

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, October 29, 2010
Time: 9:30 a.m. to noon
Place: Council Chambers

- | | | | |
|----------|-----|---|--|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Ross Roberts, Chair |
| 9:30 AM | 2. | Comments from the Chair and Committee Members | Ross Roberts, Chair |
| | * | • Regional Flexible Fund Task Force | |
| | * | • Nov. 19 Oregon Climate Summit | |
| 9:35 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:40 AM | 4. | * Approval of the TPAC Minutes for October 1, 2010 | |
| | 5. | <u>ACTION ITEMS</u> | |
| 9:45 AM | 5.1 | * Resolution No. 10-4201 , For the Purpose of Amending the 2008-13 Metropolitan Transportation Improvement Program (MTIP) to Include Funding of Initial Land Acquisition, Construction and Related Costs for the Portland-Milwaukie Light Rail Project – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <i>Purpose</i>: To formally recognize approved funding sources (State Lottery and CMAQ/STP funds) for the Portland-Milwaukie Light Rail Project by amending the 2010-2013 MTIP.• <i>Outcome</i>: If approved, allow for the commencement of right-of-way acquisition and initial construction tasks associated with the new Willamette River Transit Bridge, a key element of the Portland-Milwaukie Light Rail Project. | Mark Turpel
Ted Leybold |
| 10:05 AM | 5.2 | * Resolution No. 10-4210 , For the Purpose of Amending the 2010-12 Metropolitan Transportation Improvement Program (MTIP) to Transfer Funds from the Greenburg Road: Tiedeman to Hwy 217 Project to the Walnut Street: Tiedeman to 116 th Project – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <i>Purpose</i>: Prepare for JPACT action on proposed MTIP amendment.• <i>Outcome</i>: Recommendation to JPACT on adoption of amendment. | Ted Leybold
Mike McCarthy,
City of Tigard |
| 10:15 AM | 5.3 | * Resolution No. 10-4211 , For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Delete the Washington Square Regional Center Trail: Hall to Greenburg Project and Substitute the Fanno Creek Trail: Main to Hall Project – <u>RECOMMENDATION TO JPACT REQUESTED</u> <ul style="list-style-type: none">• <i>Purpose</i>: Prepare for JPACT action on proposed MTIP amendment.• <i>Outcome</i>: Recommendation to JPACT on adoption of amendment. | Ted Leybold
Mike McCarthy,
City of Tigard |

Continued on back

6. **INFORMATION / DISCUSSION ITEMS**
- 10:25 AM 6.1 * Regional Flexible Fund Step 1 Review: Regional Planning Program – **INFORMATION / DISCUSSION** **Tom Kloster**
- *Purpose*: Provide overview of MTIP funds allocated to support regional planning programs
 - *Outcome*: TPAC understanding of how the "in lieu of dues" funds are used to support regional planning, project development, transportation research and modeling activities.
- 10:45 AM 6.2 * State Transportation Improvement Program (STIP) Draft for Public Comment – **INFORMATION / DISCUSSION** **Rian Windsheimer, ODOT**
Jeff Flowers, ODOT
- *Purpose*: Update and provide information on draft project selection.
 - *Outcome*: Provide opportunity for feedback and discussion before approval next month.
- 11:10 AM 6.3 * Oregon Transportation Greenhouse Gas Emission Reduction Planning (HB 2001/SB 1059) – **INFORMATION** **Bob Cortright,**
Department of Land
Conservation and
Development
- *Purpose*: Provide overview of state GHG emission planning and implications for Metro region.
 - *Outcome*: TPAC understanding of state GHG planning and relationship to Metro region Climate Smart Communities scenario planning.
- 11:40 AM 7. **ADJOURN** **Ross Roberts, Chair**

Upcoming TPAC meetings:

- Regular TPAC meeting scheduled for Friday, November 19, 2010 from 9:30 a.m. to noon, Metro Regional Center, Council Chambers.

* Material available electronically.

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

Material will be distributed at the meeting.

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

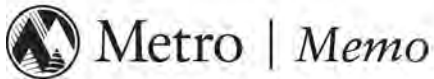
To check on closure or cancellations during inclement weather please call 503-797-1700#.

Upcoming JPACT action items:

- Resolution No. 10-4201 **(Nov. 4)**
- Resolution No. 10-4210 **(Nov. 4)**
- Resolution No. 10-4211 **(Nov. 4)**

Future TPAC discussion items:

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



Date: Tuesday, Oct. 19, 2010
To: JPACT members and alternates
From: Carlotta Collette, JPACT Chair
Subject: Regional Flexible Funds Task Force

This year, JPACT is making great strides in ensuring that Regional Flexible Funds are spent most effectively. Among other things, we called for formation of a limited duration task force to recommend investment strategies and priorities to us and our agency staff.

Attached is the list of regional experts I have appointed to the task force. This comes after the August consultation with JPACT on areas of expertise the panel should include and gathering of nominations from JPACT members. I hope you will agree these experts represent the diverse array of interests and areas of expertise that JPACT approved.

