 2011 - Regular Meeting</u>
<u>September 8, 2011 - Regular Meeting</u>	<u>October 13, 2011 - Regular Meeting</u>
<u>November 10, 2011 - Regular Meeting</u>	<u>December 8, 2011 - Regular Meeting</u>

Parking Lot:

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- Regional Flexible Fund Allocation, Step 2 fund project priority recommendations by spring 2011
- RTP amendment for CRC.
- Regional Indicators briefing in early 2011.
- Statewide Transportation GHG Reduction Strategy project update in late 2010 or early 2011.

Kelsey Newell

Subject: FW: Flexible Funds Application process Webcast

From: Flexible Funds Program
Sent: Tuesday, October 05, 2010 1:53 PM
To:
Cc: SHERMAN Robert L * Bob; HAVIG Erik M
Subject: Flexible Funds Application process Webcast

Good Afternoon,

For those preparing an application for funding for the new Flexible Funds Program, we will be conducting a Webcast to answer questions you may have regarding the application process. ODOT staff will discuss the program application, instructions and be available to answer your questions on the morning of October 15th. The Webcast will begin at 9 am and conclude at noon. You will have an opportunity to submit your questions during the session and watch the response from ODOT staff live streaming at home or work on your computer.

For those that are new to Webcasts, our session will be available on your computer in real time. Each viewer will have a "chat" window available during the session to provide the forum with questions, comments or concerns, that will be addressed as they come in.

Please use the "Webcast" link below to access the webcast. That link will be activated approximately ten minutes prior to the start of the Webcast. You may test for compatibility by using the "test" link below. Here are the two links:

"Test" link: <http://oregonstate.edu/is/mediaservices/channel-1>

"Webcast" link (available 10 minutes prior to the 9 am start time on 10/15):
<http://streaming01.nws.orst.edu/odot/>

For those of you who live in the Corvallis vicinity and would like to attend the Webcast session in person, we will have room to accommodate 40 in-person attendees. If you would like to attend in person, please reserve your seat by responding to Jan Haller no later than Monday, October 11th. Jan will provide additional information regarding the room location on the Oregon State University Campus and parking arrangements.

So get your questions ready. We look forward to seeing you.....or more precisely, you seeing us live streaming, on October 15th at 9 am!

Thanks.

Bob Sherman
Project Manager
Flexible Funds Program

Jan Haller
Administrative Support for Flexible Funds Program
ODOT Planning Section
555 13th St. NE
Mill Creek Bldg
Salem, OR 97301

September 28, 2010

Governor Christine Gregoire
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Governor Theodore Kulongoski
Office of the Governor
160 State Capitol
900 Court Street
Salem, OR 97301-4047

Response to the Columbia River Crossing Independent Review Panel's Recommendation

Dear Governors Gregoire and Kulongoski,

The Departments of Transportation have thoroughly reviewed the recommendations and findings of the Independent Review Panel convened by your offices this summer. This letter outlines our plan for execution and implementation of the panel's recommendations. The panel's recommendations, in conjunction with ongoing work with project partners and their staffs, strengthen the project and will help us move forward in a holistic and timely manner.

The CRC Independent Review Panel report, delivered on July 30, 2010, highlighted the need for the project and stated that the "no-build" is not an option. It also contained 30 recommendations which were intended to serve as a "road map" to help complete the project. We appreciate the willingness of the panel to delve into early project development documents, cost and financial information, and project implementation plans. The panel also met with many project stakeholders as they conducted their review. Much detailed work was done to prepare the report and we are pleased that it affirms and validates that the CRC project has a solid foundation of thoughtful analysis, environmental review, and preliminary engineering.

We accept all of the recommendations and are moving to implement them. Some recommendations touched on work efforts already underway or near completion, such as the need to update the critical path project schedule. Others will require more detailed work plans which we are currently developing. The recommendations that require more detailed work plans generally fall into the six project areas listed below.

1. Review project phasing
2. Re-invigorate public involvement

3. Resolve interchange design at Marine Drive and Hayden Island
4. Review the bridge type selection
5. Establish a long-term project management/ governance plan
6. Update the cost estimate

We intend to build on the recent progress that has been made using the Integrated Project Sponsors Council's Staff (IPS) and the Project Sponsors Council (PSC), to continue to work through and build consensus on each of these critical efforts. At this time we've identified the following preliminary next steps for each of these focus areas:

1. Review project phasing

Summary of Panel recommendations:

The project should consider developing one or more phased construction plans specifically to reflect the potential for a funding shortfall.

Response and Implementation Plan:

The CRC team, in consultation with the project stakeholders, will develop phasing options for the project. These options will be based on potential funding scenarios that could result from either a delay or a reduced amount of funding that is being sought from the different funding sources. How to manage cash flow and keep each separate funding source tied to the appropriate work will be a challenge on this project, but will be carefully monitored to ensure construction issues are minimized.

The project team has been evaluating impacts associated with several phasing options that could be included in the Final Environmental Impact Statement (EIS). These options will be reviewed with the IPS and PSC prior to submittal. Phasing will also be related to project segments that may be constructed independently and we will investigate projects that can be constructed to accommodate functional interim phases that meet anticipated cash flows. After discussions with the PSC, the project team will include phasing strategies at upcoming public outreach events.

2. Re-invigorate public involvement

Summary of Panel Recommendations:

Re-invigorate public involvement and re-engage with respective working groups that have been less active since the release of the Draft EIS. Provide more feedback about how advisory group recommendations have influenced the project.

Response and Implementation Plan:

While broad community outreach has continued throughout the CRC process and many recommendations from project working groups have been incorporated into project plans, we agree that we need to provide additional updates to the working groups and the general public and also gain further input from them on many of the topics these groups addressed.

During the months that the project team participated in the integrated project staff process, some advisory groups did not meet regularly or at all. We will be re-engaging stakeholder working groups this fall as we develop a plan for moving forward. At this time, we do not know if past groups will be reformed or if new groups will be developed as the project moves closer to construction. The project team will reassess all of the working groups to determine a structure that involves stakeholders and meets project needs as the project moves into a new phase of development.

The Final EIS includes information describing how public input and advisory group recommendations have been incorporated into project designs. This information will be widely shared. A robust outreach and notification program has always been planned to be conducted prior to the release of the Final EIS. Agency coordination will continue through the PSC and the IPS process. The project team will review all recommendations submitted by these groups to determine if feedback is missing and will loop back with the advisory groups. Public materials, including the website, will be updated to provide information about how advisory group input has been incorporated into the project.

3. Resolve interchange design at Marine Drive and Hayden Island

Summary of Panel Recommendations:

Resolve outstanding issues and determine the interchange design for Marine Drive and Hayden Island.

Response and Implementation Plan:

One of the recent success stories on which the project will build is the use of the Integrated Project Staff team to develop and review various options for the Hayden Island and Marine Drive interchanges. This has resulted in a unanimous recommendation from the CRC Project Sponsors Council to advance "Concept D" and the widespread acceptance by the public and both Ports of this alternative. This design facilitates freight movement, reduces the freeway footprint across Hayden Island, and meets the goals of the Hayden Island plan for better local access and continued retail access. Concept D will be included in the Final EIS as the preferred interchange for Hayden Island. Additional work is needed to determine if impacts can be reduced and to provide comparison to the previously identified interchange. A preliminary cost estimate was developed by CRC to support the IPS efforts to determine potential savings (or additional costs). By late October, the cost estimate will be updated to the same level as the original Locally Preferred Alternative (LPA) cost estimate once the design is advanced to a similar level as the LPA.

4. Review the bridge type selection

Summary of Panel recommendations:

Review the current bridge type (open web box) to better determine possible risk to the cost and schedule related to this bridge type. Convene a panel of experts to review the constructability of the selected bridge type.

Response and Implementation Plan:

The project has conducted preliminary analyses of several bridge types, which is documented in the Type Study Report published in October 2009. Since the recommendations from the Independent Review Panel have been received, direction has been provided to the project team to outline the future steps that the project plans to take to ensure that an appropriate bridge type is selected and can be designed and constructed to meet all standards and requirements for both Departments of Transportation as well as the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). We will revisit the analysis completed to date and engage national and international experts as we reevaluate all options with two-bridge configurations. The final determination of bridge type will be developed in concert with outside experts, project sponsor staff and PSC members, and members of the CRC Urban Design Advisory Group as final design progresses. Next steps include assembling an expert panel, revising cost estimates, and conducting appropriate structural testing. Each of these steps is briefly described below.

The expert panel will consist of people with "big bridge" experience from the United States and Europe. Potential participants in this expert panel will be solicited from UDAG to incorporate architectural perspectives. Project sponsor staff and PSC members will also be asked for input about panel scope and activities as the panel is selected. The expert panel will review the bridge type selection and focus on the constructability, cost, architectural potential and risks associated with each of the bridges listed in the CRC Type Study Report for the two bridge option. FHWA and FTA have been involved throughout the process regarding bridge type consideration for the replacement bridge over the Columbia River and both will be included in the expert panel.

The cost and risk elicitation from the group will be conducted in a Cost Estimate Validation Process (CEVP) workshop environment with a focus on quantifying the concerns and risks that the panel identifies so that a new risk model can be produced for the structure.

Next steps will continue to advance and finalize design of a temporary test pile program. The CRC will also continue to develop a connection and system testing strategy that will more specifically delineate the testing program (scope, schedule, and budget). After a bridge type has been confirmed, a constructability expert review will be conducted.

5. Establish a long-term project management/governance structure

Summary of Panel Recommendations:

The states should work to establish a long-term project management/ governance structure and consider legal expertise to assist in determining best options and structure for this bi-state project.

Response and Implementation Plan:

We agree that efficient, coordinated, and streamlined government oversight is essential. It is important, however, to differentiate between the issues of project governance and project management.

Governance of the project is, as the panel points out, very complex. Both Oregon and Washington have active participation in this project from their executive and legislative branches of state government, state transportation commissions, regional planning organizations, and local transit and municipal governments. It is necessary to have these levels of government actively involved to maximize success of this project.

Today, WSDOT and ODOT jointly manage the CRC project, with oversight from the Federal Highway Administration and the Federal Transit Administration. WSDOT and ODOT have benefitted from the design oversight of the Project Sponsors Council, which the Governors appointed to serve as an advisory body to help facilitate resolution of difficult scope and design issues. We expect the PSC to continue through completion of the Final EIS and record of decision. Staff from each agency will also continue to work together, along with the project team, in a collaborative manner. We look forward to maintaining the positive working relationships between the various entities as the project progresses to completion.

In the future, a new (or modified) oversight body composed of leaders from the entities noted above , and charged with the responsibilities to support project funding efforts, coordinating tolling policy (initial and on-going) and holding accountable the various agencies responsible for project delivery could serve the project well.

National experience of successful mega-projects shows that a “strong owner” model for a project once it enters the final design and construction phases is essential for success. We concur with this model and will explore how it can be applied to the CRC project. We will seek input from local partners and develop options to implement a structure for on-going governance over the next few months for review and approval by each Governor. Regardless of the management and governance structure, WSDOT and ODOT will need to clarify roles and responsibilities between the departments and institute a number of interagency agreements on a wide variety of financial and managerial issues. We expect that the joint ownership team will have public accountabilities to the oversight body to ensure transparent reporting of all final scope, schedule and budget issues through project completion.

6. Update the cost estimate

Summary of Panel Recommendations:

The project should update the cost estimates and revise the cost estimates to reflect the correct bridge type and other revisions.

Response and Implementation Plan:

The current cost estimate is based on the May 2010 CEVP information. The May 2010 CEVP is derived from the cost estimate in the CRC Type Study Report for an open-web box girder bridge type as detailed in the Basis of Estimate Report that was updated in September 2009. The cost estimates for all bridge types that were analyzed in the type study report were quite detailed "bid estimates" developed by engineers with construction experience.

The overall cost estimate for the project will be updated in conjunction with the expert bridge type review process in November 2010. The results of this analysis will be used to update the financial plan and cost estimate.

In addition to an update of the cost estimate, the project has performed a detailed evaluation of the schedule and has concluded that while right of way purchase could begin in 2011, construction is now anticipated to start in 2013. The schedule will continue to be evaluated as the project completes the NEPA process.

In closing, we are eager to develop these six topic-specific work plans and will also continue to address other recommendations that fall outside of these areas. As more detailed implementation plans are developed with our project partners, schedule and cost updates will be completed accordingly. We look forward to continued work with the Project Sponsors Council, the Integrated Project Sponsors Staff, and your offices on the completion of this critical project.

Sincerely,



Paula Hammond, Secretary

Washington State Department of Transportation



Matt Garrett, Director

Oregon Department of Transportation



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
September 2, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Sam Adams
Rex Burkholder
Jack Burkman
Nina DeConcini
Craig Dirksen
Donna Jordan
Deborah Kafoury
Neil McFarlane
Rod Park
Lynn Peterson
Roy Rogers
Jason Tell
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Shane Bemis
Steve Stuart
Bill Wyatt

AFFILIATION

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

ALTERNATES PRESENT

Dave Fuller
Susie Lahsene
Troy Rayburn

AFFILIATION

City of Wood Village, representing Cities of Multnomah Co.
Port of Portland
Clark County

STAFF: Alison Kean Campbell, Andy Cotugno, Colin Deverell, Michael Jordan, Ted Leybold, Robin McArthur, Kelsey Newell, Dylan Rivera, Mark Turpel.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. INTRODUCTIONS

Chair Collette introduced JPACT alternate Metro Councilor Rod Park. Mr. Neil McFarlane introduced Dan Blocher, TriMet's new executive director of capital projects.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Ms. Darla Sturdy came before the committee. Ms. Sturdy testified that her son had been killed by a MAX train in 2003 and stated that, in response to the incident, adequate safety and oversight measures had yet to be undertaken. She advised the committee to deny TriMet any additional funding and ensure the agency's accountability.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Collette and Mayor Craig Dirksen described the recent Oregon Land Conservation and Development Commission (LCDC) hearing regarding Transportation Planning Rule 060.

Mr. Andy Cotugno of Metro updated the committee on the status of the Columbia River Crossing project and described the steps JPACT would need to take in the coming months to move the project along. Members of the committee discussed the many conditions placed on the project by the 2008 Locally Preferred Alternative and suggested that Metro review all of the conditions, not just those requested in the resolution.

Mr. McFarlane briefed the committee on a bond measure to be placed before voters in the fall. The bond measure's revenue would be used to replace aging buses and make bus routes more accessible to seniors and people with disabilities. Some members of the committee were concerned with the impact of capital investments on service and TriMet's expectations of local investments to match these funds for pedestrian accessibility projects. Mr. McFarlane stated that TriMet is dedicated to safe operations and is working to implement additional safety recommendations and will continue its partnership with local governments in pursuit of implementing pedestrian safety improvements.

Mr. Tom Kloster of Metro described to the committee the upcoming Oregon Metropolitan Planning Organization Consortium (OMPOC) meeting in Eugene on November 19, 2010.

Chair Collette updated the committee on the Climate Smart Communities project, which is designed to fulfill the requirements of House Bill 2001. A more detailed update will take place at the October 14 meeting.

5. CONSENT AGENDA

- Consideration of the JPACT Minutes for August 12, 2010
- Resolution 10-4186, “For the Purpose of Approving the 2010-2013 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area”

MOTION: Commissioner Lynn Peterson moved, Mayor Dirksen seconded, to approve the consent agenda items.

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

6. **Update on Funding Options and Strategies for the Portland to Milwaukie Light Rail**

Mr. McFarlane described the history of the Portland to Milwaukie Light Rail (PMLR) project, its significance within the Regional Transportation Plan (RTP), and updated the committee on its funding status. Noting the federal government’s announcement that it would only provide 50 percent matching, reductions to the project in concert with additional funding sources would be required to keep the project on schedule.

7. **Resolution No. 10-4185, “For the Purpose of Approving a Supplemental Multi-year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding for the Portland to Milwaukie Light Rail Transit Project, and Project Development for the Portland-Lake Oswego Transit Project, and the Southwest Corridor and Authorizing Execution of an Amendment to the Existing Intergovernmental Agreement with TriMet Regarding the Multi-year Commitment of Regional Flexible Funds”**

MOTION: Commissioner Peterson moved, Councilor Donna Jordan seconded, to approve Resolution No. 10-4185.

Discussion: Mr. Cotugno described the resolution to the committee. Committee members asked a variety of questions to clarify the components of the resolution, with some members voicing concern for the long-term dedication of Metropolitan Transportation Improvement Program (MTIP) funds toward project development. Some indicated that the Portland to Lake Oswego Transit and Southwest Corridor projects lacked a sense of urgency and suggested the reconsideration of using MTIP dollars to support their immediate progress. Other members expressed concern for the resolution’s potential effects on future Step 2 funding allocations.

AMENDMENT #1: Ms. Susie Lahsene moved to provide direction to staff to include language in the resolution’s staff report to memorialize the intent for future allocations to come from Step 1 funds through the 2014-2027 period of this funding commitment.

Discussion: Committee members voiced concern that modifications could make bond payments higher and potentially reduce its credit rating. Members also noted that, while the financial forecast provided in the staff report indicated that the

increased funding would come from Step 1 funds, it has been JPACT's practice to provide direction for allocation at the beginning of each MTIP cycle.

ACTION TAKEN ON AMENDMENT #1: With no second, the motion failed.

ACTION TAKEN: With **fifteen** in favor, and **one** abstention (DeConcini) the motion passed.

8. Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region

Due to time constraints, Mr. Michael Jordan of Metro chose to delay his presentation until the October 14 meeting.

9. ADJOURN

Chair Collette adjourned the meeting at 9:07 a.m.

Respectfully submitted,



Colin Deverell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 2, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
	Handout	n/a	TriMet Ballot Information	090210j-01
	Memo	9/2/2010	Changes to 2010-2013 MTIP Adoption Draft and Legislation	090210j-02
	Handout	8/30/2010	Portland to Milwaukie Light Rail Recalibration Process	090210j-03
7	Handout	n/a	Comparison of Current to Proposed Flex Fund Commitment/Targets for High Capacity Transit	090210j-04
7	Handout	n/a	Resolution No. 10-4185 Revised Staff Report	090210j-05
	Handout	8/30/2010	Community Investment Strategy: Upcoming Events	090210j-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-11 UNIFIED PLANNING WORK PROGRAM AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE THE MULTI-USE PATH MASTER PLAN: LAKE OSWEGO TO MILWAUKIE PROJECT AND SUBSTITUTE A NEW PORTLAND TO LAKE OSWEGO TRAIL PLAN: POWERS MARINE PARK TO FIELDING RD. PROJECT

RESOLUTION NO. 10-4197

Introduced by Councilor Carlotta Collette

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 or significantly change the scope to existing projects in the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the JPACT and Metro Council awarded \$100,000 of funding authority to Metro Sustainability Center to perform master planning work to evaluate the feasibility of adding a multi-use path facility to the existing railroad bridge crossing of the Willamette River between Lake Oswego and Milwaukie; and

WHEREAS, the awarding of these funds is adopted in the 2010-13 MTIP as Programming Table 3.1.2; and

WHEREAS, the “Multi-Use Path Master Plan: Lake Oswego to Milwaukie Project” is not currently feasible due to the Union Pacific Railroad (UPRR) lack of support for allowing Metro, its partners or agents onto its bridge which crosses the Willamette River, to conduct structural analysis to determine if a bike/ped facility could be added to the bridge; and

WHEREAS, the City of Lake Oswego, Clackamas Co., City of Milwaukie and North Clackamas Parks and Recreation District (NCPRD) have concurred the original project is not currently feasible; and

WHEREAS, the Oregon Department of Transportation (ODOT) has been consulted and concurs that the original project is not currently feasible; and

WHEREAS, Section 1.7 of the 2010-2013 MTIP states that the MTIP shall be amended by Metro/JPACT Resolution where an adjustment will significantly change the project scope, whose definition includes “more than 50% of the project area outside of the original project area scope”; and

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver region; and

WHEREAS, the 2010-11 UPWP for the Portland-Vancouver region was adopted by Resolution No. 10-4136 and includes the current project scope for the Multi-Use Master Plan: Lake Oswego to Milwaukie Project; and

WHEREAS, the project description in the 2010-11 UPWP should be consistent with the 2010-13 MTIP; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the Programming Table, Section 3.1.2, of the 2010-13 Metropolitan Transportation Improvement Program and the 2010-11 UPWP to change the scope and title of “Multi-Use Path Master Plan: Lake Oswego to Milwaukie” with “Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd.” as described in the staff report to this resolution.