I intend for the task force to recommend investment strategies and priorities by the end of the year. It will do so with input from an environmental justice working group on how to best address the needs of minority and underserved communities. Early next year, Metro staff expect to develop project criteria with help from the Transportation Policy Alternatives Committee and conduct outreach with cities and counties to collaboratively assemble a draft project list. I expect the task force to reconvene in the spring to review and recommend the project list to JPACT.

Over the coming months, staff and I will work to ensure ongoing communication between the task force and JPACT. Please help us make this a collaborative and effective process.

Members of Regional Flexible Funds Task Force		
Scott	Bricker	America Walks
Gary	Cardwell	Northwest Container Services
Jill	Fuglister	Coalition for a Livable Future
Steve	Ganiere	Alliance Packaging
Stephen	Gomez	Bicycle Transportation Alliance
Alison	Graves	Community Cycling Center
Matt	Hoffman	Fred Meyer
Chips	Janger	Clackamas County Urban Green
Pete	Lehmann	Oracle Americas
John	MacArthur	OTREC/Portland State University
Jeff	Marson	Marson Trucking
Sheila	Martin	Portland State University
Greg	Osnes	SolarWorld
Jim	Petsche	Nike
Alejandro	Queral	Multnomah County Health Dept.
Ron	Russ	Portland & Western Railroad
Joseph	Santos-Lyons	OPAL - Environmental Justice Oregon
Phil	Selinger	Willamette Pedestrian Coalition
John	Willis	CH2MHill
Philip	Wu, MD	Kaiser Permanente

From: [Susan Patterson-Sale](#)
To: [Kelsey Newell](#)
Subject: Oregon Climate Summit Flyer
Date: Wednesday, October 20, 2010 8:24:13 AM

Oregon Climate Summit November 18-19, 2010

Hilton Eugene Hotel & Conference Center
66 E. Sixth Avenue, Eugene, Oregon

Register now online: www.ompoc.org
Registration Deadline: November 10

**Staying overnight in Eugene?
Discount room rates are available at the
Eugene Hilton until October 15.**

Join the members of the Oregon MPO Consortium (OMPOC) for a special Oregon climate summit that will include:

- National experts on climate change and local government strategies for reducing emissions and capturing opportunities
- Oregon officials who are leading our state's effort to meet the challenges presented by climate change
- City, county and regional officials who will be leading the charge at the local level on climate solutions

Thursday, November 18 Reception

5:30-7:30 PM at Opus VII, 22 W. Seventh Avenue, Eugene
\$25, light hors d'oeuvres included

Join us for a reception and informal comments on the global politics of climate science and the importance of finding local solutions by noted climate scientist and 2007 Nobel Peace Prize recipient Dr. William Moomaw.

Friday, November 19 Climate Summit

8:00 AM-5:00 PM at the Hilton Eugene Hotel & Conference Center
\$75, light breakfast & lunch buffet included

A statewide forum on how local transportation and land use policies can meet the challenges of climate change. Join us for a lively dialogue on what climate change means for Oregon, and local solutions for adapting:

- What should every local official know about climate science? Dr. William Moomaw will provide the latest on the science and politics of climate change and the best paths for moving forward.
- What are the co-benefits of adapting to climate change? National experts John



*2007 Nobel Peace Prize Recipient
Dr. William Moomaw*

Fregonese, Mike McKeever and Robert A. Leiter will share insights on how adapting to climate change can also help communities move toward their economic development and livability goals.

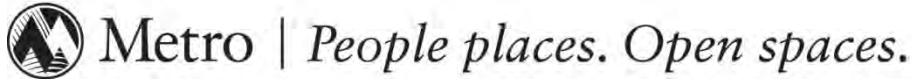
- How will state agencies partner with local agencies to streamline regulations and promote innovation? A panel of representatives from Oregon's leading state commissions will tackle this question, with help from the audience.
- What are the challenges and opportunities for local communities looking to address climate change? Summit participants will answer this question, with feedback from the experts.

Register online for this event: www.ompoc.org

The Oregon Climate Summit is sponsored by the Oregon MPO Consortium, Association of Oregon Counties and League of Oregon Cities.



OMPOC is the Oregon MPO Consortium, a coalition of Oregon's metropolitan planning organizations (MPOs), representing our six largest urban areas, including the Portland, Salem-Keizer, Eugene-Springfield, Rogue Valley, Corvallis and Bend regions.



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

October 1, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Sorin Garber
Elissa Gertler
Mara Gross
Katherine Kelly
Nancy Kraushaar
Alan Lehto
Keith Liden
Mike McKillip
John Reinhold
Satvinder Sandhu
Karen Schilling
Paul Smith
Tracy Ann Whalen
Rian Windsheimer

AFFILIATION

Citizen
Clackamas County
Citizen
City of Gresham, Representing Cities of Multnomah Co.
City of Oregon City, Representing Cities of Clackamas Co.
TriMet
Citizen
City of Tualatin, Representing Cities of Washington Co.
Citizen
FHWA
Multnomah County
City of Portland
Citizen
Oregon Department of Transportation

MEMBERS EXCUSED

Brent Curtis
John Hoefs
Dean Lookingbill
Scott King
Dave Nordberg
Jenny Weinstein
Sharon Zimmerman

AFFILIATION

Washington County
C-TRAN
SW Washington RTC
Port of Portland
Oregon Department of Environmental Quality
Citizen
Washington Department of Transportation

ALTERNATES PRESENT

Andy Back
Nancy Cardwell
Lynda David
Phil Healy

AFFILIATION

Washington County
Oregon Department of Environmental Quality
SW Washington RT
Port of Portland

STAFF: Colin Deverell, Tony Mendoza, Kim Ellis, Ted Leybold, Mel Huie, Lake McTighe, Ross Roberts, Kelsey Newell, Dylan Rivera, John Williams.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair John Williams declared a quorum and called the meeting to order at 9:29 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Committee members briefly discussed ODOT's recent announcement of flexible fund availability and the reopening of TPAC's citizen appointment process.

3. CITIZEN COMMUNICATIONS TO TPAC ON NONAGENDA ITEMS

There were none.

4. APPROVAL OF THE AUGUST 27, 2010 TPAC MINUTES

MOTION: Mr. Alan Lehto moved, Ms. Tracy Ann Whelan seconded, to approve the minutes for August 27, 2010.

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

5. ACTION ITEMS

5.1 Resolution No. 10-4197, " For the Purpose of Amending the 2010-2011 Unified Planning Work Program and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Change the Scope of Work and Project Title of the 'Multi-use Path Master Plan: Lake Oswego to Milwaukie Project' to 'Lake Oswego to Portland Trail Master Plan: Powers Marine Park to Elk Rock'"

Mr. Ted Leybold and Mr. Mel Huie of Metro described the resolution before the committee. Mr. Huie related the history of the project and the change in scope following the Union Pacific Railroad's (UPRR) decision to prohibit engineers from examining the rail bridge near Lake Oswego as a potential trail crossing. A new study will continue to use the original study's funding and will examine a variety of solutions to address the narrowness of the alternate corridor. Mr. Huie noted that the Willamette Shoreline group had already approved the change.

Committee members posed a variety of questions to the presenters and suggested several changes to the language of the resolution and its staff report.

MOTION: Mr. Lehto moved, Ms. Whelan seconded, to recommend Resolution No. 10-4197 to JPACT with the following changes:

- Change language in the Resolution and staff report to reflect UPRR's safety concerns and project feasibility, and;
- Include language in the Staff Report reflecting the concerns of Dunthorpe-area residents regarding the multi-use path.

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

6. INFORMATION/DISCUSSION ITEMS

6.1 Climate Smart Communities Scenarios

Ms. Kim Ellis of Metro presented the proposed greenhouse gas (GHG) scenario planning approach. The creation of these scenarios is required by House Bill 2001. The scenarios will be focusing on investments to the built environment, such as land use changes to support transit, and management and operations, such as parking pricing. Each scenario will be evaluated based on how they address the GHG targets to be provided by the state and the region's six desired outcomes. House Bill 2001 directs ODOT and DLCDC to report to the 2012 legislature on region's recommendations and findings. 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 at the regional and local levels to realize the adopted strategy. Ms. Ellis described the ongoing planning process and a timeline of upcoming actions.

Committee members discussed the development of the scenarios. Members noted the importance of working on both the built environment as well as management and operations aspects. Some members were concerned with the task ahead and requested that representatives from relevant state agencies provide information to the committee.

6.2 Chief Operating Officer Recommendation: Urban Growth Management Functional Plan

Ms. Sherry Oeser of Metro provided background to the committee on Title 6 (City Center, Regional Centers, Town Centers and Station Communities) of the Urban Growth Management Functional Plan (UGMFP) and sought comment on proposed changes. The proposed changes would include corridors and main streets in those areas already affected by Title 6.

6.2.1 ODOT Proposed Amendments to Title 6 and the Regional Transportation Functional Plan

Ms. Lainie Smith of ODOT briefed the committee on proposed amendments to Title 6 of the Regional Transportation Functional Plan (RTFP) regarding a vehicular trip reduction credit and solicited comments.

Committee members discussed the proposed changes to the UGMFP and RTFP. The committee indicated general support for the UGMFP changes and provided comments. Members indicated that the UGMFP changes should include "students," in addition to "workers" and "residents," in Section 3.07.640A. Members also suggested that the proposed RTFP amendments should:

- Support the engagement of the private sector in the development of parking management plans,
- Reassess strict parking management aspects, and;
- Allow exceptions to the proposed amendment regarding limitations on auto-dependent development.

6.3 Regional Flexible Funds (Step 1) Review: High Capacity Transit (HCT) Bond/HCT Development/Corridor Planning

Mr. Ross Roberts and Mr. Tony Mendoza of Metro briefed the committee on the HCT projects funded by Regional Flexible Funds (RFF), how these funds were being utilized for current HCT corridor planning.