ADOPTED by the Metro Council this ____ day of October 2010.

Carlotta Colette, Acting Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4197, FOR THE PURPOSE OF AMENDING THE 2010-11 UNIFIED PLANNING WORK PROGRAM AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE THE MULTI-USE PATH MASTER PLAN: LAKE OSWEGO TO MILWAUKIE PROJECT AND SUBSTITUTE A NEW PORTLAND TO LAKE OSWEGO TRAIL PLAN: POWERS MARINE PARK TO FIELDING RD. PROJECT

Date: September 22, 2010

Prepared by: Mel Huie & Ted Leybold

BACKGROUND

Former Project Description

In 2007, a Regional Flexible Transportation funding award of \$100,000 was made to Metro Parks and Greenspaces (now Metro Sustainability Center) to conduct a study and complete a master plan to determine if a bike/pedestrian pathway could be attached to the existing UPRR owned bridge between Lake Oswego and Milwaukie over the Willamette River. The goal was to connect trails on both sides of the Willamette River via a trail across the railroad bridge. The project, if built, would have been similar to the bike/pedestrian trail which is attached to the Steel Bridge in Portland. Currently, there are no safe bike/pedestrian crossings of the Willamette River from the Hawthorne Bridge south to the old Oregon City to West Linn Bridge.

Partners

The local partners of Lake Oswego, Clackamas Co., Milwaukie and N. Clackamas Parks & Recreation District (NCPRD) have agreed to declaring the "Multi-Use Path Master Plan: Lake Oswego to Milwaukie via UPRR Bridge Project" infeasible as the owner of the bridge currently will not allow Metro or its local partners or agents access to the bridge to complete the study due to concerns about safety of potential users of a trail facility in proximity to freight train operations. A new replacement trail study project has been proposed by the local partners, which will be coordinated with the Portland to Lake Oswego Streetcar Project, and all the local, regional and state partners. A Project Advisory Committee of the local partners and ODOT will be established to oversee the project and planning process of the replacement project.

New Project Description

Portland to Lake Oswego Trail Plan – Powers Marine Park to Fielding Rd.
Determine the feasibility of the trail and select a multi-use path alignment(s) connecting Fielding Rd. in Lake Oswego / Clackamas Co. to Powers Marine Park in Portland. In many sections, the trail will be parallel to the proposed streetcar alignment and in some sections it will veer away from the streetcar ROW. A main task in the plan will be to determine how the trail gets through or around Elk Rock. The feasibility of a second tunnel exclusively for the trail will also be studied.

The project has the support of the key local partners, including the city of Lake Oswego and Clackamas Co. These two local partners will also be providing the local cash match of \$10,000, plus in-kind staff assistance.

The work will primarily be technical in nature. Additional public involvement activities will come later, if the trail is deemed feasible. The trail project will continue to be coordinated with the Lake Oswego to Portland Streetcar Project. The Willamette Shoreline Consortium has been briefed about the project and is supportive.

Budget

\$100,000 in MTIP-RFF funds, plus \$10,000 in cash local match. Metro will also provide project management, planning and mapping services to the project.

Timeline

Approximately 12 months from the time ODOT issues the "proceed with work order," Which is estimated to be issued by Spring of 2011. A project prospectus and Agreement between ODOT and Metro must also be completed. A consulting team will be selected via the ODOT procurement process to carry out the technical studies and field work.

ANALYSIS/INFORMATION

- 1. Known Opposition** Some residents of the Dunthorpe neighborhood have expressed opposition to transit and trail improvements in this corridor as part of the Lake Oswego to Portland Transit Corridor Study.
- 2. Legal Antecedents** Section 1.7 of the 2010-2013 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) ("2010-13 MTIP"). MTIP provides that it may be amended by Metro/JPACT Resolution where an adjustment will significantly change a project scope, defined as "the deletion of a modal element described in the original project scope . . . or if . . .the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process;" Proposed resolution will amend the Programming Table 3.1.2 of the 2010-13 MTIP. Changes scope of project originally awarded funding authority by Resolution 07-3773 on March 15, 2007 (For the purpose of allocating \$64 Million of Transportation Priorities funding for the years 2010 and 2011, pending air quality conformity determination). The FY 2010-11 Unified Planning Work Program, adopted by Metro Council Resolution 10-4136 (For the Purpose of certifying that the Portland Metropolitan Area is in compliance with federal transportation planning requirements and adopting the FY 2010-11 Unified Planning Work Program) ("2010-11 UPWP"), describes the existing Lake Oswego to Milwaukie Trail Master Plan project, which must also be changed to reflect the scope and budget of the new Portland to Lake Oswego Trail Plan.
- 3. Anticipated Effects** Adoption of this resolution will allow Metro to proceed with developing a master plan for a future multi-use path between Fielding Road in Lake Oswego to Powers Marine Park in Portland.
- 4. Budget Impacts** No new budget impacts. The match required for this project is already included in the current Metro budget.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4179.

Attachment 1 to Resolution No. 10-4197

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.2 amendment

Existing Programming

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funding	Total Funding
Multi-Use Path Master Plan: Lake Oswego to Milwaukie	Planning study of a potential 2.5 mile path connecting downtown Lake Oswego to the Trolley Trail in Milwaukie via the UPRR/P&W railroad bridge.	14397	Metro	N/A	Planning	STP	2010	\$100,000	\$11,445	\$0	\$111,445

Amended Programming

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funding	Total Funding
Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd.	Study to select a preferred trail alignment in this corridor.	14397	Metro	N/A	Planning	STP	2010	\$100,000	\$11,445	\$0	\$111,445



COMMUNITY INVESTMENT STRATEGY

Building a sustainable, prosperous and equitable region

**Recommendations from
Metro's Chief Operating Officer**

August 10, 2010



Last September, I issued a call to action for our region and today I am pleased to report the Metro Council and partners around the region have accomplished much of what we set out to do. Through a series of highly collaborative land use and transportation decisions described on page 7, we set a new course that will lead the way for our region to create innovative public-private partnerships to build the kinds of communities we want.

These important decisions prove our region knows how to work together to find pragmatic solutions to the challenges we face. We've protected almost 267,000 acres of rural lands from urban development, worked together to bring new green industry to the region, and agreed on visionary new investments to make the most of our transportation system. From creating family-wage jobs to building the world's greatest system of parks, trails and natural areas, the people, governments and organizations of our region increasingly seek to shatter institutional barriers with collaborative solutions.

Which brings me to today. It is investment – by both the public and private sectors – that converts a great plan into vibrant, safe and prosperous communities. The investments we've made together in everything from light rail lines and natural areas to new housing and industry built our economy and quality of life.

Unfortunately, making investments in critical public structures is more difficult than ever in an era of limited resources, growing environmental and economic challenges, and voter distrust of government. However, the results of doing nothing are not pretty – we'll spend more time in traffic, breathe more pollution, lose more farmland, and lose our competitive edge to other regions. We also will fail to pass along the civic legacy our parents and grandparents left for us.

That's why I'm recommending today that together we implement a **Community Investment Strategy** to fulfill the vision of the 2040 Growth Concept and realize the aspirations of communities throughout the region.

This strategy will:

- invest in safe, livable communities
- promote economic development and good jobs
- protect our natural areas
- reduce inefficiency, foster innovation and demand accountability.

To succeed we'll need to target our investments carefully, work collaboratively like never before, engage the public in new ways, and hold ourselves accountable for everything we do. Now more than ever, government must pave the way for innovation that will support private investments and bolster our middle class.

Because each of us bears responsibility for helping make our region a great place, I invite you to share your opinion about the ideas offered here and add your own ideas to the discussion. It is my hope that these proposals will spark a region-wide conversation that will help the Metro Council and public officials make the best long-term decisions for the future of our people and the communities they live in.

We look forward to hearing from you.

The state has faced tough times before, but this crisis is a game changer ... the choices that lie ahead affect not only the state budget, but the kind of place Oregon will become.

The Oregonian,
July 25, 2010



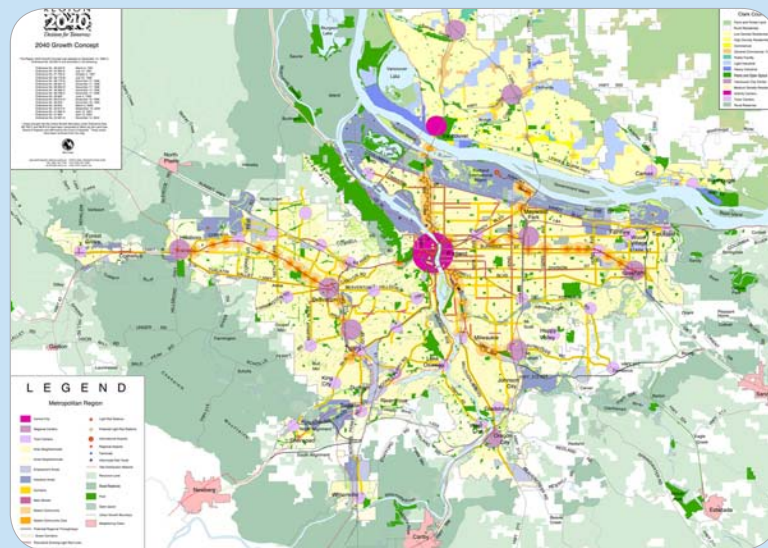
THE IMPERATIVE TO ACT

Making a great place

We love living in the Portland metropolitan area for so many reasons – our boundless innovative spirit, our distinctive communities, our passion for the outdoors and our easy connection to the rural and natural beauty that surrounds us.

This didn't just happen. We planned for it. And we made important choices and smart investments to bring our plans to life. More than a decade ago, by adopting the 2040 Growth Concept we set a course for this region to grow as a constellation of compact, vibrant communities that use land efficiently, maintain firm connections to the natural environment and promote strong local and regional economies.

And it worked. We've kept farms close to cities and nature close to home. Our practice of planning ahead, protecting farms and forests and investing in light rail, bike routes, trails and natural areas has become the model for growing regions across the country. It is no coincidence that we're home to companies as varied as Solar World, Intel, Oregon Iron Works, Bob's Red Mill, Nike and Keen who all recognize a good place for employees when they see it. And unlike so many areas of the country, we continue to entice young educated innovators seeking opportunities to create something fresh and new. We've grown famous for our collective creative spirit and a culture that supports new ideas.



The 2040 Growth Concept is the region's blueprint for the future, guiding growth and development based on a shared vision to create vibrant communities while protecting what we love about this place. The Metro Council will consider an updated 2040 Growth Concept map along with these recommendations. The new map includes the urban and rural reserves adopted in June 2010 and refinements requested by Happy Valley, Cornelius and Hillsboro. To view the proposed map, visit www.oregonmetro.gov/investment.

New challenges

However, implementation hasn't been easy, and having a great plan hasn't solved all of our problems. The challenges before us could widen the gap between the aspirations we have set for ourselves and the means we have to achieve them.

Consider:

We are failing to maintain the public structures that support our quality of life. The pipes, pavement, schools and parks our parents and grandparents built in the last century are in serious need of repair, but public investment in these and other tangible assets that make our communities livable has been declining nationally for decades. The flow of federal dollars that built so much of our region's public infrastructure has dwindled to a trickle or dried up completely, and state and local revenue sources are failing to keep pace with rising costs.

Neglecting our past investments harms our economy, safety and property values. Declining funding means that investments we have made in our existing communities are deteriorating. Potholes, aging schools, dilapidated buildings, crumbling sewers and contaminated industrial sites waste public and private dollars, weaken neighborhoods, undermine our economy and degrade our environment and quality of life. We pay now in reduced livability, and we pay later in increased repair and rebuilding costs.

Public needs vary greatly across the region. Residential neighborhoods require sidewalks, parks and modern school facilities. In our industrial areas, freight access and cleanup of contaminated sites are among the most critical needs. Investment priorities in downtowns and commercial areas include street redesign, structured parking and transit improvements. This broad array of investment types underscores the need for varied and flexible sources of funding.

Public structures

People tend not to think about one critical ingredient to our traditional economic success. Sometimes referred to as "public structures," these are systems or physical structures that we all own and that are created for the public good. Examples of public structures include roads and bridges, schools and community colleges, water and sewer systems, and police and fire services.

Maintaining and investing in public structures is one of the critical ways to promote our prosperity, and experts even say they are one of the biggest differences between us and Third World countries.



Federal investments in infrastructure

Represented as a percentage of the gross domestic product

3%

U.S. infrastructure spending from the 1950s to the 1970s

2%

U.S. infrastructure spending since the 1970s

9%

Infrastructure spending today in China

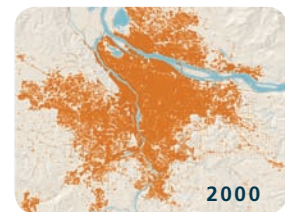
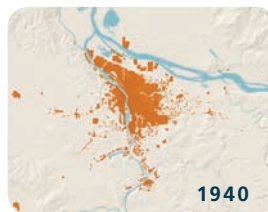
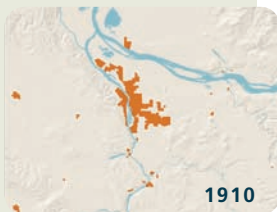
Cost-burdened households

throughout the region could more than double from 95,500 in 2005 to a projected 195,000 by 2030.

Fragmented governance and lack of coordination frustrate the rational delivery of public investments and services. While the complex and interconnected issues we face as a region call for a 21st century model of government, many of our governance structures were created in the 19th century. The existing patchwork quilt of local governments and service districts does not always reflect natural community boundaries, or result in efficient public investment and service delivery.

The benefits and burdens of growth are not shared equitably among our citizens. Forecasts show the number of “cost burdened” households – renters spending more than 50 percent of their income on housing and transportation – could double during the next 20 years. Meanwhile, several recent studies reveal that communities of color are disproportionately experiencing childhood poverty, lack of educational access, low home ownership, lack of access to parks and nature and poor health. Such trends are not in keeping with our region’s strongly shared values of diversity and equity.

In addition to declining infrastructure funding, megatrends like a growing, aging and increasingly diverse populace, economic globalization and climate change pose challenges of an entirely new scale.



We arrive at this crossroads at an inopportune moment. An emerging consensus among elected leaders about the need for decisive action to support the region's goals exists uneasily alongside popular attitudes about government that are as caustic as they have been in living memory. And the troubling currents of public opinion pale in comparison to the stark prospects of budget deficits and fiscal austerity as far as the eye can see.

But doing nothing is not an option; the challenges we face are tangible and unavoidable. If we lose our nerve, we will fail to realize the promise of our region as a place that can lead the way to a prosperous, sustainable and equitable future.

But doing nothing is not an option – the challenges we face are tangible and unavoidable.

The cost of doing nothing

In 2008, Metro evaluated how different investment choices would affect the region's future. The forecasts are a warning that we need to change course to address the big challenges ahead including demographic change, deteriorating infrastructure and decreasing resources. What we found was that staying the course in the face of the challenges ahead could lead by 2035 to:

More rural land used for development More than 11,000 acres of rural farms, forests and natural areas could be converted to urban uses.

Increased living costs Residents of the region could be paying almost 50 percent of their income on housing and transportation.

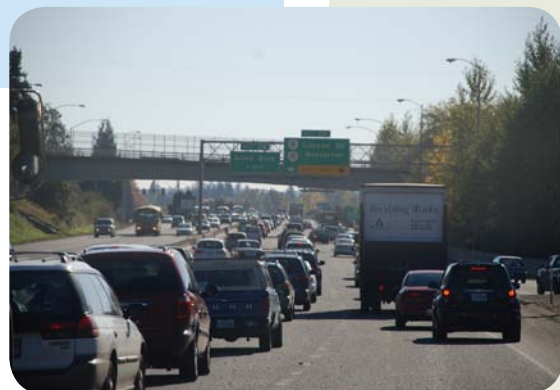
Loss of natural areas Opportunities to conserve a connected system of natural areas and recreation opportunities for people to enjoy with their families will be lost. A growing population will make existing natural areas more crowded.

More pollution Greenhouse gas emissions from vehicles traveling in our region could increase by 49 percent.¹

More congestion Our roadways could be 106 percent more congested during the evening commute.¹

Cost to business The cost of delay for moving freight on our roadways during the peak shipping period could increase by 582 percent.¹

¹ These data based on the 2035 Regional Transportation Plan federal priorities investment scenario



THE WAY FORWARD

Guided by our values

In 2008 regional leaders agreed on six desired outcomes for our communities and region. By embracing measurable outcomes, leaders shifted from talking about abstract concepts like “compact urban form” to focusing on things that really matter in our everyday lives. I’m recommending that the Metro Council adopt these desired outcomes into our plan to ensure our decisions are guided by a clear focus.

Desired regional outcomes

Attributes of great communities

The six desired outcomes for the region endorsed by Metro Policy Advisory Committee and approved by Metro Council

Vibrant communities People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.

Economic prosperity Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.

Safe and reliable transportation People have safe and reliable transportation choices that enhance their quality of life.

Leadership on climate change The region is a leader in minimizing contributions to global warming.

Clean air and water Current and future generations enjoy clean air, clean water, and healthy ecosystems.

Equity The benefits and burdens of growth and change are distributed equitably.



Setting the stage

Recently, our ability to move beyond business as usual led to three landmark decisions:

- **Urban Growth Report** In December 2009, the Metro Council adopted an urban growth report that evaluated the capacity of the urban growth boundary to accommodate projected population and job growth. While complying with the requirements of state law, the report embodies a new approach to ensure we make the most of our communities as the region grows instead of arguing about abstract forecasts.
- **Regional Transportation Plan** In June of this year, Metro and its partners adopted an outcome-based Regional Transportation Plan prioritizing investments in existing roads, bridges, bike paths, sidewalks and transit to make it cleaner, faster, safer and easier to travel in our region for the next 25 years.
- **Urban and rural reserves** Also in June, elected leaders from Clackamas, Multnomah and Washington counties and Metro protected more than a quarter-million acres of rural farms, forests and natural areas from urban sprawl for the next half-century and identified the best lands for new homes and jobs to support great communities in the future.

These actions recognize a central imperative of our times, which is to do more with less. By emphasizing efficient use of our existing land, resources and dollars, we are living up to the public's expectation that we make the most of what we have. But we need to do more.

Willingness to act

Tackling problems head-on

- Since 1985, the region built more than 52 miles of light rail lines that make it cleaner, faster, easier and cheaper to get around.
- Just two years ago, in the face of an economic calamity that threatened to plunge the nation into a full-fledged depression, voters invested more than \$500 million for capital improvements at valued community institutions such as Portland Community College, the Oregon Zoo, and the Tualatin Hills Parks and Recreation District.
- Voters twice approved bond measures totalling \$363 million to safeguard water quality, protect fish and wildlife habitat and ensure access to nature for future generations by purchasing natural areas – over 10,000 acres so far.
- During the last year, thousands of people demonstrated their civic commitment to being part of the solution by sharing their views and getting involved in the region's major land use and transportation decisions.



Urban and rural reserves

50 years

Metro and Clackamas, Multnomah and Washington counties worked together to identify the best places for future growth in the region and the most important lands to protect from development for the next half century.

266,954 acres

Farms, forests and natural areas set aside as rural reserves

28,615 acres

Land best suited for future urban development designated as urban reserves

COMMUNITY INVESTMENT STRATEGY

A collaborative approach

To protect our quality of life, pave the way to innovation, create new jobs and protect farms, forests and natural areas, I recommend the region implement a Community Investment Strategy to fulfill the vision of the 2040 Growth Concept and realize the aspirations of communities throughout our region.

This effort will involve innovative policies and a new, more collaborative approach to regional decision-making, where regional and local government officials work more closely with the private sector, citizen-based organizations and the public to achieve mutually agreed-upon outcomes.

With this mindset, we can link previously separated efforts on jobs, parks, housing, equity, transportation, climate, growth management and more into a coordinated strategy allowing us to focus and prioritize our investments. Aligning these efforts makes sense not only as a way to develop investment priorities. In the real world, different categories of investment reinforce each other, adding up to more than the sum of their parts to create complete living communities.