Committee members asked clarifying questions concerning the changing levels of funding to future projects and the prioritization of the East Metro and Southwest corridors.

6.4 OR 217 Operational Study

Mr. Rian Windsheimer briefed the committee on the background of work on Highway 217 and presented a video highlighting the challenges present and low-cost projects to improve automobile traffic flow and reduce collisions. Potential projects include further ramp management and the installation of smart signage.

Committee members discussed the effectiveness of projects completed and the potential of those proposed and underway.

7. ADJOURN

Seeing no further business, Chair Williams adjourned the meeting at 12:09 p.m.

Respectfully submitted,



Colin Deverell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 1, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	PowerPoint	10/1/10	Climate Smart Communities Scenarios	100110t-01
6.2	Memo	9/27/2010	Urban Growth Management Functional Plan Title 6, Central City, Regional Centers, Town Centers and Station Communities	100110t-02
6.3	PowerPoint	10/1/2010	High Capacity Bond, High Capacity Transit Development & High Capacity Corridor and Systems Planning	100110t-03
6.4	Video	n/a	OR 217: Initiating Innovative Solutions Today	100110t-04
6.4	Handout	n/a	Oregon Department of Transportation OR 217 System Management Study Briefing	100110t-05
6.4	Article	9/16/2010	<i>The Times</i> , “‘Smart’ Roads for Hwy 217”	100110t-06
	Calendar	n/a	2014-2015 Regional Flexible Funding Allocation	100110t-07
	Memo	10/1/2010	2011 TPAC Meeting Schedule	100110t-08
	Publication	n/a	Fall 2010 GreenScene	100110t-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-)	RESOLUTION NO. 10-4201
13 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO)	Introduced by Councilor Robert Liberty
INCLUDE FUNDING OF INITIAL LAND)	
ACQUISITION, CONSTRUCTION AND)	
RELATED COSTS FOR THE PORTLAND-)	
MILWAUKIE LIGHT RAIL PROJECT)	

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 of 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 \$72 million of funding authority to TriMet to perform preliminary engineering and complete the environmental impact statement for the Locally Preferred Alternative, a 7.3 mile light rail project from Park Avenue in Clackamas County to downtown Portland approved by the Metro Council July 2008; and

WHEREAS, the awarding of these funds is adopted in the 2010-13 MTIP as Programming Table 3.1.3; and

WHEREAS, preliminary engineering has been completed and application made to the Federal Transit Administration for permission to enter final design work; and

WHEREAS, Metro, working with TriMet has completed a draft Final Environmental Impact Statement and submitted this document to the Federal Transit Administration for approval and to complete all of the requirements of the National Environmental Policy Act, other federal environmental regulations and policies and; and

WHEREAS, the Project team, working with its local partners, have designed a capital revenue package of likely local and federal sources that is sufficient to complete the Project, and this information will be published as a part of the Final Environmental Impact Statement for the Project; and

WHEREAS, in order to maintain schedule and minimize costs, the Portland-Milwaukie Light Rail Project needs to demonstrate that initial acquisition, construction and related costs associated with the Project are included in the MTIP in order to be grant eligible; and

WHEREAS, likely federal and local funding sources and Project design have now been suitably defined in order to align one with the other; now, therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the Programming Table, Section 3.1.3, of the 2010-13 Metropolitan Transportation Improvement

Program to add the land acquisition, construction and related costs to initiate right-of-way acquisition and construction associated with the Project, as set forth in Exhibit A to this resolution.

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

Carlotta Collette , Acting Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A

**2010-13 Metropolitan Transportation Improvement Program
Table 3.1.3 amendments**

South Corridor Phase 2 (Portland to Milwaukie)

Current Programming

Top of Form

Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total
Other (explain)	2010			\$0	\$300,000	\$300,000
		STATE-GEN		\$0	\$300,000	\$300,000
Preliminary engineering	2010		\$177,468	\$20,312	\$71,771,091	\$71,968,871
		CMAQ	\$177,468	\$20,312	\$3,771,091	\$3,968,871
		STATE LOTTERY	\$0	\$0	\$68,000,000	\$68,000,000
Totals >>			\$177,468	\$20,312	\$72,071,091	\$72,268,871

Bottom of Form

Amended Programming

Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total
Preliminary Engineering	2010		\$	\$	\$	\$
		CMAQ	\$ 177,468	\$20,312	\$	\$197,780
		CMAQ	\$10,000,000	\$1,144,545	\$	\$11,144,545
		STATE LOTTERY	\$	\$	\$68,000,000	\$68,000,000
Final Design, ROW, Construction and Related (e.g.vehicles)	2011		\$	\$	\$	\$
		STATE LOTTERY	\$	\$	\$182,000,000	\$182,000,000
	2012	GARVEE BOND (CMAQ/STP)	\$99,753,000	\$11,417,000	\$	\$111,170,000
Totals >>			\$109,930,468	\$12,581,857	\$250,000,000	\$372,512,325

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4201, FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE FUNDING OF INITIAL LAND ACQUISITION, CONSTRUCTION AND RELATED COSTS FOR THE PORTLAND-MILWAUKIE LIGHT RAIL PROJECT

Date: September 24, 2010

Prepared by: Mark Turpel

BACKGROUND

On July 24, 2008 the Metro Council approved Resolution No. 08-3959, For the Purpose of Approving the 2008 Portland-Milwaukie Light Rail Project Locally Preferred Alternative and Finding Consistency with the Metro 2035 Regional Transportation Plan. This action set into motion additional tasks to advance the Portland-Milwaukie LRT (PMLR) Project (“Project”) including preliminary engineering and a Final Environmental Impact Statement (FEIS).