Community Investment Strategy: An integrated set of policies and investments designed to achieve the six desired regional outcomes.



As we collectively develop this Community Investment Strategy, we must endeavor to answer three critical – but very difficult – questions:

- **What investments do we need to make?** Which investments will make our communities more livable, prosperous, equitable and sustainable? What kinds of projects, in what places, will spur further investments or actions and attract the greatest market response?
- **How will we pay for priority investments?** What are the most appropriate existing and potential financial mechanisms to employ? What creative approaches can we use to lower costs and leverage better outcomes?
- **Who will decide?** What process will be used to prioritize and coordinate investments needed to achieve our shared vision?

How we get there

To rise to the enormous challenge these three seemingly simple questions pose, the region's leaders should draw from the lessons of our past accomplishments. In implementing a comprehensive strategy, several characteristics will be critical for its ultimate success:

Collaboration Above all, we will continue to pursue the approach exemplified in recent regional decisions by fostering partnership and alignment between different levels of government and between the public and private sectors.

Efficiency We will identify the most cost-effective and land-efficient ways of supporting the creation of great communities. By managing demand for public services, streamlining bureaucratic processes, eliminating duplication of services, and planning to achieve multiple benefits from single projects, we will make the most of our existing and future public investments.

Focus We will carefully target the use of our financial resources and policy tools, making investment decisions that achieve the best economic, environmental and social return on public resources. While ensuring regional equity over time, we will focus resources on specific priority investments to generate maximum local and regional benefits.

Integration Our strategy will coordinate investments at every level of government, from federal to local, in support of the region's desired outcomes, and it will ensure that investments in various types of public structures reinforce and build upon each other to create complete communities.

Innovation We will seek fresh approaches to accomplishing our objectives in order to improve performance and save public and private dollars. This includes not just using innovative technologies, but also pursuing creative ways to break down institutional barriers and collaborate across jurisdictional boundaries.

Inclusion We will develop governance structures and decision-making processes that embrace the full range of voices that make up our region and address the needs of all members of our communities.



Laying a foundation for innovation

New products, new ideas and new industries drive a healthy economy. This region has a track record of economic wins built on private/public collaboration. Entrepreneurs innovate; government paves the way.

- Tax incentives encourage businesses to locate in particular places, creating jobs for local residents (e.g. SolarWorld, Intel and Solexant).
- Environmental protection spurs competition among companies to find better ways of doing things (e.g. hybrid cars, renewable energy and double-hulled barges).
- Public agencies are responsible for the basic necessities that enable businesses to operate and thrive: roads, water supply, electricity, sewers. When those systems work well, they are invisible – yet crucial – components of everyday life and a successful economy.

Working together

Many of my recommendations are addressed to the Metro Council and the Metropolitan Policy Advisory Committee. These policy recommendations are aimed at focusing the funds we do have in places where they will do the most good. Metro should also continue to provide regional leadership in research, development and promotion of implementation tools, best practices, and financing strategies to assist local governments and the private sector.

Only by acting together with focus and determination will we succeed.

However, the Community Investment Strategy will require countless public and private actions and investments, large and small, in neighborhoods, downtowns, industrial areas and natural areas all across the region. Local government will always be on the front lines of implementation. The state also has a clear role to play and should take a leadership role in supporting the aspirations of our region's communities.

Lastly, home and office developers, banks, architects, and many other business leaders provide the vast majority of investment, and take on the financial risk, of building most of the homes, offices and industrial buildings that drive and support our economy.

That's why my recommendations are also addressed to local governments, to our state government and to the private sector. Only by acting together with focus and determination will we succeed.



Sparking private investment

Historic Downtown Gresham is evolving into an economic, historic, civic and cultural center through targeted public and private investment. Recent zoning code updates, created to address design and density issues, help spur private investment. Both Metro and the City of Gresham have made public investments in the

downtown area including the Performing Arts Plaza, The Crossings, 3rd Central, The Beranger and Central Point.

As the result of a 50-50 investment match from the City of Gresham and Metro in a ground floor retail space of the 3rd Central mixed-use development, a new natural foods store was able to occupy one of three retail-office spaces available. The continued investment of public dollars will help build market demand in downtown Gresham over the next 5 to 10 years.

RECOMMENDATIONS

I have divided my recommendations into four sections for clarity, but they will only work effectively when combined into a coordinated strategy to:

Invest in safe, livable communities The region should make the most of what we have with policy and investment actions that maintain and improve our existing communities and protect our urban growth boundary. We have limited dollars to invest and these resources should be used strategically to leverage past investments so we can build and maintain the thriving communities our growing population desires.

Promote economic development and good jobs The region should develop and maintain an inventory of shovel-ready industrial land and target investments to create jobs and attract new employers. This will require greater coordination of local, regional and state policy and investment actions to address readiness, including improving access, extending infrastructure, cleaning up polluted sites, and assembling land into larger lots.

Protect our natural areas Our region, long a leader in protecting our natural environment, should continue to prioritize maintenance, restoration, and expansion of our parks, trails and natural areas. At the same time, as a region, we must now begin to understand the implications of climate change and incorporate actions to reduce greenhouse gas emissions into our policy and investment decisions.

Reduce inefficiency, foster innovation and demand accountability We need to “walk our talk” by connecting our region’s policy and investment actions directly to the outcomes we seek to achieve, measuring our performance, and holding ourselves accountable to achieving those outcomes. When we come up short, we need to learn from our mistakes, find innovative new solutions, break down jurisdictional boundaries and eliminate wasted effort and investments.

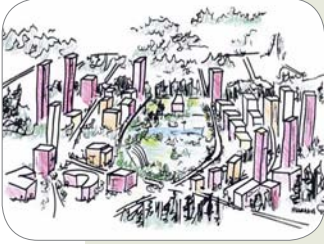
The case for investing in downtowns and main streets

Recently, a distinguished, cross-sector group of experts on urban development and finance recommended methods to accelerate the development of downtowns and main streets during the next 10 to 20 years, including:

- establish stronger public-private collaboration
- develop diagnostic tools to focus public investment
- streamline and simplify public development processes
- create new mechanisms to finance urban infrastructure.



RECOMMENDATIONS



AmberGlen

mixed-use
development, Hillsboro

- transformation of suburban development
- creating intensive, mixed-use development
- achieving higher levels of density close to major employers
- providing high quality amenities and an urban, pedestrian environment
- supporting regional transportation infrastructure

Invest in safe, livable communities

Regional community investment actions

- Metro should retool regional policies and maps to support local aspirations and focus public investments in downtowns, on main streets and near transit to stimulate private investment. Specifically, Metro should:
 - Endorse the aspirations of Hillsboro, Happy Valley and Cornelius by approving the center designation changes they've requested, in partnership with a commitment from those communities to take complimentary policy and investment actions.
 - Make it easier to target investments and monitor performance in centers and corridors by adopting maps illustrating their boundaries.
 - Focus regional investments into places that have an adopted comprehensive action and investment plan designed to make the most of the area's potential.
- Metro should build on the work of the 2008 Regional Infrastructure Advisory Committee and convene regional leaders (public, private and non-profit) to identify critical investment gaps in public structures and services and to recommend how to fill those gaps, including ways to:
 - Make the most of existing development finance tools and identify new tools to support our communities.
 - Jump start private investment by focusing public investments and efforts on specific priority projects.

Collaborating across public agencies

College Station is a mixed-use student housing complex that grew out of an innovative partnership of Portland State University, Metro's Transit-Oriented Development Program, TriMet and a private development partner.

Public investments

- Construction of the adjacent MAX Green and Yellow lines
- Portland Streetcar extension less than a quarter mile away
- Gap financing provided by Metro
- Land provided by TriMet

Private investments

- \$80 million from developer American Campus Communities

Return on investments

- 16-story high rise with 120,000 square feet of residential space
- 982 beds for student housing
- 15,000 square feet of ground floor commercial space
- 1,337 bicycle parking spaces, no off-street parking



- Get the most out of our existing resources and eliminate waste by coordinating local, regional, state and federal investments, similar to what was accomplished in the recently-adopted Regional Transportation Plan.
- Metro should help communities and their elected officials examine whether current policies are pointed in the right direction by setting targets for housing and jobs in centers and corridors.
- Metro should define housing affordability as a combination of transportation and housing costs when making policy and investment decisions, supporting a broader view of housing affordability.
- Regional leaders should address equity issues head-on by working with community organizations to secure and implement a federal Sustainable Communities Initiative Planning Grant.
- Metro should adopt a plan with strategies to guide public investment in partnerships with the private sector and to ensure limited public resources generate maximum private investment and complement the region's investment in transit.
- Metro should target technical assistance to help local governments find innovative ways to realize their aspirations in downtowns and main streets.
- Metro should make urban growth boundary decisions that reinforce existing downtowns, main streets and employment areas, with the six desired outcomes in mind. The region should ask whether potential expansion areas have the right finance tools, governance support and market readiness in place to succeed when considering potential expansions.



Where do we draw the line?

Metro is responsible for ensuring there is enough land within the urban growth boundary to accommodate projected housing and job growth for the next 20 years. The current review is scheduled to be completed in December 2010. What we've found so far is there is enough land to accommodate the low end of our population forecast. Planning for more residents would mean expanding the UGB to include land for approximately 15,000 or more new dwelling units.

To provide the Metro Council with options, staff has analyzed a variety of possible UGB expansion areas with the six desired outcomes in mind. Depending on where in the range forecast the Metro Council plans, they may wish to consider a UGB expansion into one or more of the areas. Metro has asked local governments to submit any additional areas they wish to have considered for UGB expansion by Sept. 3. Any nominations and supporting information received will be part of our policy discussions this fall.

For detailed information about the proposed study areas, refer to the 2010 Growth Management Assessment and Appendix 8 on the Metro website.

www.oregonmetro.gov/investment

RECOMMENDATIONS



- Based on the above, Metro should work proactively and collaboratively with local governments, special districts and citizens on concept planning of newly designated urban reserve areas. Concept plans will address governance, finance, land use, green infrastructure and natural resource issues to better inform future urban growth boundary decisions.

Local community investment actions

- Spark private investment in downtowns and main streets by taking actions to:
 - Identify targeted redevelopment areas and sites and partner with the private sector to seek development opportunities.
 - Stimulate investment by expanding the use of financial tools and incentives including improvement districts, differential system development charges, urban renewal and other tools, such as those described in Metro's Financial Incentive Toolkit.
 - Streamline development codes in targeted areas to facilitate development.
- Create attractive, sustainable and safe communities by updating building and design codes, as described in Metro's Innovative Design and Development Codes Toolkit and Integrating Habitats Design Showcase.
- Build and maintain sidewalks and bikeways that connect residents with schools, parks, transit, main streets and job centers, making travel safer, easier and faster.
- Build and maintain local parks, trails and natural areas to be responsive to residents' need for access to nature.

State community investment actions

- Reform outdated state policies, standards and regulations that impede the ability of local governments to achieve their aspirations. For example:
 - Recognize the importance of biking, walking and transit, and allow communities to develop to their full potential with an update of state mobility policies including the Transportation Planning Rule and Oregon Highway Plan.
 - Allow local communities most affected by state highways a greater role in managing them by developing and implementing a model for collaborative management or jurisdictional transfer of state-owned regional and district highways in our region.
 - Provide clear direction to encourage comparisons of the investments necessary to provide capacity inside and outside of the urban growth boundary. Urban growth boundary decisions should require a finding that urban services and municipal governance can be provided and development is likely to occur in UGB expansion areas.
 - Convene a conversation on the relationship among land use planning laws, fiscal tools (i.e., how we pay for services) and governance (how we deliver services through cities, counties and service districts), which often fail to work together to support our desired outcomes.

- Provide local governments with a more robust set of development and redevelopment financing tools by removing existing statutory limitations on local revenue-raising authority.

Promote economic development and good jobs

Regional economic development actions

- Support the traded-sector economy by maintaining an adequate supply of large-lot industrial land by acting to:
 - elevate brownfield cleanup to a regional priority and target efforts on large lot industrial sites within the urban growth boundary
 - limit division of large industrial parcels
 - create a large-site inventory and a system to replenish this inventory when development occurs
 - strengthen protection of key traded-sector industrial sites by prohibiting new schools, places of assembly and parks and recreational facilities
 - with the conditions above, Metro should strategically add large-site industrial land to the urban growth boundary north of Hillsboro this year if land will supply lots larger than 50 acres.



Leveraging investments pays off in jobs

Troutdale Reynolds Industrial Park

Public investments

- Port of Portland purchased 700 acres of the site for \$17 million
- \$24 million from Oregon Department of Transportation for improvements at I-84 interchange
- \$11 million loan from state for public infrastructure
- \$100,000 grant from state for construction of Reynolds Trail, part of the 40-Mile Loop
- \$4 million in tax abatements through the Troutdale Enterprise Zone
- \$1 million for a five-year cleanup of lingering groundwater contamination
- \$14 million for local street improvements
- \$1 million in wetland mitigation

Private investments

- FedEx Ground purchased the site for about \$16.96 million to build a 425,000-square-foot regional distribution center

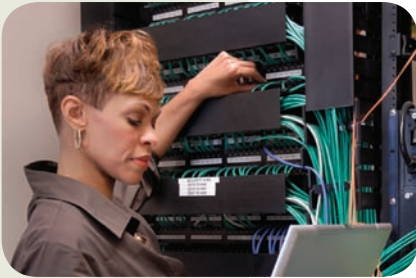
Return on investments

- 700 jobs with up to 1,000 jobs at full build-out
- 350 acres redeveloped for industrial use, including the FedEx site

RECOMMENDATIONS

- Greenlight Greater Portland and the regional partners should collaborate with Clark County and Vancouver on a regional economic development action plan.
- Metro should convene regional leaders (public, private, non-profit) to define public actions that will spur job creation including steps to:
 - identify barriers to the development of employment and industrial areas
 - identify underutilized and new finance tools that support specific public investment needs like improved freight access to new and existing industrial areas
 - focus regional resources on locations with market potential to catalyze private investment in new job creation
 - coordinate local, regional, state and federal investments with local, state and federal actions to get the most out of our existing resources, as occurred with the Troutdale Reynolds Industrial Park (see page 15).
- Regional leaders should implement priority actions identified in the Regional Freight Plan to improve freight access in the region and accelerate our leadership in green development and clean technology by supporting implementation of the climate prosperity Greenprint developed by a collaborative public-private partnership.
- Make it easy for workers to get to jobs by ensuring that a range of transportation options – including transit, walking and biking – serve employment areas.

Local economic development actions



- Make the most of critical employment land by limiting lot division and prohibiting new schools, places of assembly and parks and recreational facilities in the most important industrial areas.
- Stimulate job growth by pursuing and expanding the use of existing finance tools, including improvement districts, urban renewal, and enterprise zones, to expand access to and readiness of employment and industrial areas.
- Adopt new approaches to industrial area design and operation of employment areas that will lead to more environmentally and economically sustainable infrastructure systems and the reuse of underutilized employment and industrial areas, as discussed in Metro's upcoming Community Investment Toolkit.

State economic development actions

- Create direct incentives for local governments to invest in job creation and economic development.
- Expand economic development finance tools available to local governments by removing existing statutory limitations on local revenue raising authority.

The Intertwine

The Intertwine is simultaneously a place, a coalition, a strategy and a way of life. It's the region's network of parks, trails and natural areas that provides opportunities for recreation, connection to nature, and active transportation like walking, running and biking. The name and identity for The Intertwine is the work of the Intertwine Alliance, a collaboration of dozens of partners including private firms, nonprofit organizations and government agencies, including Metro. As the alliance continues to gain momentum, its partners are making increasingly durable investments in planning, protecting and promoting The Intertwine to users and supporters both inside and out of our region.



- Increase funding and use of transportation system management tools to support regional economic development opportunities.
- Increase the importance of economic activity, community building and equity as factors in allocating state transportation funding across the state.
- Test innovative transportation pricing strategies that reduce freight congestion and improve mobility on the region's freight network.

Protect our natural areas

Regional natural areas protection actions

- Build on collaborative regional efforts to promote and build the Intertwine and adequately maintain regional parks, trails and natural areas to protect the public's investment.
- Prioritize acquisition and restoration efforts through creation of a regional conservation strategy.



Climate Smart Communities

Climate change may be the defining challenge for the 21st century. National studies continue to show that a compact urban form coupled with expanded travel choices is key to reducing greenhouse gas emissions. Land use and transportation policymakers must work together to provide leadership and commit to strategies that enhance this integration at the local, regional and state levels. These strategies are recommended by the 2035 Regional Transportation Plan and will be further examined through the region's Climate Smart Communities project.

RECOMMENDATIONS

- Continue the strategies laid out by the Blue Ribbon Task Force for Trails to organize leadership, demonstrate potential, reduce costs and develop a regional active transportation system.
- Implement enhanced approaches to information generation, scenario planning, decision-making, resource allocation, policy development and stakeholder involvement as it relates to climate change preparedness. Such adaptive strategies will allow the region to prepare for more extreme weather events, heat waves, droughts, and altered ecological systems resulting from rising global surface temperatures.
- Incorporate greenhouse gas emissions analysis and climate change preparedness assessments into all major policy and investment decisions.
- Continue the partnership approach to environmental protection embodied in Metro's Nature in Neighborhoods program.

Local natural areas protection actions

- Work collaboratively to ensure an efficient and equitable distribution of access to nature.
- Incorporate Intertwine signage and branding into local parks marketing efforts to the extent possible.
- Incorporate parks, open space and trails into area planning efforts including concept plans.

State natural areas protection actions

- Coordinate spending so that an appropriate percentage of lottery funding is returned to the region.



Ensuring housing equity and opportunity

Spurred by an innovative multi-agency federal grant program called the Sustainable Communities Initiative, a unique consortium is coming together to develop a strategy that will ensure all residents of the region – especially members of low-income communities and communities of color – enjoy the exceptional quality of life for which the Portland metropolitan area is known. Using “opportunity maps” that show the location of low-cost and subsidized housing in relation to community assets and services, the strategy will address gaps by improving access to public transit, sidewalks, workforce training, schools, senior centers and health clinics, grocery stores and outdoor recreation.

Reduce inefficiency, foster innovation and demand accountability

Actions for the region and state and local governments

- Metro should incorporate the six desired regional outcomes into its policies and codes, ensuring that all policy and investment decisions are guided by this coordinated outcomes-based approach.
- Portland State University’s Institute for Metropolitan Studies, Metro, and other partners should complete a comprehensive set of Greater Portland-Vancouver Indicators consistent with the six desired outcomes to be used to help guide regional decision-making and resource allocation across the triple-bottom line of people, place and prosperity. This effort should include:
 - performance measures and metrics to measure success or failure to meet established goals, targets or standards
 - a regional scorecard summarizing performance across indicator categories
 - a regional indicators business plan to ensure data collection, performance measurement and analysis
 - recommendations on how to make progress toward targets and ensure accountability in the allocation of scarce resources
 - development of appropriate measurement tools and analytical processes to ensure key indicators are accounted for in regional plans, programs, projects and processes.
- Metro should simplify compliance and reporting requirements for local governments and replace minimum zoned capacity requirements for cities and counties with a simpler “no net-loss” approach.
- Use the recent federal Housing and Urban Development grant opportunity as a pilot project to increase the capacity of communities of color and other under-represented groups to hold government accountable for equitable public investments by directly supporting their participation in decision-making.
- The Metropolitan Policy Advisory Committee should convene a regional conversation about streamlining and standardizing the current patchwork of regulations that make it complicated to do business in the region.
- Metro, local governments, TriMet, the State of Oregon and other partners should work together to improve transportation connections to and through downtowns, main streets and employment areas along the southwest metro (Portland to Sherwood) and east metro (Interstate 84 to U.S. Highway 26) corridors.
- Local governments should reduce waste and inefficiency by working collaboratively with their neighbors to resolve issues that cut across jurisdictional boundaries.





THE POWER OF PARTNERSHIP

Only a few years ago, every investment decision in the Portland metropolitan region brought out the long knives. Every discussion of how we use our land and how much land we use was fraught with conflict and mistrust. Governments sued each other and local squabbles spilled into the Oregon Legislature. The idea that Metro and the three counties of the region could come together to jointly identify where we will and will not grow during the next half-century would have seemed preposterous.