TriMet, in coordination with its project partners, Clackamas County, the cities of Milwaukie and Portland and Metro, has now completed preliminary engineering. Based on the preliminary engineering, Metro and TriMet completed a FEIS and have submitted it to the Federal Transit Administration (FTA) for approval. Further, likely federal and local funding sources and Project design have now been suitably defined in order to align one with the other and is included in the FEIS. The application to enter final design has also been submitted to the FTA.

In order to minimize costs, qualify for Section 5309 New Starts grant eligibility and maintain the schedule, including meeting the July to October in-water work window for a 2015 opening, TriMet has requested that the FY 2010-13 Metropolitan Transportation Improvement Program (MTIP) be amended to reflect the funding of the initial right-of-way acquisition, construction and related costs. This Resolution would amend the MTIP so that available funding sources for some right-of-way acquisition and some initial construction steps is authorized for the Project. Exhibit A to the resolution includes both the current Project programming as well as the proposed amended funding and is consistent with previous Project funding policies approved by JPACT and Metro Council. Assuming that in the future the Federal Transit Administration approves a New Starts funding for the Project, an additional future MTIP amendment will be needed. However, waiting for this action would preclude the key right-of-way acquisition and initial construction steps that are vital to maintaining schedule and minimizing Project costs.

The air quality conformity analysis that was completed and approved by the Metro Council on June 10, 2010 for the Metro Regional Transportation Plan included the PMLR Project. Accordingly, the requirement to demonstrate conformity of the Project with the Clean Air Act for this Project has already been satisfied.

ANALYSIS/INFORMATION

- 1. Known Opposition** This 7.3 mile Project has been assessed for potential impacts and, where needed, mitigation proposed to address such impacts. However, there are a number of individuals who have expressed continuing concerns about the Project with regard to potential impacts such as traffic,

parking, noise, visual, safety and navigation impacts. Efforts will continue in final design to examine whether further methods can be deployed to address such concerns. That said, the Project is forecast to provide reduced travel times for over 22,000 new weekday transit riders between Park Avenue and PSU, as well as improved connections for walkers and bicyclists.

- 2. Legal Antecedents.** Resolution No 1-4185, For the Purpose of Approving a Supplemental Multi-Year Commitment of Regional Flexible Funding for the Years 2015-2027, Funding the Portland-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 is pending before Council. This Resolution, if approved, would expand and extend the multi-year stream of regional flexible funds currently committed to TriMet to support three regional high capacity transit priority projects, including the Portland-Milwaukie Light Rail Project. Resolution No. 08-3942 established a multi-year commitment to TriMet of regional flexible funds for the purpose of providing a \$72.5 million to the Portland-Milwaukie Light Rail Project (“PMLRT”) and \$13.3 million for the Commuter Rail Project. On July 24, 2008 the Metro Council approved Resolution No. 08-3959, For the Purpose of Approving the 2008 Portland-Milwaukie Light Rail Project Locally Preferred Alternative and Finding Consistency with the Metro 2035 Regional Transportation Plan. Resolution No. 10-4133 authorized execution of an intergovernmental agreement between Metro and TriMet regarding the multi-year commitment of funds approved by Resolution No. 08-3942. The 2004 Regional Transportation Plan (RTP) prioritized preparation of a high capacity transit plan for the Lake Oswego-Portland corridor and Resolution No. 07-3887A adopted the Lake Oswego-Portland corridor high capacity transit alternatives to be evaluated in a Draft Environmental Impact Statement. Resolution No. 10-4179 funded the Southwest Corridor Refinement Plan as part of a larger Southwest Corridor Plan that includes the preparation of Alternatives Analysis, Preliminary Engineering, and Environmental Impact studies for the Southwest Corridor. Resolution No. 10-4160 established a policy framework for the 2014-2015 allocation of regional flexible funds. Further, Resolution No. 04-3498 endorsed the supplemental multi-year funding commitment of MTIP funds for the I-205/Mall project is an earlier example of reserving a portion for future flexible funding for specific high capacity transit projects.
- 3. Anticipated Effects** Adoption of this resolution will allow the Portland-Milwaukie Light Rail Project to advance into pre-construction and construction work and maintain a year 2015 completion and opening.
- 4. Budget Impacts** No Metro funds are obligation by this resolution.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4201.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-)	RESOLUTION NO. 10-4210
13 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO)	Introduced by Councilor Carl Hosticka
DELETE THE GREENBURG ROAD:)	
TIEDEMAN TO HWY 217 PROJECT AND)	
SUBSTITUTE THE WALNUT STREET:)	
TIEDEMAN TO 116TH PROJECT)	