Yet we did just that. Today, in addition to the landmark decision to designate urban and rural reserves, we can boast a number of other major recent collaborative accomplishments. Collective action among diverse interests is rapidly becoming the rule rather than the exception and continues to gain momentum in areas such as the Intertwine and equity/affordable housing.

Coming together around shared values

It happened precisely because the combatants in our land use wars, including Metro, finally accepted the fact that no one could go it alone. In so doing, all parties relinquished a measure of decision-making authority in the interest of getting results.

In the case of urban and rural reserves, we hashed out a process that depended crucially on broad agreement, then marched arm in arm to Salem to memorialize that process in state law. Next we engaged in a robust – and sometimes painful – negotiation where no one got everything they wanted, but most parties got what they needed. The result is a template for the future that, while imperfect, reflects an astonishing breadth of vision unequalled anywhere in America.

The point is obvious: in an increasingly interdependent world, we can only succeed when we come together around our shared values.

As we work to advance an ambitious new strategy, Metro has a critical role to play. Indeed, convening the region around complex and comprehensive policy challenges is exactly what the people created Metro to do.

But the responsibility to develop and implement a strategy for investing in our communities is not Metro's alone. Creating a sustainable, prosperous and equitable future for our region is a collective enterprise in which we all have an equal stake, and one that will require vigorous engagement and sustained collaboration. If you are reading this, I know you care and I expect you to participate.

Together, we can fulfill the promise of our region.

NEXT STEPS

These recommendations are intended to inspire a public discussion about community investment and to kick off decision-making processes specifically about growth management choices related to the urban growth boundary. Some key dates for those decisions:

Aug. 10 to Sept. 27 Public comment period on COO recommendation

Sept. 13 to 22 Open houses held around the region

Early October Metropolitan Policy Advisory Committee and Metro Council review of public comment

Mid-October Metro Council makes decision on UGB study areas

November Public comment period and public hearings on UGB recommendation

December Final growth management decisions by the Metro Council

GET INVOLVED

We want to hear your ideas and suggestions about where and how to invest in our local communities and where and how we will accommodate growth in our region.

For details on comment opportunities, dates for events and hearings, more information, or to take an online survey, visit www.oregonmetro.gov/investment

Comments may also be submitted by e-mail to 2040@oregonmetro.gov or mailed to:

Metro

600 NE Grand Avenue

Portland, OR 97232

For more information, call Metro at 503-797-1735.

To download the complete recommendations, including a draft capacity ordinance and the 2010 Growth Management Assessment, visit www.oregonmetro.gov/investment



Metro | *Making a great place*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – David Bragdon

Metro Councilors

Rod Park, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor – Suzanne Flynn

[www.oregon**metro.gov**](http://www.oregonmetro.gov)

Metro

600 NE Grand Ave.
Portland, OR 97232-2736

503-797-1700

Metro | Memo

Date: October 6, 2010
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Climate Smart Communities Scenarios

PURPOSE

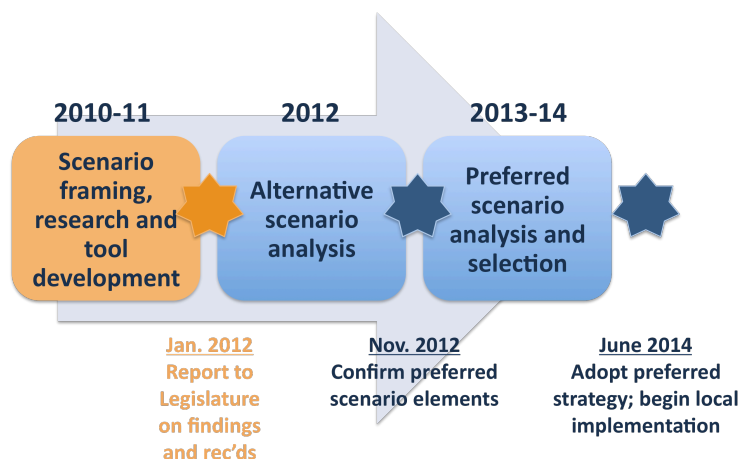
The purpose of this agenda item is to share information about the Climate Smart Communities Scenarios Project and receive input on information needs and opportunities for collaboration and partnerships through this process. Staff will bring forward more specific policy questions and options for JPACT consideration in December.

BACKGROUND

In 2009, the Legislature passed House Bill 2001, directing Metro to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce greenhouse gas emissions from light-duty vehicles. The Climate Smart Communities Scenarios project responds to this mandate.

The first 6 to 8 months of the project will identify the most promising and effective land use and transportation policy options that were presented at the April 2010 climate change retreat. Staff will conduct a literature review and synthesize the latest empirical research relevant to this work in a series of policy briefs and case studies. Land use and transportation strategies (e.g. locating jobs and services closer to homes and expanding bus and high capacity transit) as well as operational and management strategies (e.g. traffic signal timing, parking pricing and other user-based fees) will be evaluated through regional-level scenarios to understand what is required to meet greenhouse gas emissions reduction targets. The Land Conservation and Development Commission (LCDC) is expected to adopt targets for the Metro region in May 2011. Findings and recommendations from the scenario planning will be reported to the Legislature in January 2012, and guide future phases of the project, as shown in Figure 1.

Figure 1. Climate Smart Communities Scenarios Process



BUILDING ON PAST INNOVATION AND SUCCESSES

This region successfully conducted scenario planning in the 1990's, which led to adoption of the 2040 Growth Concept. The 2040 Growth Concept establishes a vision and set of policies that national studies have shown will reduce greenhouse gas emissions. While this effort will have similarities to the 2040 Growth Concept scenario planning process, this scenario planning effort will be outcomes-based and focused on meeting an ambitious and specific performance target.

Many interconnected factors affect light vehicle greenhouse gas emissions. This project will build on and advance existing 2040 implementation efforts, local aspirations and consider bold land use and transportation policy options not before tested in the region. The data, tools and methods developed through this project will inform future policy discussions on how the region should move forward to meet the state's greenhouse gas emissions reduction targets for cars and light trucks. This work also provides an opportunity to advance the region's ability to analyze the effect of different combinations of land use and transportation strategies relative to the GHG emission reduction targets and the region's desired outcomes.

The project will use existing advisory committees and result in MPAC, JPACT and Council adoption of a "preferred land use and transportation" strategy and implementation of changes to policies, investments, tools and actions at the regional and local levels to realize the adopted strategy.

RELATIONSHIP TO STATE CLIMATE ACTIVITIES

The process and results of the Metro-area scenario planning effort will inform the work being conducted by the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) in response to Senate Bill 1059.¹ Approved by the 2010 Legislature, Senate Bill 1059 provides further direction to greenhouse gas scenario planning in the Metro region and in other metropolitan areas of the state. It also calls for development of a statewide transportation GHG emission reduction strategy, guidelines for scenario planning, and toolkit of emission reductions actions. A summary of the state activities is attached for reference.

NEXT STEPS

Addressing the climate change challenge will take collaboration and partnerships in the public and private sectors, requiring meaningful policy and investment discussions and decisions by elected leaders, stakeholders and the public. By working together, the region can make real progress toward successful achievement of the region's desired outcomes.

Staff will bring forward more specific policy questions and options for JPACT consideration in December.

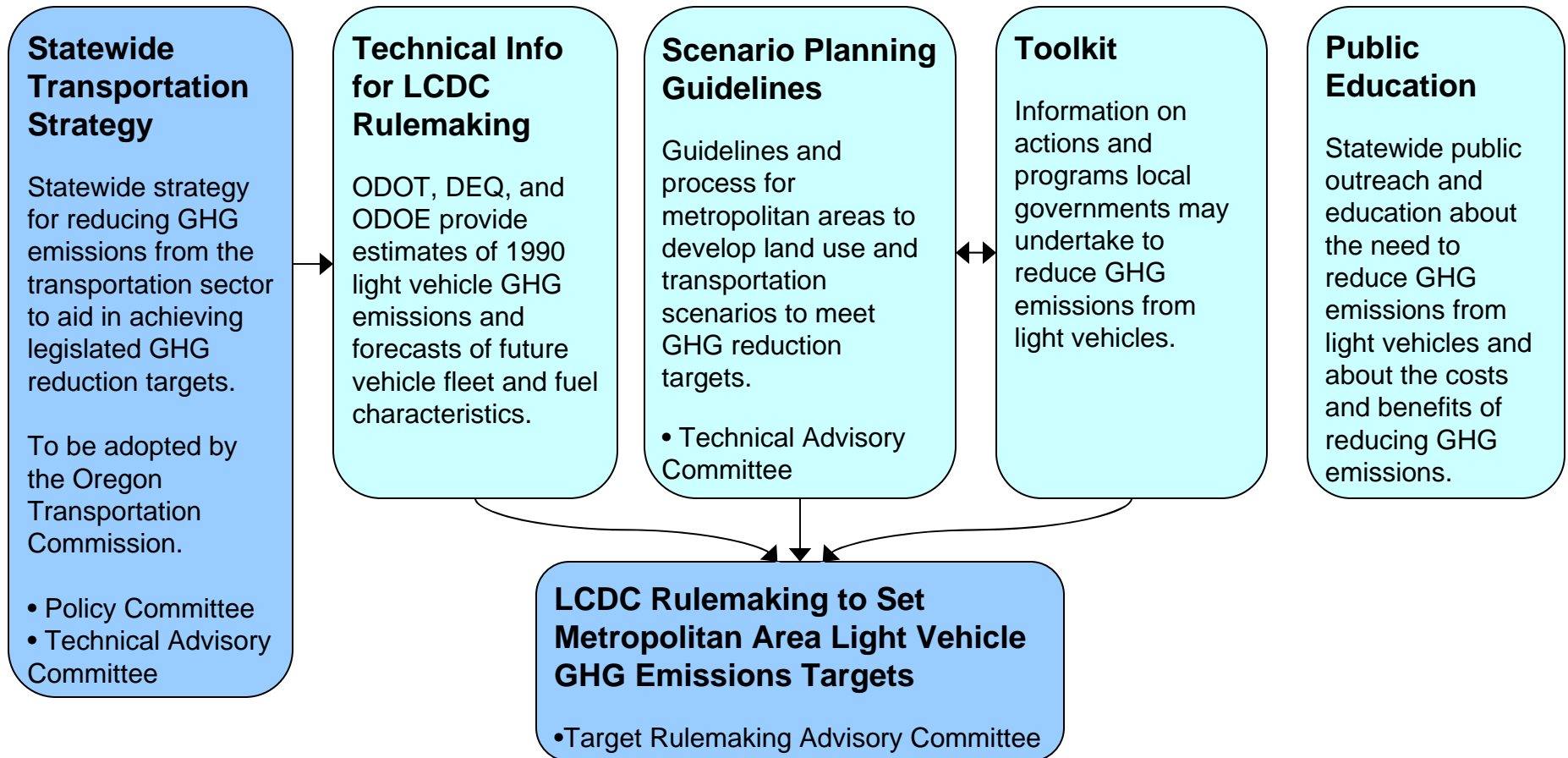
/Attachments

- Oregon Transportation GHG Emission Reduction Planning (*September 13, 2010*)
- Climate Smart Communities Scenarios presentation (*October 14, 2010*)

¹ For more information, go to <http://www.oregon.gov/ODOT/TD/TP/SB1059.shtml>

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING

September 13, 2010



Scenario Planning Financial Report

Joint ODOT, DLCD, local governments report to 76th Legislative Assembly on financing scenario planning

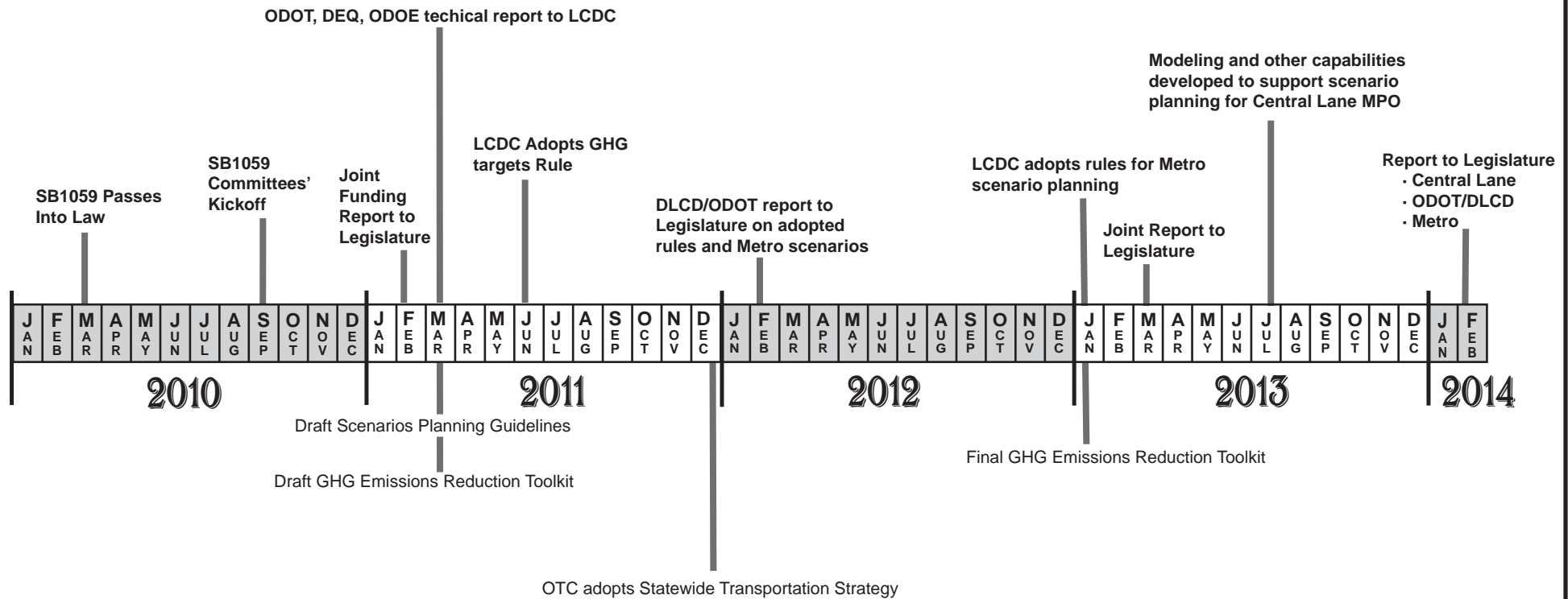
Progress and Recommendations Report

Joint ODOT & DLCD report to 77th Legislative Assembly regarding SB 1059 progress.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING

Legislative Deadlines

Preliminary Schedule



Acronyms:

LCDC	Land Conservation and Development Commission	ODOE	Oregon Department of Energy	GHG	Greenhouse Gas
ODOT	Oregon Department of Transportation	MPO	Metropolitan Planning Organization	Metro	Portland Area Regional Government
OTC	Oregon Transportation Commission	DLCD	Department of Land Conservation Development	DEQ	Department of Environmental Quality



www.oregon.gov/odot/td/tp/sb1059.shtml





Climate Smart Communities Scenarios

Addressing climate change with land use and transportation

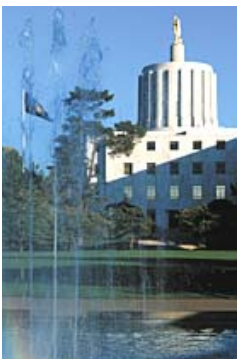
Kim Ellis, project manager

Joint Policy Advisory Committee on Transportation
October 14, 2010



1

Mandated state climate work

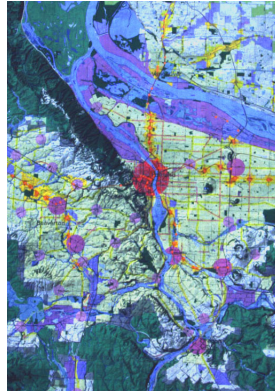


- Set statewide transportation strategy
- Set targets for light vehicles in metropolitan areas
- Develop scenario guidelines & toolkit
- Prepare estimates of future vehicle and fuel technology
- Public outreach campaign
- Report to 2011 and 2012 Legislatures

More information: <http://www.oregon.gov/ODOT/TD/TP/SB1059.shtml>

2

Building on past innovation and successes

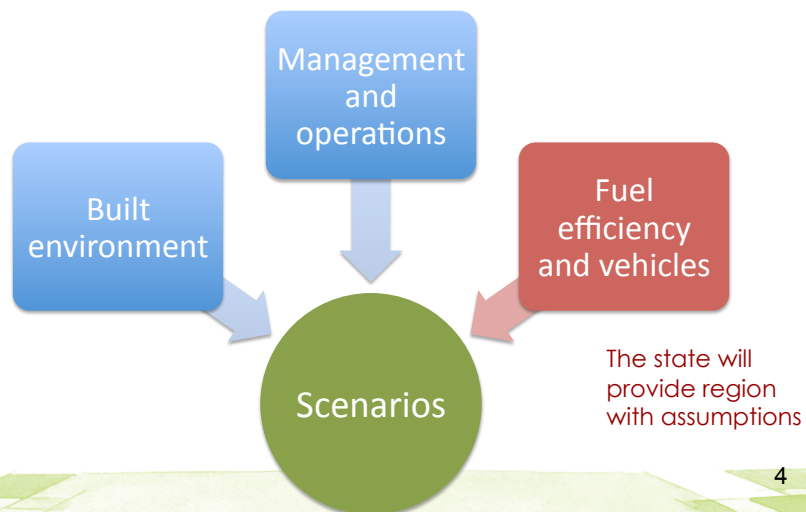


- **1995: Region 2040**
- **2010: Making a Great Place**
 - Six Desired Outcomes
 - Regional Transportation Plan
 - Urban and Rural Reserves
 - Community Investment Strategy

3

Packages of policies and actions

Testing “bundles” of strategies



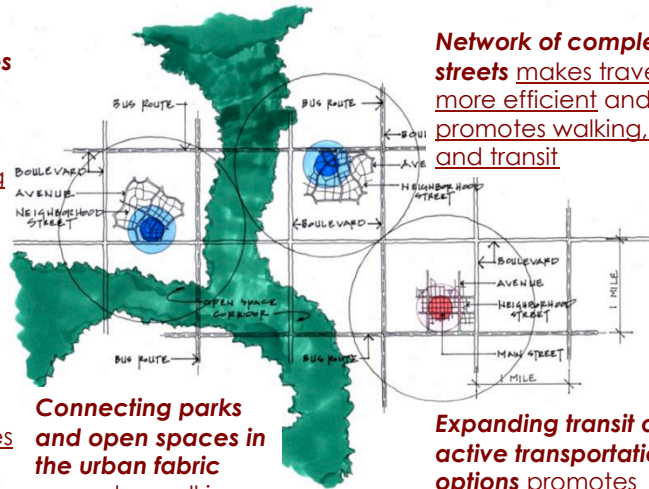
4

Potential role of built environment

Land use and transportation strategies

Mix of activities and proximity to transit promotes walking, biking and use of transit

Locating jobs and services closer to homes reduces auto trip lengths



Network of complete streets makes travel more efficient and promotes walking, biking and transit

Connecting parks and open spaces in the urban fabric promotes walking, biking and transit

Expanding transit and active transportation options promotes walking, biking and transit

5

Potential role of management & operations

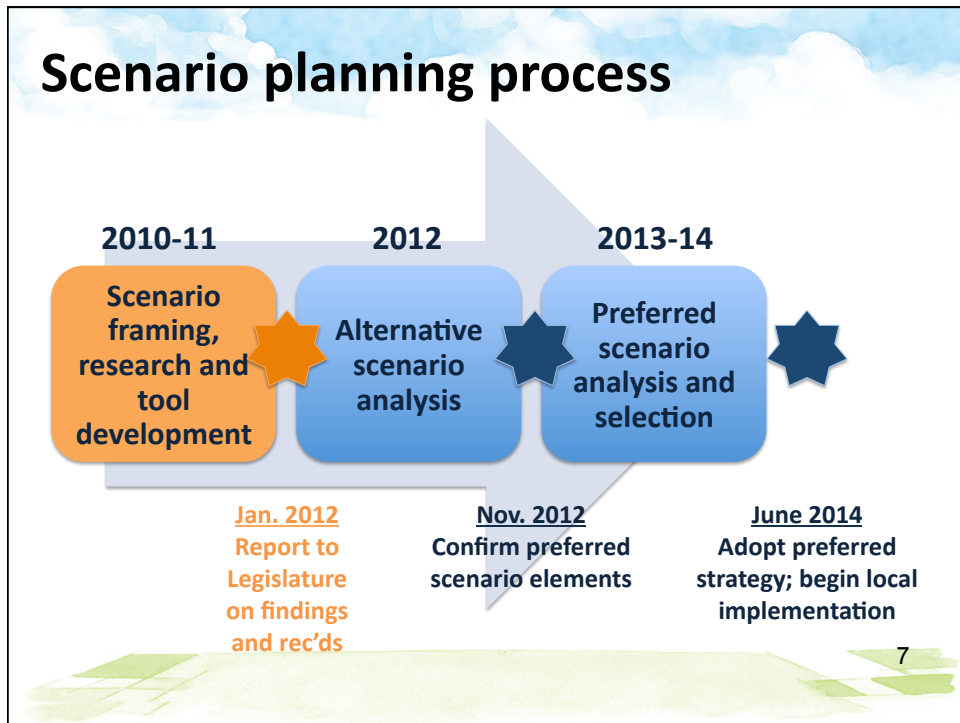
Demand and system management strategies



- Commuter benefits programs
- Ridesharing
- Traffic signal timing
- Incident management
- Parking management
- Pricing and tolling
- Financial incentives
- User-based strategies

Drive less. Save more.

6



Discussion



- Additional information or background needed?
- Opportunities for collaboration and partnerships?

8

Oregon Department of Transportation

OR 217 System Management Study Briefing

An innovative approach to transportation corridor planning that utilizes least cost planning strategies to investigate a range of potential improvements.



Background and Objectives

OR 217 connects I-5 and US-26

- Carries up to 120,000 vehicles per day, yet the facility is one of the least reliable freeways in the Portland Region.

Previous study addressed these mobility and safety problems with costly capital projects such as widening to six lanes, braiding ramps, and adding collector-distributor roadway.

- These high-cost improvements total nearly \$1 billion

Key Problems

The key problems of OR 217 are:

- Bottlenecks
- Short Interchange Spacing
- High crash rates
- Unreliable travel times

Approach

The objective of this study was to identify and evaluate the types of lower cost, fundable projects that could feasibly be constructed for OR 217 today to increase reliability, mobility, and safety.



Triple Bottom Line

Process

Workshop attended by representatives from public agencies (ODOT, Washington County, City of Tigard, City of Beaverton, and Metro) as well as several technical experts.

- forty projects were developed as a result of the workshop
- assigned into categories

Key Findings

The Key Findings of the initial analysis were:

- These operational “Best in Class” strategies can maximize the efficiency of a facility, before building additional capacity.
- These strategies each offer reliability and safety benefits to OR 217.
- Individual projects could be implemented for less than \$10 million.
- The degree of benefit varies based on the strategy.

Based on the initial analysis, elected officials determined that select “Best in Class” strategies from the systems management projects should move forward for more detailed analysis.

- Targeted Shoulder Widening
- Traveler Information
- Variable Speed System

“Best of Class” Targeted Shoulder Widening

Narrow shoulders hinder the performance of a freeway. Peak period OR 217 travel times are already unreliable and incidents only exacerbate this condition.

- Having an adequate shoulder can restore lost capacity during an incident by 35 to 45 percent.

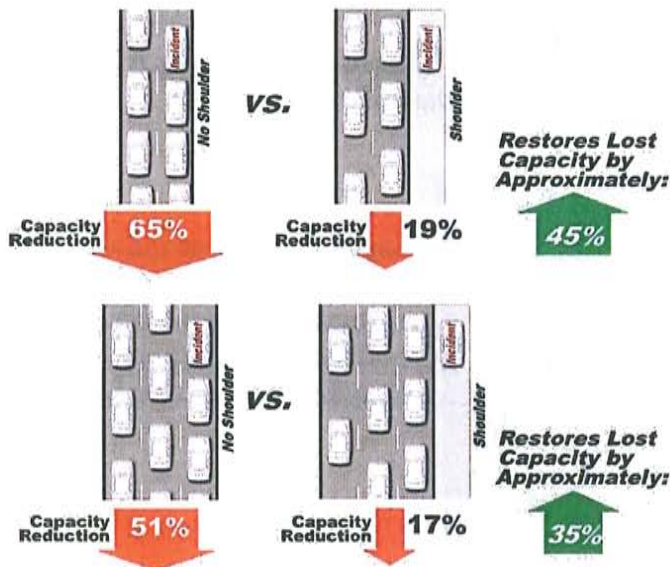


Illustration of lost capacity due to an incident

- Narrow shoulders slow emergency responders from getting to incident scenes, provide no space for stopped vehicles to avoid blocking traffic, every minute lost responding to an incident is costly, jeopardizing the health of those people involved in the accident as well as exacerbating congestion.

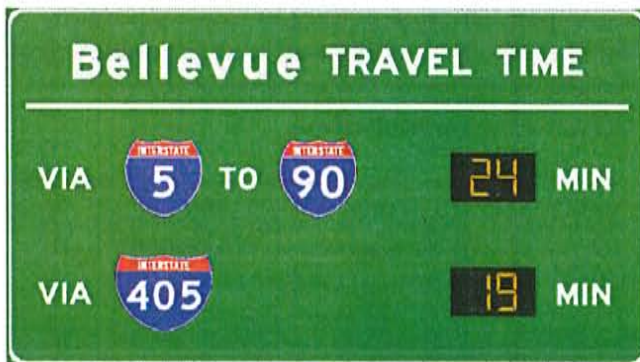
“Best of Class” Traveler Information

The traveler information strategy would provide travel time information for OR 217 at key decision points allowing drivers make the choice to either use OR 217 or an alternate route. Informing drivers of congested conditions before they decide to enter the freeway can improve the reliability of travel on OR 217, and can decrease primary and secondary incidents by reducing congestion

- Freeway delay time could improve by 50 percent during heavily congested periods.
- Based on traveler information studies, up to 85 percent of travelers will change routes when en route delay information is available.



Examples of signs showing travel time information. The top sign is an example of how information could be displayed on arterials, such as Canyon Road (pictured).



“Best of Class” Variable Speed System

Primary benefit of a variable speed system is to reduce rear end collisions, which account for 70 percent of all collisions on OR 217 (which is about two to three rear end collisions per week).

- Reducing rear-end collisions improves reliability, safety, and mobility.
- Studies indicate that the variable speed system have reduced rear end collisions by 30 percent, overall crash rates decreased by 20 percent, and secondary crashes went down by 40 percent

Variable speed limits can also directly improve performance and reliability. The use of variable speed control can achieve improved throughput on a freeway during recurring congestion by lowering the speed limit.

- Optimal freeway capacity during congested operations is not achieved at 65, 60, or even 55 miles per hour. It is achieved at 40 to 45 miles per hour



Recently, a variable speed system was implemented on three freeways in the Seattle area (I-5, I-90, and SR-520).



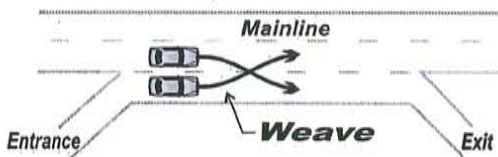
Post mounted system (above) and gantry mounted system (below)

“Best of Class”

Ramp Management with Associated Street Strategy

Ramp management strategy targets improving operations on OR 217 by reducing conflict areas through the closure of ramps or interchanges with complementary off-highway street improvements. Removing interchanges is an innovative approach to improving the highway’s safety and performance. If interchanges are removed, it will be extremely important for drivers to sense that the highway’s safety and performance improved.

One of the main problems on OR 217 is the short spacing between interchanges. This short spacing creates bottlenecks and high crash locations as drivers change lanes from entrance ramps to the mainline, weaving with drivers moving from the mainline to exit lanes.

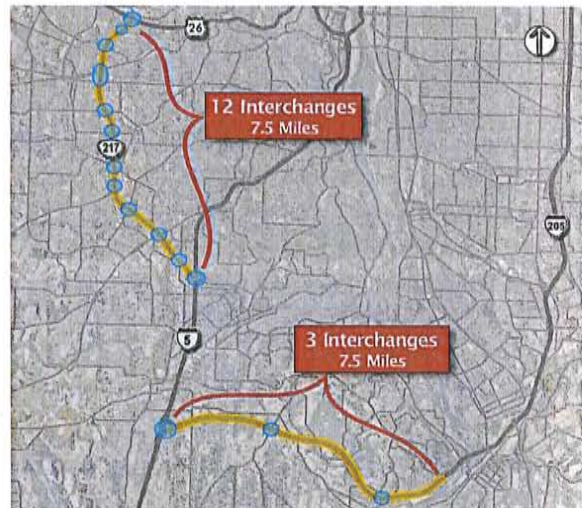
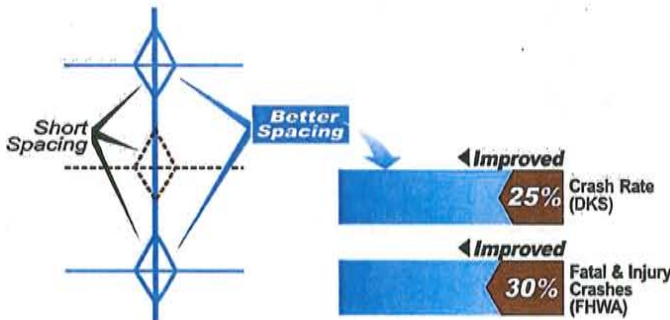


Comparing OR 217 to the southern portion of I-205 (from I-5 to West Linn), which has more space between interchanges, I-205 can accommodate 10 to 15 percent more traffic than OR 217.

ODOT’s number one concern for freeway traffic is safety. Adequate spacing between interchanges has proven to increase safety benefits. The Federal Highway Administration (FHWA) conducted studies regarding the relationship between interchange spacing and safety.

Removing an interchange can decrease fatal and injury crashes by about 30 percent.

Complementary street improvements are required with each of the ramp closure options as appropriate to create a balanced transportation system.



The ramp management strategy may have the potential to eliminate the need for expensive capital projects identified in previous studies.

Summary of Options

System management project options

Project No.	Systems Management	Cost Estimate* (millions)
TARGETED SHOULDER WIDENING		
1	Southbound from Scholls Ferry Rd to Greenburg Rd	\$2.0 to \$10.0
2	Northbound from Scholls Ferry Rd to Denney Rd	
3	Northbound from Greenburg Rd to Scholls Ferry Rd	
4	Southbound from Denney Rd to Hall Blvd	
5	Southbound from Allen Blvd to Denney Rd	
6	Southbound from Beaverton Hillsdale Hwy to Allen	
	All six locations	\$25.0
TRAVELER INFORMATION		
1	US 26 westbound – 1 sign	\$1.0 to \$3.0
2	I-5 southbound – 1 sign	
3	Washington Square Regional Center – 5 signs	
4	Beaverton Regional Center – 3 signs	
	All 10 signs	\$6.0
VARIABLE SPEED SYSTEM		
n/a	Post Mounted – Both sides of the roadway	\$10 to \$15

Source: DKS Associates and HHPR

*Cost estimate in 2010 dollars

Targeted shoulder widening projects:

The targeted shoulder widening projects focus on locations with high crash rates, locations that provide direct access for emergency vehicles, and locations that avoid structural and wetland issues.

- Each location could be implemented individually, or several of them could be grouped together.

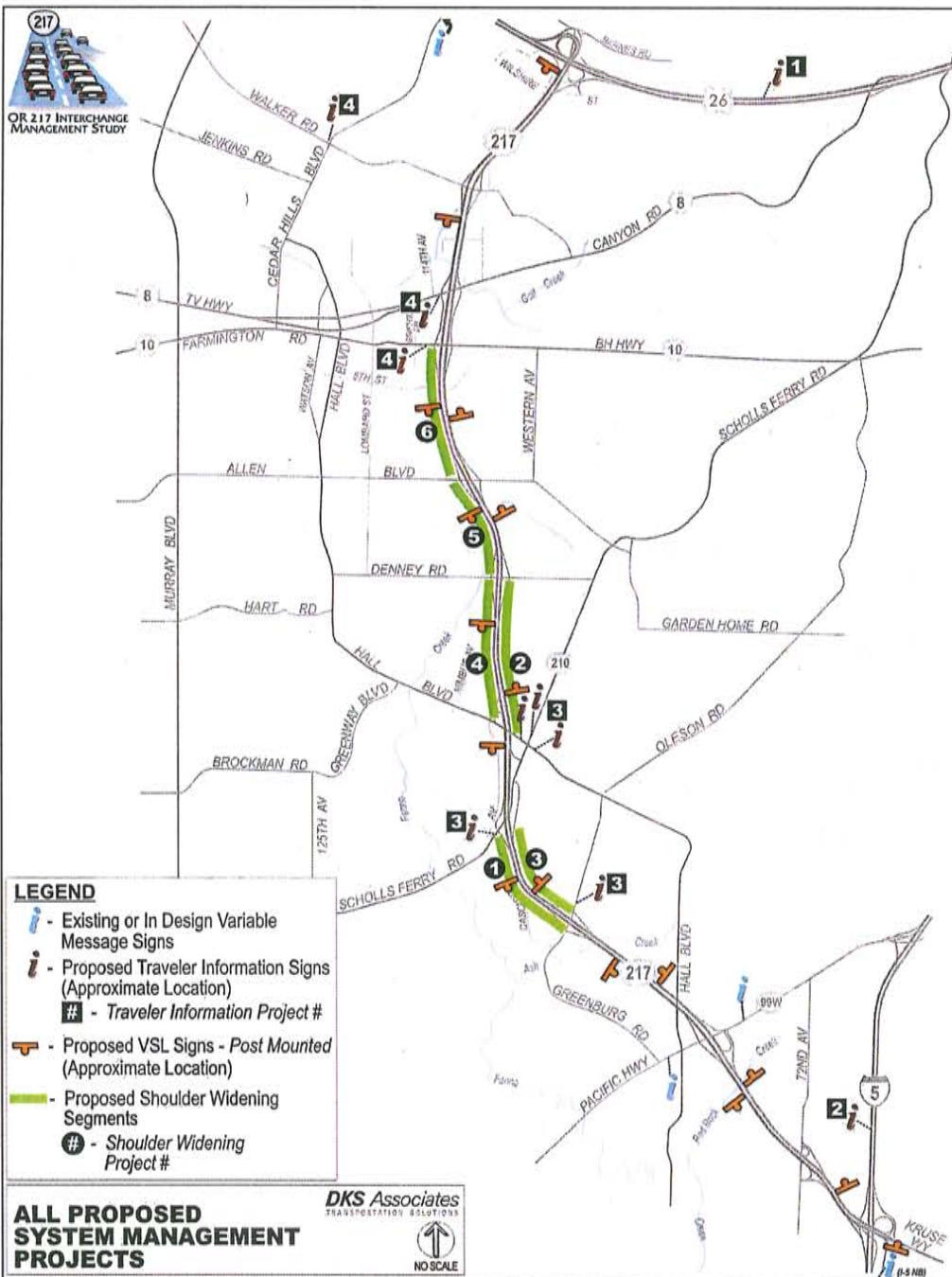
Traveler information projects

Locations are based on origin-destination data, focusing on trip combinations and sites with the greatest number of trips.

- Sign locations could be implemented individually, or grouped together depending on available funding.

Variable Speed System

- South bound variable speed system could be implemented before the other direction, further lowering the initial cost.



PowerPoint and Video presentation is available at the following site location
<http://ftp.odot.state.or.us/outgoing/hwy217>



PAMPLIN MEDIA GROUP

YOUR TOWN. YOUR PAPER

Want a roof garden?

Check out what Portland is offering to people who grow rooftop or balcony businesses

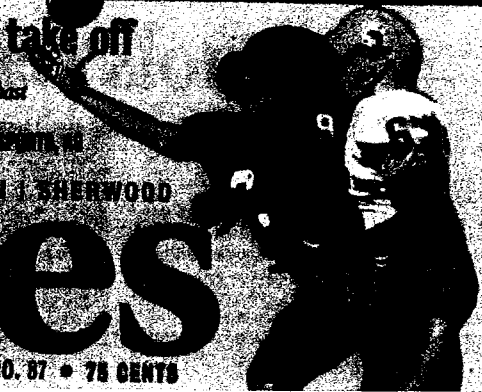
Wolves take off

Tualatin rolls past Aloha 33-21

TIGARD | TUALATIN | SHERWOOD

The Times

THURSDAY, SEPTEMBER 16, 2010 • AN EDITION OF TIMES NEWSPAPERS • VOLUME 64, NO. 87 • 75 CENTS



Wu pitches 'smart' road signs for Hwy 217

The U.S. representative has a list of ideas on how to solve congestion problems on the highway

By **GEOFF PURSINGER**
Of Times Newspapers

The seemingly ever-present congestion along Highway 217 has long been an annoyance to motorists, but for Tualatin Valley Fire & Rescue Station 53, near Washington Square, a bad traffic jam can mean the difference between life and death.

"Incident responders are stuck in the same traffic jam as everyone else," said Jason Tell, regional manager for the Oregon Department of Transportation.

Station 53 handles the majority of traffic collisions and emergencies along Highway 217 and the surrounding area, and relies on the highway to get to where they're needed.

"Our emergency response



GEOFF PURSINGER/The Times

TRAFFIC CONTROL — U.S. representatives David Wu, center, and Peter DeFazio, left, stand on the overpass of Hall Boulevard and Highway 217 on Thursday. Wu and ODOT officials have a plan to help alleviate traffic on the highways, including using "smart" signs that can change the speed on the highway depending on traffic.

vehicles are much bigger than a car or a truck or a motorcycle," said Cassandra Ulven, of TVF&R. "And when you try and get one of these through a crowded freeway, it's a huge challenge for us."

Enter U.S. Rep. David Wu. The six-term congress-

man, who represents Oregon's 1st District, which includes Washington County, in the U.S. House of Representatives, has a plan for bringing relief to the troubled highway and for emergency vehicles.

Wu has written a \$15 mil-

lion request for the upcoming highway reauthorization bill, that would be used to fund shoulder improvements along Highway 217.

"Currently, when ODOT emergency response vehicles or TVF&R firefighters are responding to a call, there are sections of Highway 217 that are impassable at peak congestion times because the shoulders are simply too narrow," he said. "We can, and we're going to try to, fix this problem immediately."

When firefighters or emergency responders are called to the scene of an accident, oftentimes there isn't enough room for motorists along Highway 217 to get out of the way, Wu said.

Having shoulders where

■ See **SIGNS, A7**

FOR HOME DELIVERY, CALL 503-620-9797



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-over- 1

Signs: 'Europe has been using signs like this for decades'

■ Continued from A1

people can get out of the way so we can respond to a life-saving emergency and then clear the roadway is critical for us," Ulven agreed. "Each year we respond to hundreds of calls on or near 217, and our ability to get there quickly could mean the difference between life or death."

For every minute a car is stalled on 217, it takes approximately five minutes for the road to clear, Tell said.

"A short delay can make a major backup, so minutes really matter," Tell said. "And that's something that will be improved with shoulder widening."

But that's just the start for what Wu would like to see along 217, Wu said.

A recent study by ODOT and the cities along Highway 217 have pointed out two other possible solutions to solving traffic flow along the highway.

Travel-time system

The first is a travel-time system that would allow drivers to know about congestion before they enter the highway.

"As (drivers) would approach 217 there would be signs that say what the travel time is on the highway versus taking a local road or another highway," Tell said. "Right now, without that information, people get onto the highway that's already congested and then they contribute to more and more of a delay."

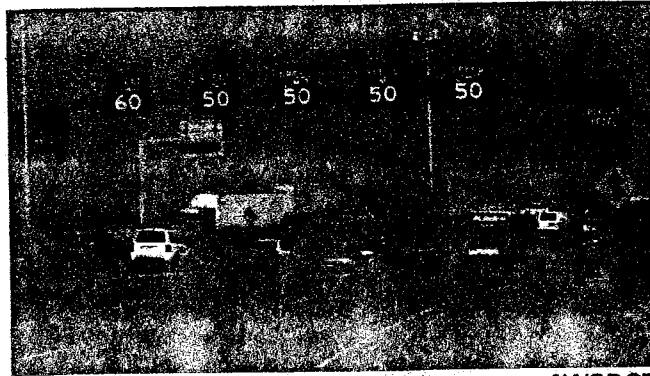


Photo courtesy of WSDOT

TRAFFIC CONTROL — Washington state's "Smart Highways" program can vary the speed limit along Interstate 5 (pictured) during congested hours, alleviating many rear-end accidents and making it safer for motorists to drive.