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 \$1.66 million of Regional STP funding authority from the 2004-07 Regional Flexible Fund Allocation process to widen Greenburg Road from Tiedeman to Hwy 217;and

WHEREAS, the awarding of these funds is adopted in the 2010-13 MTIP as Programming Table 3.1.1; and

WHEREAS, the “Greenburg: Tiedeman to Hwy 217” project is no longer feasible at the estimated cost due to the discovery of previously unidentified environmental issues; and

WHEREAS, the City of Tigard has proposed to apply the unutilized funds from the Greenburg: Tiedeman to Hwy 217 to the Walnut Street: 116th to Tiedeman project; and

WHEREAS, the City Tigard and Metro have concurred the original project is no longer feasible; and

WHEREAS, the Oregon Department of Transportation (ODOT) has been consulted and concurs that the original project is no longer 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,” under which this change qualifies; NOW THEREFORE

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to delete the “Greenburg Road: Tiedeman to Hwy 217” Project and substitute the “Walnut Street: Tiedeman to 116th” Project, and to modify the Programming Table, Section 3.1.1, of the 2010-13 Metropolitan Transportation Improvement Program as provided in Exhibit A to this resolution.

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

Carlotta Colette, Acting Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. 10-4210

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment

Action: Transfer funds from the Greenburg Road project to the Walnut Street project.

Existing Programming

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Min. Local Match	Other Funds	Total Funding
SW Greenburg Road: Washington Square to Tiedeman	Project would widen the existing three lanes on Greenburg Rd. from Shady Lane to Tiedeman Ave to provide a five lane facility with bike lanes and sidewalks on both sides.	11436	Tigard	\$1,849,994	PE	STP	2010	\$660,000	\$75,540	\$0	\$735,540
					Cons	STP	2011	\$1,000,000	\$114,454	\$0	\$1,114,454

Exhibit A to Resolution No. 10-4210

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
SW Walnut Street: Tiedeman to 116th	Add sidewalks, ped crossings, bike lanes and turn pockets within existing ROW.	11436	Tigard	\$1,830,482	PE	STP	2011	\$400,000	\$41,080	\$0	\$445,782
					Cons	STP	2012	\$1,260,000	\$129,402	\$0	\$1,404,213

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4210, FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE THE GREENBURG ROAD: TIEDEMAN TO HWY 217 PROJECT AND SUBSTITUTE THE WALNUT STREET: TIEDEMAN TO 116TH PROJECT

Date: November, 2010

Prepared by: Amy Rose, 503-797-1776

BACKGROUND

The Greenburg Road project in Tigard has received multiple allocations of Regional Flexible Transportation funding totaling \$1.66 million over the last several years. The project was to widen Greenburg Road from Tiedeman to Hwy 217 to five lanes.

During initial development of the project, the City of Tigard discovered that the addition of vehicle lanes would require widening of a bridge structure and result in previously unidentified environmental impacts that make construction of the project at the estimated cost infeasible. The Tigard City Council, Metro staff and ODOT staff concur that building the project is not feasible with the amount of funding currently available.

Having concluded that the project was not affordable, the Tigard City Council has directed that the best use of the funds is to apply them to the Walnut Street: 116th to Tiedeman project. This project will construct sidewalks, bike lanes, planter strips and other improvements on an arterial that provides access to Downtown Tigard, the Washington Square regional center and Fowler middle school. The cost of the Walnut Street project is estimated to be \$1,530,000.

In considering the transfer of funds from one project to another, Metro staff has reviewed the Walnut Street project for consistency with the policies and criteria from the 2006-09 regional flexible fund allocation process to determine whether the project meets the intent of the original allocation made to the Greenburg Road widening project. Walnut Street meets many of the criteria that were used to evaluate projects that competed for funding for FFY 2008-09. While the Walnut Street project has lower traffic volumes and is not in a Regional Center like Greenburg, the project does achieve filling in a gap in the bike and pedestrian system in Tigard and provides a link to Washington Square regional center and Downtown Tigard. Walnut Street is a lower intensity facility than Greenburg, but is a street improvement that brings a country road up to an urban standard by providing multi-modal elements where they don't currently exist, making safety improvements near a school, and providing access to two centers making it consistent with the projects submitted for consideration in the 2006-09 funding cycle for which Greenburg was awarded funds.

The City of Tigard seeks JPACT and Metro Council approval to transfer funds from the Greenburg Road project to the Walnut Street project as described. The proposed change in the scope of the project warrants a resolution per section 1.7 in the 2010-13 MTIP.