There are about 200 traffic collisions a year on 217, ODOT officials said. Most of which are rear-end collisions because drivers don't know there is congestion until it's too late.

Variable speed limit

The second solution is a variable speed limit along the highway, which would slow traffic down before it gets to congested portions of the highway.

"Right now, drivers don't know there's a problem until they run into the brake lights of the car in front of them," Tell said. "Through signage on the highway, we can warn people to start slowing down before they get to an accident or congestion ... We can get the information to drivers so they know they should be going 35 mph or 40 mph. That will save quite a bit of travel time in the long run."

Both the travel-time signs

and so-called "smart highway" speed signs are used in Washington state, along sections of Interstate 5.

Washington's smarter highway signs have been in place for about a month, Patty Michaud, with Washington State Department of Transportation said, and hard data on the signs won't be available for about a year.

"But Europe has been using signs like these for decades," she said. "And they have seen a 30 percent reduction in injury collisions. That's something that we could certainly use."



Date: October 14, 2010
To: JPACT
From: Ross Roberts, Deputy Director, Planning and Development
Subject: JPACT review of regional programs: High capacity transit (HCT) bond, HCT development, & Corridor Planning

Context

JPACT has given direction to Metro staff that a review of regional projects be included as a component of the regional flexible fund allocation process. JPACT will use the information presented in the decision making process about how to allocate funds in Step 1 and Step 2.

This memorandum provides information to TPAC and JPACT to better understand the proposed FY 14-15 MTIP allocations for the following existing regional programs listed below. In addition, this memorandum summarizes the proposed changes to the long term commitment of MTIP funds to the Milwaukie LRT Project, Lake Oswego to Portland Transit Corridor Project and the SW Corridor Transit Alternatives Analysis that was adopted by JPACT on September 2, 2010.

- Proposed FY 14 & FY 15 MTIP High capacity transit (HCT) bond - \$26 million
- Proposed FY 14 & FY 15 MTIP HCT Corridor Project development - \$4 million
- Proposed FY 14 & FY 15 MTIP Corridor Planning - \$1 million

The investment of MTIP dollars into the region's high capacity transit project planning leverages additional federal capital construction funding, transit oriented development, and place-making investments and infrastructure. The MTIP investment is not sufficient to completely fund these difficult planning and engineering activities, but it is a critical first investment in a powerful growth management and economic development strategy for the region.

I. Program description – what is the purpose of the program and the major activities?

a) High Capacity Transit Bond (Interstate LRT, I-205/Mall LRT, WES, and Milwaukie LRT) and High Capacity Transit Development (Lake Oswego Transit DEIS/FEIS and Southwest Corridor Transit Alternatives Analysis)

This region's celebrated quality of life is in no small part a result of careful transportation and land use planning. Transit is an integral part of the region's culture and identity. For 30 years the region has made light rail transit, now supplemented with commuter rail, the basis for the regional high

capacity transit (HCT) system. Each addition has had exponential benefits and the system must be completed if it is to respond to the region's continued growth.

Historically, the region has supported HCT project development activities using MTIP funds and various local funding sources. For the FY 2010-2013 MTIP Cycles, the region chose to support the federal Alternatives Analysis for the Portland-Milwaukie LRT and the Lake Oswego to Portland Transit Corridor Project. This funding helped keep the pace of the projects going when federal AA funding was not immediately available. This allowed the preparatory work necessary for the projects to be competitive to win federal funding when the opportunities arose and to maintain a steady flow of projects advancing in the region.

The proposed MTIP funding approach for the HCT Program would provide supplemental capital resources through TriMet bonding for the Milwaukie LRT Project. This supplemental bonded MTIP funding would also be applied to initiate and continue project development for the region's list of 16 high capacity transit projects. Specifically, \$6 million total would be allocated to initiating SW Transit Corridor Alternatives Analysis and \$6 million total would be allocated to continuing project development through the PE/FEIS phase of the Lake Oswego to Portland Transit Corridor Project. The proposed allocation was adopted by JPACT on September 2, 2010, and is scheduled to go before the Metro Council for adoption on October 7, 2010. The following chart describes the proposed commitment through FY27 (Exhibit A from Resolution 10-4185).

Supplemental Multi-Year Commitment of Regional Flexible Funds for Portland-Milwaukie Light Rail Transit Project, Commuter Rail Project, and Project Development Activities for the Lake Oswego Transit Project and Southwest Corridor

1. The multi-year commitment of regional flexible funds for the region's high capacity transit program was last approved by Resolution No. 08-3942 and implemented by the intergovernmental agreement approved by Resolution No. 10-4133. The amounts previously approved and shown in Table 1, Column A below are proposed to be supplemented to include the amounts shown in Column B to provide the total amounts shown in Column C. As used in this resolution, the term "regional flexible funds" includes urban Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds, or any successor or replacement federal funding programs, allocated by formula or agreement to the Portland metropolitan region. The MTIP will be amended to program these supplemental regional flexible funds for use by TriMet.
2. Subject to approval of the supplemental contribution of regional flexible funds shown in Column B of Table 1, TriMet will prepare and implement a financing program, in accordance with the project development schedule for the Portland-Milwaukie Light Rail Transit Project, to provide through direct federal grants of regional flexible funds from Column C of Table 1 or equivalent amounts of its general funds, or a borrowing strategy employing regional flexible funds shown in Column C of Table 1 or equivalent amounts of general funds, or a combination thereof, the following amounts to the uses stated below in Table 2.

Table 1: Multi-Year Commitment of Regional Flexible Funds

	A	B	C
Fiscal Year	Regional Flexible Funds Committed to Portland-Milwaukie LRT and Commuter Rail, Projects under Res. Nos. 08-3942 and 10-4133	Supplemental Commitment of Regional Flexible Funds for Portland-Milwaukie LRT Project and Other HCT Development Activities under Res. No. 10-4185	Total Amount of Regional Flexible Funds Committed to TriMet for Portland-Milwaukie LRT Project, and Other HCT Development Activities
2012	\$3,700,000		\$3,700,000
2013	\$3,700,000		\$3,700,000
2014	\$3,700,000	\$2,000,000	\$5,700,000
2015	\$3,700,000	\$2,000,000	\$5,700,000
2016	\$13,000,000	\$3,000,000	\$16,000,000
2017	\$13,000,000	\$3,000,000	\$16,000,000
2018	\$13,000,000	\$3,000,000	\$16,000,000
2019	\$13,000,000	\$3,000,000	\$16,000,000
2020	\$13,000,000	\$3,000,000	\$16,000,000
2021	\$13,000,000	\$3,000,000	\$16,000,000
2022	\$13,000,000	\$3,000,000	\$16,000,000
2023	\$13,000,000	\$3,000,000	\$16,000,000
2024	\$13,000,000	\$3,000,000	\$16,000,000
2025	\$13,000,000	\$3,000,000	\$16,000,000
2026		\$16,000,000	\$16,000,000
2027		\$16,000,000	\$16,000,000
	\$144,800,000	\$66,000,000	\$210,800,000

Table 2: Contributions to Projects (\$ Millions)

Project/Activity	Existing Contribution	Additional Contribution on under Res. No. 10-4185 [this reso]	Total Contribution
Portland-Milwaukie Light Rail Transit Project	\$72.5	\$27.4	\$99.9
Repayment to TriMet of Amounts Advanced for Commuter Rail Project	\$13.3		\$13.3
Portland-Lake Oswego Corridor Transit Project: for activities related to preparation of Preliminary Engineering and Environmental Impact Studies		\$6.0	\$6.0
Southwest Corridor for activities related to preparation of Alternatives Analysis, Preliminary Engineering, and Environmental Impact Studies		\$6.0	\$6.0
	\$85.8	\$39.4	\$125.2

The amount shown above for the Portland-Milwaukie Light Rail Transit Project may be increased if financing terms allow.

3. A mix of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds that corresponds to the needs of TriMet’s financing program will be used to fulfill the multi-year commitment of funds. Representatives of Metro and TriMet will cooperatively determine the appropriate mix of CMAQ and STP funds required by TriMet’s financing program that will be used to fulfill the multi-year commitment of regional flexible funds.

4. TriMet intends to issue bonds secured in part by the annual amounts of regional flexible funds shown in Table 1 of this Exhibit A. Accordingly, the annual amounts shown in Column C of Table 1 are fully committed to TriMet in the amounts and during years indicated; subject only to authorization and appropriation of regional flexible funds by the federal government and the terms and conditions of existing intergovernmental agreement between Metro and TriMet approved by Resolution No. 10-4133.

b) Corridor Planning (East Metro Connections Plan and Southwest Corridor Refinement Plan)

The Corridor Refinement Plan Work Program was adopted as an amendment to the Regional Transportation Plan in the fall of 2001 (Resolution 01-3089). MTIP funding for the Next Corridors program has been the vehicle through which Metro has partially funded refinement planning within these corridors. MTIP funding has generally been at the level of \$500,000 every two years. This sum has remained constant over the past ten years, although the cost and complexity of corridor plans has increased. For the FY06 & FY07 and FY08 & FY09 cycles, this funding was directed to the High Capacity Transit System Plan to prioritize the next 30 years of high capacity investments. For the FY08 and FY09 cycles, this funding was directed to the Southwest and East Metro Corridor Refinement Plans (see the table below for previous and future obligations and requests).

The 2035 RTP introduced the concept of regional mobility corridors, expanding the region’s focus on mobility from individual facilities to the network of facilities and the adjacent land uses they serve. The 24 mobility corridors provide a framework for consideration of multiple facilities, modes and land use when identifying needs and most effective mix of land use and transportation solutions to improve mobility within a specific corridor area. This emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. At the same time, the mobility corridors are being used to satisfy state requirements for demonstrating the adequacy of the region’s transportation system and its planned land uses.

Metro Council approved Resolution 10-4119 on February 25, 2010, which prioritized two corridors for refinements planning: Mobility Corridor #15 (East Metro Connections Plan) and Mobility Corridors #2 and #20 (the Southwest Corridor Refinement Plan).

The estimated costs and time to complete these two refinement plans, is approximately \$3.3 million over the next three years. Available MTIP funding won’t, nor is it expected to, cover the entire amount of these plans. Other sources could include Transportation Growth Management funds, federal grant funds, and local contributions. The Southwest Corridor may require some amount of the FY 12/13 MTIP funds for completion.

Fiscal Years	Activity	Amount Spent, Underway, or Requested
FY02 & FY03	I-5 Trade Corridor – spent	\$ 250,000
FY04 & FY05	Powell/Foster – spent	\$ 300,000
FY06 & FY07	High Capacity Transit System Plan - spent	\$ 500,000
FY08 & FY09	High Capacity Transit System Plan - spent	\$ 500,000
FY10 & FY11	Southwest and East Metro – underway	\$ 500,000
FY12 & FY13	Next Corridor and Advance Work – committed	\$ 500,000
FY14 & FY15	New request - Next Corridor and Advance Work	\$ 1,000,000

II. Regional Funding Strategy Context – why is your program appropriate for regional flexible funding

a) High Capacity Transit Bond (Interstate LRT, I-205/Mall LRT, WES, and Milwaukie LRT) and High Capacity Transit Development (Lake Oswego Transit DEIS/FEIS and Southwest Corridor Transit Alternatives Analysis)

In the RTP Finance Approach Chart, Regional Flexible Funds are listed under the “existing funding sources” for High Capacity Transit expansion. HCT, as defined in the RTP¹, is a regional investment, serving regional destinations.

b) Corridor Planning (East Metro Connections Plan and Southwest Corridor Refinement Plan)

In the RTP Finance Approach Chart, Regional Flexible Funds are listed under the “existing funding sources” for those subject matters studied during Mobility Corridor Refinement Plan: Main Street/Boulevard multi-modal retrofit, Active Transportation, HCT expansion, TSMO, and Land Use – TOD. In addition, a Mobility Corridor Refinement Plan covers subjects not currently funded under regional flexible funds: Arterial Expansion and Highway expansion. The Corridor Planning efforts implement a more detailed study for areas that require further analysis, as identified in the 2035 RTP.

III. Which of the stated performance targets in the RTP does your program relate to/ help meet?

a) High Capacity Transit Bond (Interstate LRT, I-205/Mall LRT, WES, and Milwaukie LRT) and High Capacity Transit Development (Lake Oswego Transit DEIS/FEIS and Southwest Corridor Transit Alternatives Analysis)

According to the RTP Performance Measures, the High Capacity Transit Bond and Development funds will serve to:

- reduce vehicle hours of delay (VHD) per person
- reduce transportation-related carbon dioxide emissions
- increase walking, biking and transit mode share
- increase the number of essential destinations² accessible within 30 minutes by trails, bicycling and public transit
- reduce percent population exposure to at-risk levels of air pollution
- reduce vehicle miles traveled per person
- reduce the average household combined cost of housing and transportation

¹ HCT investments help the region concentrate development and growth in its centers and corridors. The regional transit system concept call for fast and reliable HCT service between the central city and regional centers. HCT service carries high volumes of passengers quickly and efficiently and serves a regional travel market with relatively long trip lengths to provide a viable alternative to the automobile in terms of convenience and travel times.

² Consistent with the evaluation methodology used for the High Capacity Transit plan, essential destinations are defined as: hospitals and medical centers, major retail sites, grocery stores, elementary, middle and high schools, pharmacies, parks/open spaces, major social service centers (with more than 200 monthly LIFT pick-up counts), colleges and universities, employers with greater than 1,500 employees, sports and attraction sites and major government sites.

- increase the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations

b) Corridor Planning (East Metro Connections Plan and Southwest Corridor Refinement Plan)

According to the RTP Performance Measures, subject matters studied during Mobility Corridor Refinement Plan will serve to:

- reduce the number of pedestrian, bicyclist, and motor vehicle occupant fatalities plus serious injuries
- reduce vehicle hours of delay (VHD) per person
- reduce vehicle hours of delay truck trip
- reduce transportation-related carbon dioxide emissions
- increase walking, biking and transit mode share
- increase the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit
- reduce percent population exposure to at-risk levels of air pollution
- reduce vehicle miles traveled per person
- reduce the average household combined cost of housing and transportation
- increase the number of essential destinations accessible within 30 minutes by bicycling and public transit for low-income, minority, senior and disabled populations

IV. *Program strategic plan or recent planning work completed to date – What guides the program/helps set priorities for implementation?*

a) High Capacity Transit Bond (Interstate LRT, I-205/Mall LRT, WES, and Milwaukie LRT) and High Capacity Transit Development (Lake Oswego Transit DEIS/FEIS and Southwest Corridor Transit Alternatives Analysis)

In 2009, Metro developed a 30-year *Regional High Capacity Transit System (HCT) Plan* to guide investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the Portland metro region as a component of the *2035 Regional Transportation Plan (RTP)*. The Plan ranked 16 potential high capacity transit corridors in four regional priority tiers and created a framework for future system expansion. With the completion of this plan, the region achieved a clear, consensus based plan on which projects should advance for the next 30 years.

The System Expansion Policy clearly states how corridors can advance to become higher priorities for the region, including land use, development and other criteria that support place-making in centers and corridors. Application of the System Expansion Policy results in an objective process that focuses on creating the great places that high capacity transit can support.

b) Corridor Planning (East Metro Connections Plan and Southwest Corridor Refinement Plan)

The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by Metro Council Ordinance No. 10-1241A, identifies five corridors where more analysis is needed through future corridor refinement plans. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five mobility corridor refinement planning areas identified

in the RTP. Proceeding forward with these two mobility corridor refinement plans was approved on January 14, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and on February 25, 2010 by the Metro Council by Resolution No. 10-4119:

1. Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle” located at the intersection of I-5, OR 99W, and Hwy. 217); and
2. East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area).

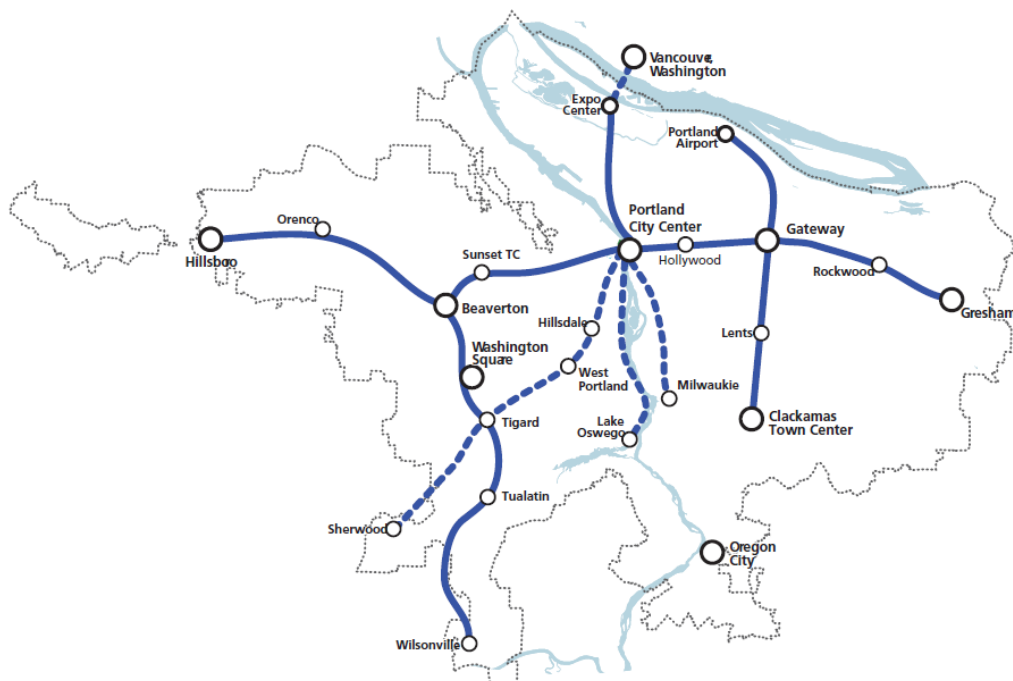
These corridors emerged as top candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years. MTIP funding was allocated for these corridor refinement plans on August 12, 2010 in Resolution 10-4177 by Metro council, as endorsed by JPACT.