ANALYSIS/INFORMATION

1. Known Opposition None known at this time.

- 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 3.1.1 of the 2010-13 MTIP. Changes scope of project originally awarded funding authority by Resolution No. 99-2791 (For the purpose of approving the FY 2000 MTIP Modernization Program developed through the Priorities 2000 process), Resolution No. 01-3098 (For the purpose of amending the Metropolitan Transportation Improvement Program to allocate FY 2004-05 Congestion Mitigation/Air Quality (CMAQ) and Surface Transportation Program (STP), and Resolution No. 05-3529A (For the purpose of allocating \$62.2 million of Transportation Priorities funding for the years 2008 and 2009, pending air quality conformity determination.
- 3. Anticipated Effects** Adoption of this resolution will allow City of Tigard to proceed with construction of improvements to Walnut Street.
- 4. Budget Impacts** No Metro funds are obligated by this agreement.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4210.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-)	RESOLUTION NO. 10-4211
13 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO)	Introduced by Councilor Carl Hosticka
DELETE THE WASHINGTON SQUARE)	
REGIONAL CENTER TRAIL: HALL TO)	
GREENBURG PROJECT AND SUBSTITUTE)	
THE FANNO CREEK TRAIL: MAIN TO HALL)	
PROJECT		

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 \$386,000 of Regional STP funding authority from the 2004-07 Regional Flexible Fund Allocation process to the City of Tigard to design a multi-use trail project in the Washington Square regional center area; and

WHEREAS, the awarding of these funds is adopted in the 2010-13 MTIP as Programming Table 3.1.1; and

WHEREAS, the “Washington Square Regional Center Trail: Hall to Greenburg” is no longer feasible due to the discovery of previously unidentified environmental and right-of-way impact issues that make construction of the trail at the estimated cost infeasible; and

WHEREAS, the City of Tigard has proposed to apply the unutilized funds from the Washington Square Regional Center Trail to the Main Street: 99W to Railroad project; and

WHEREAS, the City Tigard and Metro have concurred the original project is no longer feasible; and

WHEREAS, the Oregon Department of Transportation (ODOT) has been consulted and concurs that the original project is no longer 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,” under which this change qualifies; NOW THEREFORE

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to delete the “Washington Square Regional Center Trail:Hall to Greenburg” Project and substitute the “Fanno Creek Trail: Main to Hall” Project, and to modify the Programming Table, Section 3.1.1, of the 2010-13 Metropolitan Transportation Improvement Program as provided in Exhibit A to this resolution.

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

Carlotta Colette, Acting Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. 10-4211

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment

Action: Transfer funds from the Washington Regional Center Trail project to the Fanno Creek Trail project.

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 Funds	Total Funding
Washington Square RC Trail: Hall - Greenburg	Construct a multi-use trail	13527	Tigard	\$429,734	Cons	STP	2011	\$134,929	\$15,443	\$279,808	\$430,180

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 Funds	Total Funding
Washington Square RC Trail: Hall - Greenburg	Construct a multi-use trail	13527	Tigard	\$0	Cons	STP	2011	\$0	\$0	\$0	\$0

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Fanno Creek Trail: Main - Hall	Construct a multi-use trail	TBD	Tigard	N/A	Cons	STP	2011	\$0	\$0	\$430,180	\$430,180

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4211, FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO DELETE THE WASHINGTON SQUARE REGIONAL CENTER TRAIL: HALL TO GREENBURG PROJECT AND SUBSTITUTE THE FANNO CREEK TRAIL: MAIN TO HALL PROJECT

Date: November, 2010

Prepared by: Amy Rose 503-797-1776

BACKGROUND

In 2003, a Regional Flexible Transportation funding award of \$386,000 was made to the City of Tigard to design a multi-use trail project in the Washington Square Regional Center area from Hall Blvd to Greenburg Road and acquire right-of-way and construct the project between Hall Blvd. and Highway 217.

During initial development of the Washington Square Regional Center Trail project, the City of Tigard discovered that previously unidentified environmental and right-of-way impact issues that make the construction of the trail at the estimated cost infeasible. The Tigard City Council, Metro staff and ODOT staff concur that building the project is not feasible with the amount of funding currently available.

Through a Memorandum of Understanding with Metro, Attachment 1 to the staff report, the City of Tigard has agreed to construct the Fanno Creek Trail in the Tigard Town Center area between Main Street and Hall Blvd. with a minimum of \$430,180 of local funds if the federal funding on the Washington Square Regional Center Trail project can be redeployed to other existing Tigard managed federal aid projects.

In considering the transfer of funds from one project to another, Metro staff has reviewed the Fanno Creek Trail project for consistency with the policies and criteria from the 2004-07 regional flexible fund allocation process to determine whether the project meets the intent of the original allocation made to the Washington Square Regional Center Trail project. The Fanno Creek Trail project has many of the same characteristics as Washington Square Regional Center Trail. Fanno Creek trail is in a Center; it completes a gap in the bikeway system and improves safety for bikes and pedestrians in an area that has roadways that are a deterrent to walking and biking. The project is consistent with the projects submitted for consideration in the 2004-07 funding cycle for which Washington Square Regional Center Trail was awarded funds.