V. Program performance to date – what are the specific accomplishments of the program?

a) High Capacity Transit Bond (Interstate LRT, I-205/Mall LRT, WES, and Milwaukie LRT) and High Capacity Transit Development (Lake Oswego Transit DEIS/FEIS and Southwest Corridor Transit Alternatives Analysis)

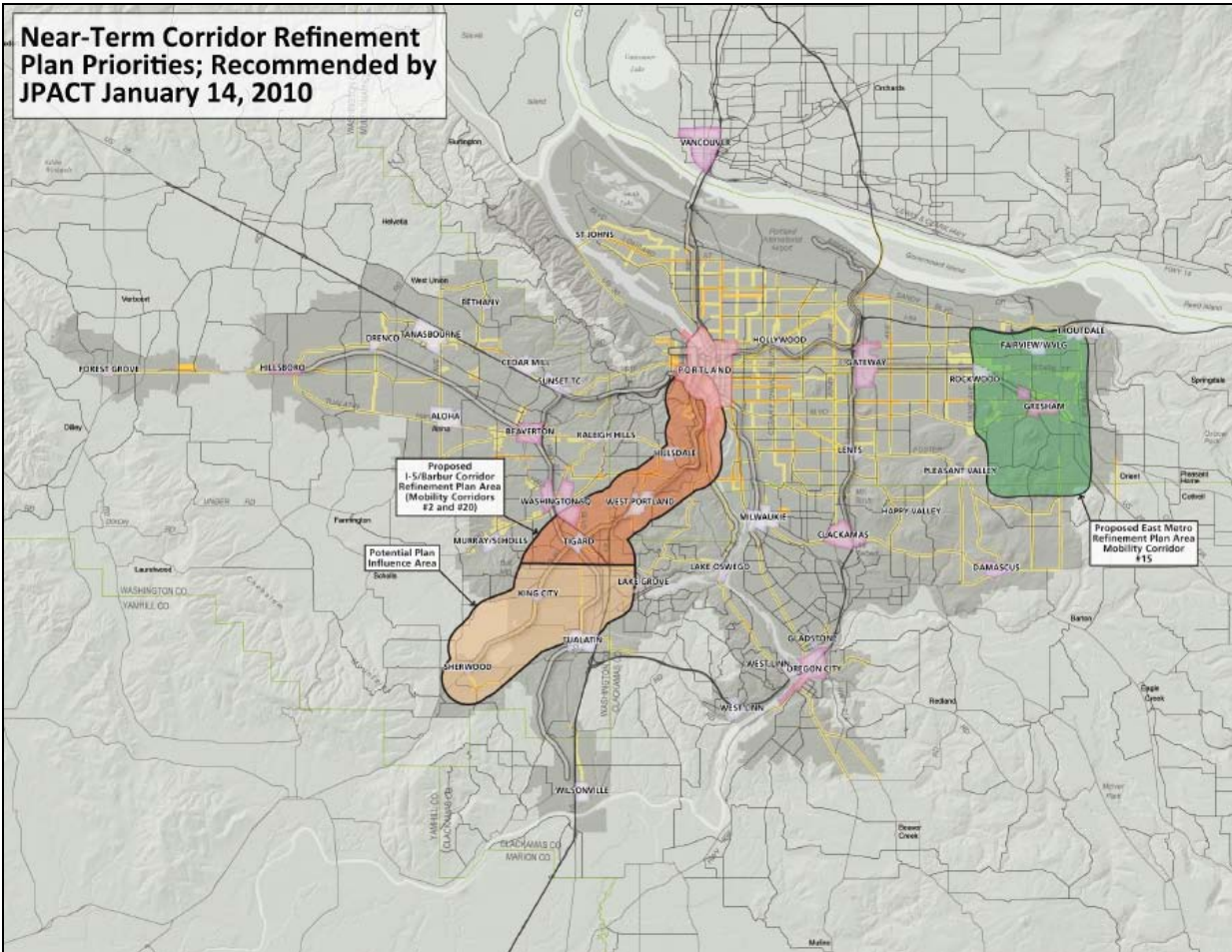
With the High Capacity Transit Bonds, the region has built the Interstate LRT, I-205/Mall LRT, WES, and will build the Milwaukie LRT.

With the High Capacity Transit Development funds, the region will help complete the Lake Oswego Transit DEIS and FEIS and initiate the Southwest Corridor Transit Alternatives Analysis. Existing and proposed light rail, commuter rail and rapid streetcar projects are shown below in Figure 1.



b) Corridor Planning (East Metro Connections Plan and Southwest Corridor Refinement Plan)

With the Corridor Planning funds, the region will help complete the East Metro Connections Plan and Southwest Corridor Refinement plan in conjunction with local, regional and state partners. The corridor study areas are shown in Figure 2 below.



VI. How does your program leverage other benefits or resources?

a) High Capacity Transit Bond (Interstate LRT, I-205/Mall LRT, WES, and Milwaukie LRT) and High Capacity Transit Development (Lake Oswego Transit DEIS/FEIS and Southwest Corridor Transit Alternatives Analysis)

The Portland region has successfully secured nearly \$1.6 billion in federal funds for light rail projects during the last three decades. The majority of these funds were competitively sought through the Federal Transit Administration’s (FTA) New Starts discretionary program and designated specifically for rail transit projects, as shown on the chart below. Milwaukie LRT is scheduled to receive 50 percent federal funding.

Historical LRT Funding Shares

	FTA New Starts	TriMet GO Bonds and other Funding Commitments	Lottery Bonds & other State Funding Commitments	FHWA Flexed Funds	Local	Total
Banfield LRT & Highway		33%	21%	45%	1%	100%
Westside LRT	65%	17%	14%	2%	1%	100%
Airport LRT		22%		14%	64%	100%
Interstate LRT	74%	11%		7%	9%	100%
Clackamas/Mall LRT	60%	5%	4%	11%	19%	100%
Commuter Rail	50%	33%		10%	7%	100%

High Capacity Transit became an important transportation choice for the region when faced with the destruction of established neighborhoods that a new freeway would cause and continue to support regional values on many other levels. A 2006 survey of regional residents asked what they thought would be the three issues facing the region in 10 years, fourth of the top five issues mentioned benefit from high capacity transit: traffic, congestions and transportation, the economy and jobs, population and growth, and environmental quality.

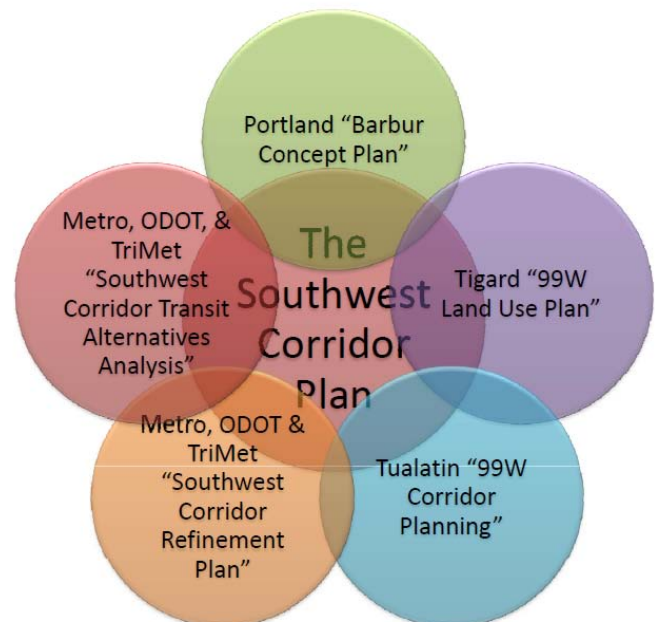
b) Corridor Planning (East Metro Connections Plan and Southwest Corridor Refinement Plan)

Southwest Corridor

The Southwest Corridor Refinement Plan is being conducted in the context of an overall Southwest Corridor Plan. The Plan incorporates several land use and transportation planning projects into one contiguous and efficient planning effort. This project would leverage Metro general fund & local land use and funds of \$ 1.4 million. The outcome of the combined effort will result in a community investment strategy and preparation for multimodal projects, including HCT, to advance into the next stage of project development.

The Southwest Corridor Plan comprises and leverages the following local and state funded plans:

- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet)
- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet)
- Barbur Concept Plan (City of Portland)
- 99W Land Use Plan (City of Tigard)
- 99W Corridor Planning (City of Tualatin)



The East Metro Connections Plan

The East Metro Connections Plan brings resources and focus to a corridor that will assist with developing and realizing local transportation and land use plans. It can also leverage other resources in terms of additional follow on studies and multi-modal project development. This planning effort will result in a community investment strategy for the East Metro area that includes transportation and other local infrastructure to support place-making and development in centers and corridors in support of local land use and development plans and community aspirations.

VII. *Do you have a strategy for growing the program and what additional outcomes would that growth achieve?*

a) High Capacity Transit Bond (Interstate LRT, I-205/Mall LRT, WES, and Milwaukie LRT) and High Capacity Transit Development (Lake Oswego Transit DEIS/FEIS and Southwest Corridor Transit Alternatives Analysis)

The goal with the on-going high capacity bond and development program in MTIP is to complete the development of high capacity transit system in the region as identified in the *2035 Regional Transportation Plan*. The program will continue to seek the same percentage of funds given historically to the HCT bonds and development to maintain and implement the program. The program would continue to seek other funds to perform additional work on these studies, such as Federal Transit Administration Alternatives Analysis funding, Transportation Growth Management, enhancement and other federal grants and local match.

b) Corridor Planning (East Metro Connections Plan and Southwest Corridor Refinement Plan)

The goal with the on-going corridor planning program in MTIP is to complete the transportation system plan in these corridors through identification of the need, mode, function and general location. The program would continue to seek other funds to perform additional work on these and other related and follow on corridor studies, such as Federal Transit Administration Alternatives Analysis funding, Transportation Growth Management, enhancement and other federal grants and local match. A primary outcome of the corridor studies would be identification of projects and agreement around actions to solve the problem. Metro and partner jurisdictions would then seek to move into project development and ultimately design and construction of priority capital projects or implementation of programs.

Materials following this page were distributed at the meeting.

[CLICK HERE FOR FULL REPORT](#)



Comment period
summary




COMMUNITY INVESTMENT STRATEGY

Building a sustainable, prosperous and equitable region

Engagement strategies and community response

October 2010



High Capacity Bond High Capacity Transit Development & Corridor Planning

JPACT, October 14, 2010

Ross Roberts



FY14 & FY 15 MTIP RFFA High Capacity Transit (HCT) Bond High Capacity Transit Development



Regional Transit Program Beginnings

A backlash formed against a plan for massive freeways through urban neighborhoods



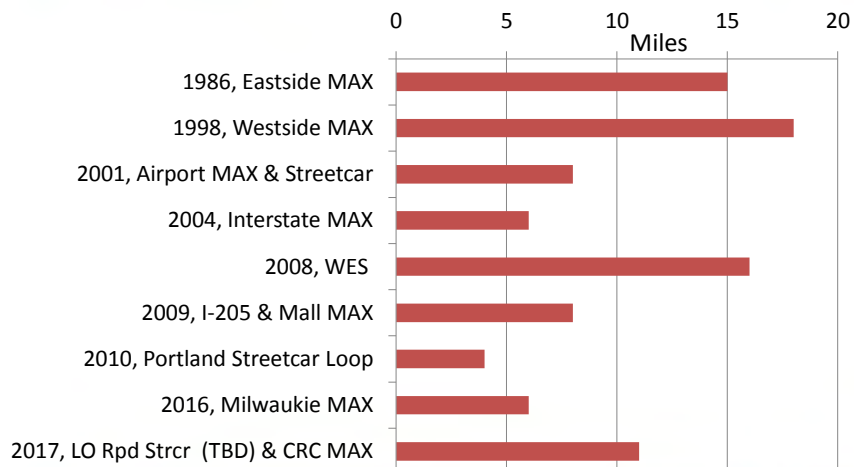
The ORIGINAL Flex funds!

- Harbor Freeway removed in 1976 to make way for Tom McCall Waterfront Park
- Shift freeway money to multi-modal projects





90 miles of High Capacity Transit and Streetcar



Program performance to date

Accomplishments of the program

- Leverages modest investment of regional funds for project development into billions of dollars in rail construction
- Fosters development in 2040 centers and corridors and is the region's key mobility strategy



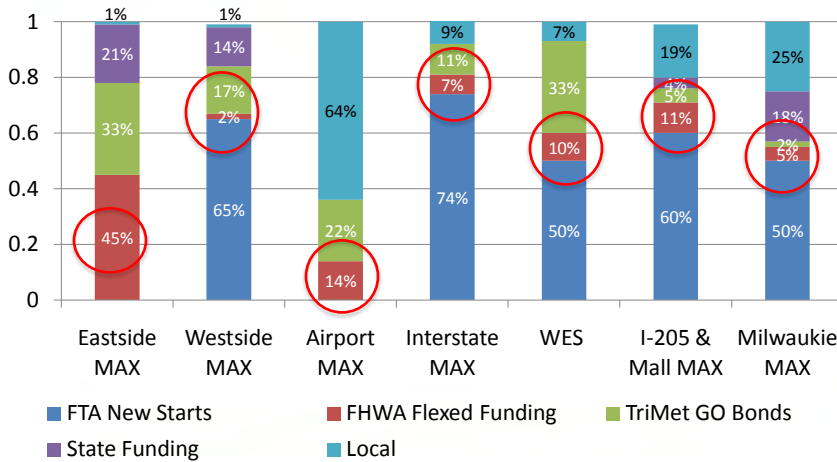
Regional Funding Strategy Context

HCT program is appropriate for regional flexible funding

- Regional Flexible Funds are listed under the “existing funding sources” for HCT expansion in RTP
- Regional investment
- Provides fast and reliable service
- Serves high volumes of passengers
- Provides viable alternative to automobile in convenience and travel times
- helps concentrate development and growth in its centers and corridors

Leveraging – Regional Flex Funds

Nearly \$1.6 billion in federal funds for HCT projects



MTIP FY 14 & FY 15

FY14 & FY15 MTIP HCT Bond

-- **\$26 million:**

– Bond payments for regional contribution toward Interstate LRT, I-205/Mall LRT, WES, and Milwaukie LRT

- **FY14 & FY15 MTIP HCT Project Development**

-- **\$4 million** – first two years of supplemental funding stream for TriMet bonds

– Bonding provides \$6M for Lake Oswego Transit PE and FEIS and \$6M for SW Corridor AA in FY 11 or FY 12



Program description: funding

FISCAL YEAR	Proposed						
	Existing Commitment of Dis. Funds to GARVEE Bonds	Proposed Commitment of Supplemental Flex Funds to GARVEE Bonds for Measure 1B7	Proposed Commitment of Supplemental Flex Funds to GARVEE Bonds for District Studies III	Proposed Flex Funds Targeted Amount for Transit Florida Development (Non-GARVEE Bonds) (2)	Total Amount Committed/Targeted (Under Proposal)	Regional Dis. Funds	% of Regional Dis. Funds to GARVEE Localities (Under)
2012	\$13.0			\$2.0	\$15.0	\$32.3	46%
2013	\$13.0			\$2.0	\$15.0	\$32.0	46%
2014	\$13.0		\$2.0	None ¹	\$15.0	\$33.6	45%
2015	\$13.0		\$2.0	None ¹	\$15.0	\$34.3	44%
2016	\$13.0	\$7.0	\$2.0	None ¹	\$16.0	\$35.0	46%
2017	\$13.0	\$7.0	\$2.0	None ¹	\$16.0	\$35.7	45%
2018	\$13.0	\$7.0	\$2.0	None ¹	\$16.0	\$36.4	44%
2019	\$13.0	\$7.0	\$2.0	None ¹	\$16.0	\$37.1	43%
2020	\$13.0	\$7.0	\$2.0	None ¹	\$16.0	\$37.8	42%
2021	\$13.0	\$7.0	\$2.0	None ¹	\$16.0	\$38.5	41%
2022	\$13.0	\$3.0		\$2.0	\$18.0	\$39.4	40%
2023	\$13.0	\$3.0		\$2.0	\$18.0	\$40.2	45%
2024	\$13.0	\$3.0		\$2.0	\$18.0	\$41.0	44%
2025	\$13.0	\$3.0		\$2.0	\$18.0	\$41.8	43%
2026		\$16.0		\$2.0	\$16.0	\$42.6	42%
2027		\$16.0		\$2.0	\$18.0	\$43.5	41%
Total	\$132.0	\$50.0	\$78.0	\$18.0	\$264.0		

2035 Regional Transportation Plan



Related RTP performance targets

- reduce vehicle hours of delay (VHD) per person
- reduce transportation-related carbon dioxide emissions
- increase walking, biking and transit mode share
- increase the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit for low-income, minority, senior and disabled populations
- reduce percent population exposure to at-risk levels of air pollution
- reduce vehicle miles traveled per person
- reduce the average household combined cost of housing and transportation

Corridor Planning



Mobility Corridors

Program description:

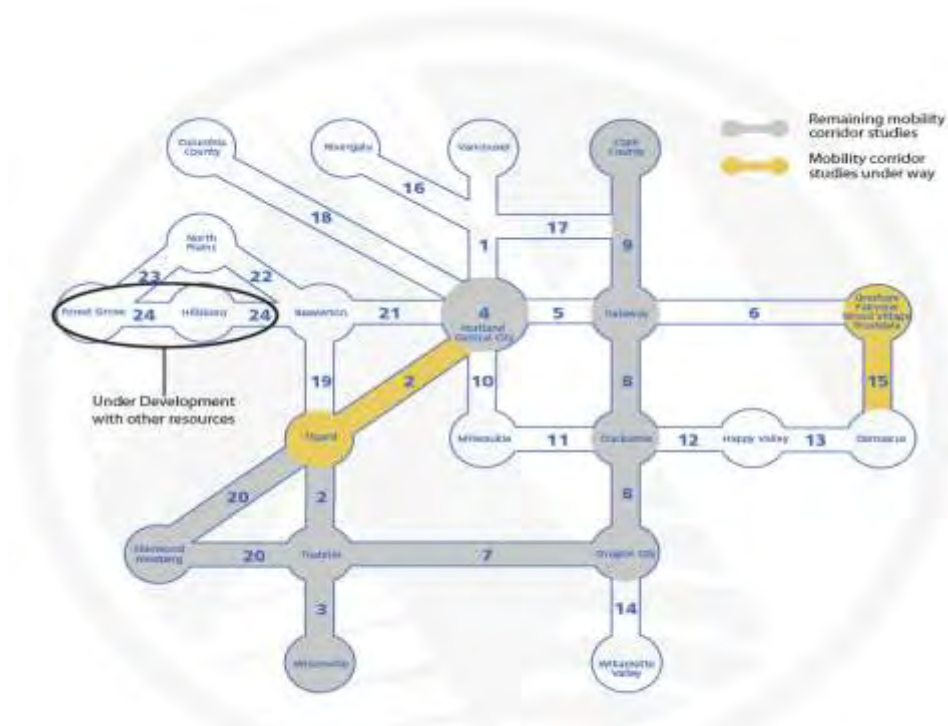
- Achieve mobility through network of facilities and the adjacent land uses
- Integration of land use and transportation in determining regional system functions, needs, and investment strategies
- Satisfy state requirements for demonstrating the adequacy of the region's transportation system and its planned land uses



2035
REGIONAL TRANSPORTATION PLAN

- JPACT and Metro Council selected **SW Corridor** and **East Metro** as top priorities through FY 12
- Proposed **FY14 & FY15 MTIP** Corridor & Systems Planning - **\$1 million**
- **2035 RTP** identifies **5 mobility corridors** for further analysis
 - **Future** mobility corridor refinement plans
 - Tigard-Wilsonville-Sherwood
 - Clark County-Gateway-Oregon City-Tualatin
 - Portland Central City loop





Past, future and requested allocations

Fiscal Years	Activity	Amount Spent, Underway, or Requested
FY02 & FY03	I-5 Trade Corridor – complete	\$ 250,000
FY04 & FY05	Powell/Foster – complete	\$ 300,000
FY06 & FY07	High Capacity Transit System Plan - complete	\$ 500,000
FY08 & FY09	High Capacity Transit System Plan -	\$ 500,000
FY10 & FY11	Southwest and East Metro – underway	\$ 500,000
FY12 & FY13	Next Corridor and Advance Work – committed	\$ 500,000
FY14 & FY15	New request - Next Corridor and Advance Work	\$ 1,000,000



Previous Corridor Studies

- Recommendations adopted into local TSPs and Regional Transportation Plan
- Project development commenced on multimodal local and regional priorities



East Metro Connections Plan

- Supports the aspirations of 7 activity centers
- Cost-effective solutions to connect industrial, employment, and residential areas
- Connects with numerous trails and natural areas



Photo: J. Maus



Southwest Corridor Plan

- Land and use and transportation plan
- Leverage Metro general fund & local land use and funds of \$ 1.4 million
- Sets stage for future HCT Alternatives Analysis



The Lake Oswego to Portland Streetcar Extension

R A Fontes October 14, 2010

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Compared to current bus, streetcar will be more expensive to operate, less convenient, and cost the average rider about 30 minutes every round trip.

Project estimates claim that growing congestion will bring much slower bus trip times than those for streetcar and that extraordinary corridor ridership growth will make streetcar cost-effective. Are these claims realistic?

Underlying trends and demographics call for transportation stability in the corridor, not rapid growth.

Jobs are migrating from Multnomah to suburban counties.

Table 1: Employment by County

	Jan 2001	Dec 2009 (Preliminary)
Clackamas	132,277	138,463
Multnomah	444,684	421,888
Washington	228,610	230,911

Data from Bureau of Labor Statistics, Quarterly Census of Employment and Wages which shows data from 1/01 through 12/09.

Since 1980, a growing percentage of Americans work at home, reflecting just part of the internet revolution.

Table 2: Percentage of workers who work at home

Year	1960	1970	1980	1990	2000
Percent	7.2	3.5	2.3	3.0	3.3

Data from US Census Bureau, "All workers, and workers who worked at home for the United States: 1960 to 2000."

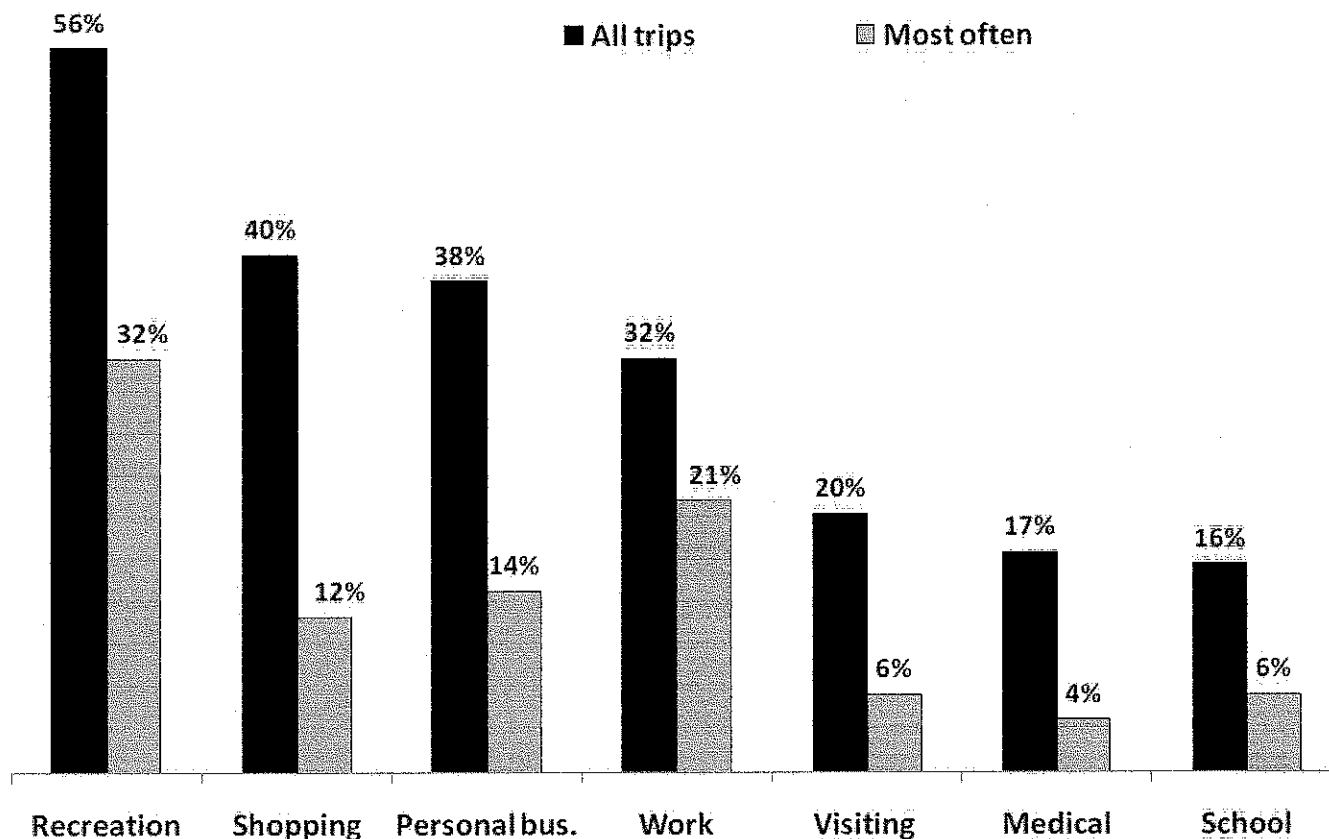
Among metro area cities with over 20,000 residents, Lake Oswego and West Linn rank 1st & 2nd in per capita income, average home value, & average age and are growing more slowly than the three county Metro area.

Table 3: Lake Oswego & West Linn statistics

	Lake Oswego	West Linn
Per capita income (in 2008 inflation-adjusted dollars):	\$48,313	\$45,889
Owner occupied homes - Median value (dollars)	\$540,000	\$452,000
Median Age	42.1	41.5
{Median Age - 2000 Census	41.2	38.1}
Population	38,835	24,378
{Population - 2000 Census	35,278	22,261}
% population change	10.1	9.5
Combined Clackamas, Multnomah, & Washington County same period % population change	10.4	

Data from US Census Bureau, 2006-2008 American Community Survey 3-year Estimates & 2000 Census

Chart 1: Transit use patterns



(Base = All riders)

Chart from Metro presentation to LO to P CAC

According to TriMet, about 11% of all trips are during the evening peak hour, and 31% during the two peak evening and two peak morning hours. So about seven out of ten rides occur during non-commute hours. As LO & WL populations age, corridor commute hour trips should decrease further relative to other trips. This is important because project trip time estimates are for the slowest peak commute hour trips only.

Available transportation data show flat to declining demand in the corridor.

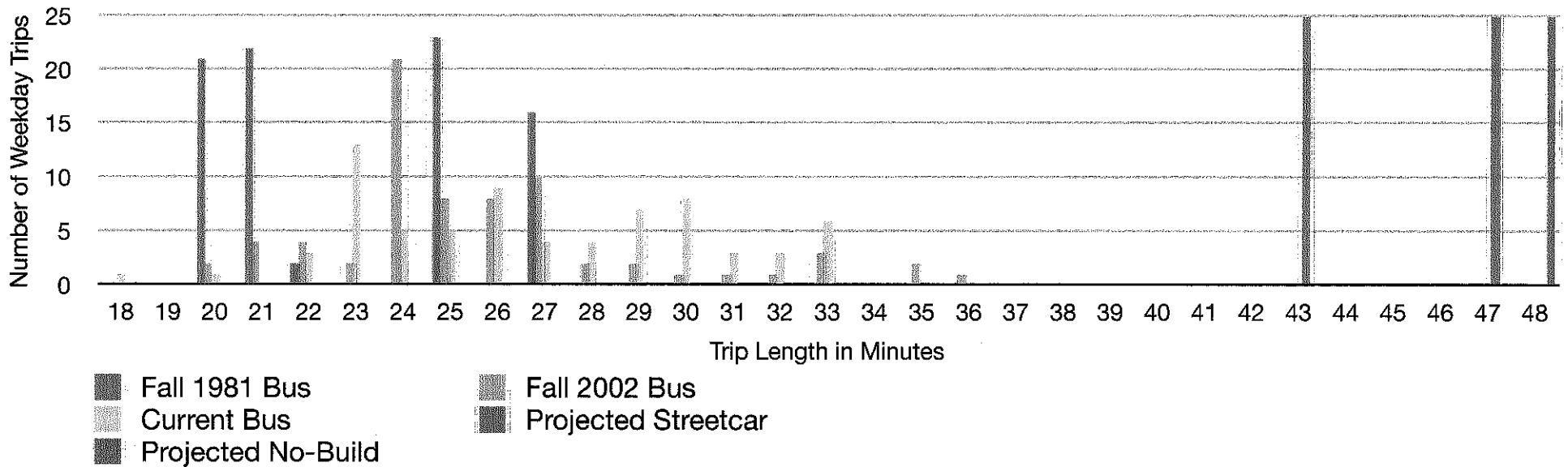
While traffic on other roads has been increasing, highway 43 counts have been going down:

Table 4: ODOT's website shows state highway data for 1993 through 2009.

	1993	2009
Hwy 43, .01(1993)/.02(2009) mile south of Julia	28,000	24,800
Hwy 43, .05 mile south of Terwilliger	28,000	24,400
I-5, .30 mile south of Haines	92,000	107,300
99W, .05 mile south of Multnomah Blvd	22,000	23,500

[note: counts show inconsistency and some stations showed gains on 43, including an apparent outlier north of Taylors Ferry.]

Chart 2: Scheduled Trip Times Between Pioneer Square & Lake Oswego Transit Center (LOTC)



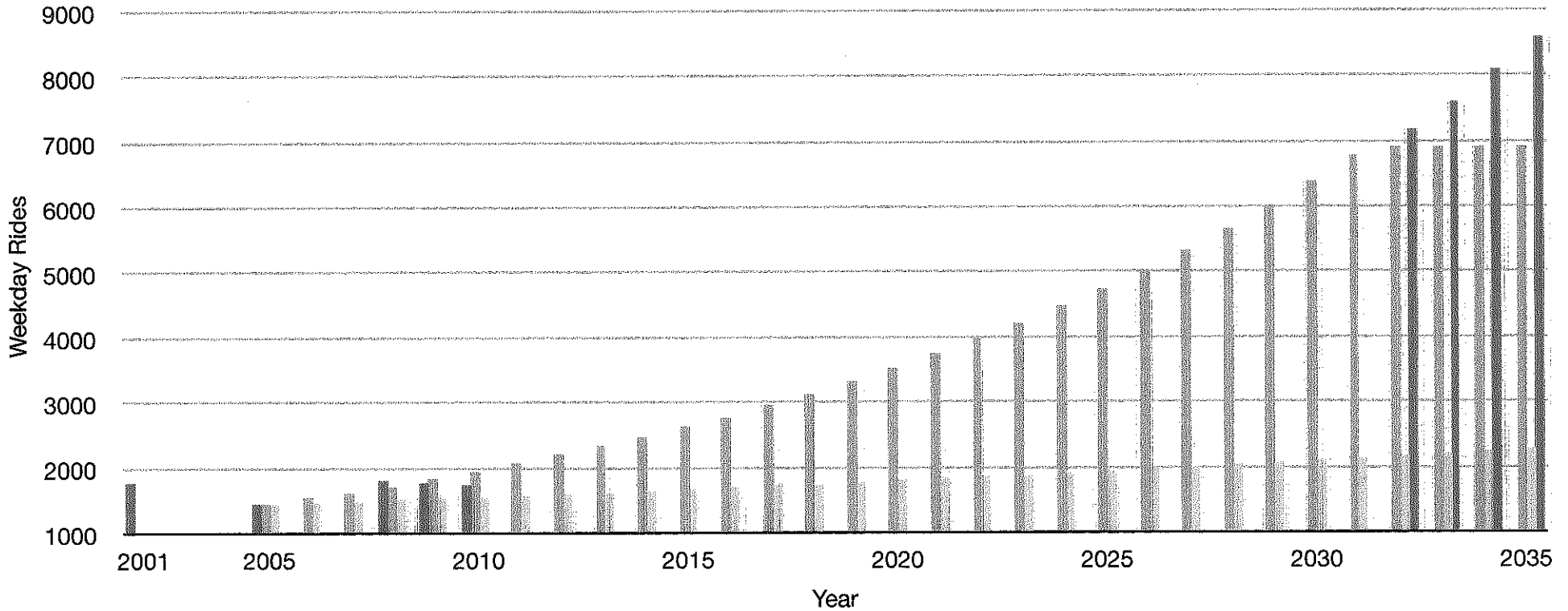
- Notes:
- The chart shows currently scheduled times between the LOTC and SW Washington northbound/SW Alder southbound. Older schedules and streetcar use different stops. To allow more accurate comparisons, trip times for those services were adjusted as follows:
 - 1981 - Northbound - 1st & A instead of LOTC - added one minute; SW Salmon instead of SW Washington - added one minute; net addition - two minutes.
 - Southbound - SW Oak instead of SW Alder - subtracted one minute; 1st & A instead of LOTC - added one minute; net - no difference.
 - 2002 - Northbound - SW Main instead of SW Washington - added two minutes. Southbound - SW Oak instead of SW Alder - subtracted one minute.
 - Streetcar - Foothills at foot of B Avenue instead of LOTC - added six minutes walking - subtracted two minutes in-vehicle; added four minutes net.
 - Since streetcar will travel mostly on its own right-of-way, trip times are uniform and the trip numbers would extend well beyond the chart's upper boundary.
 - Projected 48 minute no-build is shown at the chart limit of 25 because official projections give only that trip time. Almost all trips should be significantly shorter.

Comments:

[Metro projects "enhanced bus" to take 49 minutes for this trip, not included above.] TriMet's passenger census suggests that more people take the LOTC to Pioneer Square trip than any other corridor trip. Official projections consistently show only a single trip time, the slowest weekday run, for each option. This makes sense for transit running on exclusive right-of-way since times are consistent regardless of traffic. However, it's highly misleading for transit in traffic since the most trips take much less time than peak trips.

TriMet data shows that the quickest bus trips in the years studied only varied by two minutes; the slowest by nine. We would expect a much greater range if the slowest bus trips get anywhere near projections. In May 2009, TriMet realigned the southbound 35 & 36 through the South Waterfront, adding about three minutes per trip. It plans the same for northbound buses when conditions permit, adding about four to five minutes per trip. Northbound trips now take 18 to 27 minutes and southbound 27 to 33 minutes. On September 5, TriMet adjusted route times, shortening by three minutes northbound trips between LOTC and SW Washington and by one minute southbound trips between SW Alder and LOTC. The slowest trip lost two minutes and is now tied with five others at 33 minutes. This reflects the continuing long term drop in Highway 43 traffic reported by ODOT.

Chart 3: Route 35 & 36 Combined Ridership - Lake Oswego Transit Center Through Bancroft



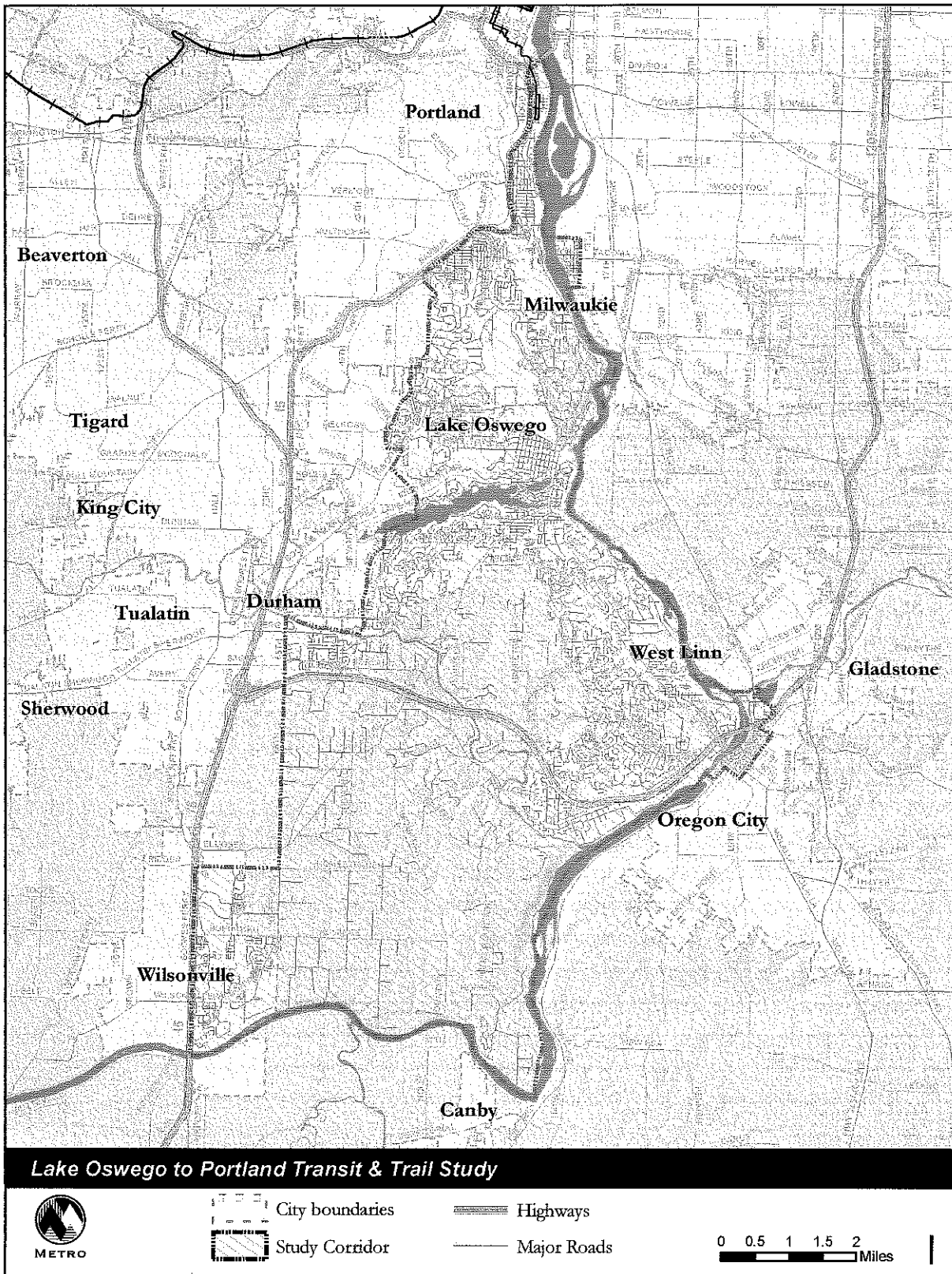
- TriMet Spring Passenger Census data
- 6.0973017% growth rate required after 2005 to meet projected no-build demand of 8,590
- TriMet's 1.5% background growth rate
- Projected demand after 6,920 no-build limit reached

Notes:

1. Actual counts are 1785 in 2001, 1455 in 2005, 1831 in 2008, 1794 in 2009, and 1754 in 2010.
2. Not shown on the chart (since it was from a fall census) was the 2008 peak of 2003 rides, coinciding with \$4 to \$5 gasoline.
3. Passenger Census data was not available for years prior to 2001.

Comments:

Ridership dipped in the middle of the last decade. It peaked in 2008 with the gasoline price spike and has since fallen to a level below that of 2001. While the price spike pushed ridership above the growth rate necessary to reach official projections, it has now dropped below that required 6%+ rate. This flat to declining ridership pattern is supported by basic underlying trends. We have yet to see hard evidence showing why transit in this particular corridor should grow four times as fast as TriMet as a whole.



November 2007

Study area map

This map is evidence of faulty analysis. It all but ignores the area east of the Sellwood Bridge which accounts for about 70% of all corridor traffic. The area south of the Tualatin River, with about half of the entire study corridor, has very little relevance. Since the latter is much faster growing than the former, the result is an artificial boosting of projections for traffic congestion, bus trip times, and transit ridership. Streetcar trip times were calculated differently and are not affected. The map is false & deceptive and has no legitimate use.

System productivity

Route Number	Route Name	FY2009 Route Level Ridership Productivity (Boarding Rides/Vehicle Hour)
	MAX Blue Line	169.2
	MAX Red Line	137.7
	MAX Yellow Line	113.5
8	Jackson Park	54.7
72	Killingsworth / 82nd Ave	53.2
9	Powell	48.5
	WES Commuter Rail	47.5
6	Martin Luther King Jr. Blvd	47.0
14	Hawthorne	46.3
4	Fessenden	45.7
4	Division	45.0
44	Capitol Highway	43.3
17	Holgate	42.4
15	Belmont	41.7
12	Sandy Blvd	40.8
57	TV Hwy / Forest Grove	40.3
20	Burnside / Stark	39.7
75	39th Avenue - Lombard	39.7
66	Marquam Hill / Hollywood TC	37.8
76	Beaverton / Tualatin	37.7
54	Beaverton - Hillsdale Hwy	37.3
12	Barbur Blvd	36.4
33	Mc Loughlin	36.0
52	Farmington / 185th Ave	35.0
19	Glisan	34.9
71	60th Ave / 122nd Ave	34.8
61	Marquam Hill / Beaverton TC	34.4
78	Beaverton / Lake Oswego	34.1
70	12th Avenue	32.1
15	NW 23rd Avenue	31.9
56	Scholls Ferry Rd	31.7
19	Woodstock	31.4
8	NE 15th Avenue	30.3
35	Macadam	30.0
68	Collins Circle	29.5

This chart, from TriMet's FY 2010 Transit Investment Plan, shows the 35 Macadam bus before consolidation with the 35 Greeley. Of the 29 bus routes showing more productivity than the 35 Macadam, 12 do not have frequent service and only two of those are slated to gain frequent service ahead of the 35. Only the 33 McLoughlin is planned to be replaced by High Capacity Transit while the 12 Barbur Blvd is being studied for HCT. A short portion of the 6 Martin Luther King Jr. Blvd will be served by the eastside streetcar loop. So why is the Highway 43 corridor such a high priority for rail transit, especially considering that streetcar will present a real degradation in service?