To accomplish this substitution of projects from the Washington Square Regional Center Trail to the Fanno Creek Trail, Metro proposes to allocate the federal funding authority remaining on the project to existing federal aid projects already managed by the City of Tigard. This includes a transfer previously executed to exchange federal funds on the Washington Square trail project for local funds on the Tualatin River Bridge trail project and an exchange of the remaining federal funds from the Washington Square Trail project for local funds budgeted to the Tigard Main Street project. A total of \$134,929 in Regional STP funding authority will be transferred to the Main Street project. Tigard's obligation to locally fund the Washington Square Regional Center trail project would then be transferred to an obligation to locally fund the Fanno Creek Trail project in an equal or greater amount of the original allocation to the Washington Square regional center trail. The purpose of transferring federal funds to the other federal aid projects managed by Tigard and making the Fanno Creek trail project locally funded is to increase efficiency and save project costs.

The City of Tigard seeks JPACT and Metro Council approval to delete the Washington Square Regional Center Trail project funding from the MTIP and replace that project with the Fanno Creek Trail project as described. The proposed change in the scope of the project warrants a resolution per section 1.7 in the 2010-13 MTIP.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 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 3.1.1 of the 2010-13 MTIP. Changes scope of project originally awarded funding authority by Resolution No.03-3335 (For the purpose of allocating \$53.75 million of Transportation Priorities funding for the years 2006-07, pending air quality conformity determination).
- 3. Anticipated Effects** Adoption of this resolution will allow City of Tigard to apply additional funds to the Main Street project in Downtown Tigard.
- 4. Budget Impacts** No Metro funds are obligated by this agreement.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4211.

Attachment 1

MEMORANDUM OF UNDERSTANDING
BETWEEN METRO AND
CITY OF TIGARD
FOR
WASHINGTON SQUARE REGIONAL CENTER TRAIL

This MEMORANDUM OF UNDERSTANDING ("MOU") is made and entered into by and between METRO, the Portland Urbanized Area Metropolitan Planning Organization ("MPO"), acting by and through its elected officials, hereinafter referred to as "METRO," and CITY OF TIGARD, hereinafter referred to as "TIGARD," collectively referred to as the "Parties."

WHEREAS, by authority granted in ORS 190.100 and 283.110, units of local government or state agencies may enter into agreements for the performance of any or all functions and activities that parties to the agreement, or their officers or agents, have the authority to perform, and

WHEREAS, METRO and TIGARD are interested in establishing and maintaining a collaborative partnership for the development of the Washington Square Regional Center Trail Project: Hall to Greenberg, hereinafter referred to as "PROJECT"; and

WHEREAS, TIGARD was awarded \$386,000 in Regional STP funding authority from the 2004-07 Regional Flexible Fund Allocation process to design a multi-use trail project in the Washington Square regional center area from Hall to Greenberg and acquire right-of-way and construct the PROJECT between Hall and Highway 217, and

WHEREAS, in initial development of the PROJECT, TIGARD has discovered previously unidentified environmental and right-of-way impact issues that make construction of the trail at the estimated cost infeasible, and

WHEREAS, the PROJECT is currently programmed in federal fiscal year 2011 of the 2008-11 MTIP and STIP under ODOT Key #13527, and

WHEREAS, TIGARD proposes to construct the Fanno Creek trail in the Tigard town center area between Main Street and Hall Boulevard with at least \$430,180 of local funds if the federal funding on the Washington Square regional center trail project can be redeployed to other Tigard managed federal aid projects, and

WHEREAS, TIGARD has also received Transportation Enhancement funding for the Tualatin River Bridge project that utilized \$251,071 in Regional STP funding authority from the Washington Square Regional Center Trail project in exchange for a commitment of local funding to the Trial project, and

WHEREAS, TIGARD has also received \$2,540,000 in Regional STP fund authority for the Main Street: 99W to Railroad project that can utilize the remaining balance of \$134,929 in Regional STP funding authority from the Washington Square Regional Center Trail project, and

NOW THEREFORE, the premises being in general as stated in the foregoing, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Pursuant to the authority cited above, TIGARD agrees to carry out the Fanno Creek Trail Project, as described in this MOU and in the terms and conditions of Intergovernmental Agreements (IGAs) that may be entered into by the Parties.
2. This MOU is effective October 1, 2009 through September 30, 2014. Either Party may terminate this MOU at any time by providing written notice of such termination to the other Party.
3. This MOU may be revisited and modified as needed, when the Parties so determine. Any modification to this MOU shall not be effective unless it is in writing and signed by both Parties.

Attachment 1

4. This MOU in no way restricts either Party from participating in similar activities with other public or private agencies, organizations, or individuals.
5. This MOU is neither a fiscal nor a funds obligation document. Any endeavor or transfer of anything of value involving reimbursement or contribution of funds between the Parties to this MOU will be handled in accordance with applicable laws, regulations, and procedures. Such endeavors will be outlined in a separate written IGA(s) between the Parties and shall be independently authorized by appropriate statutory authority. This MOU does not provide such authority.
6. The principal contacts for this MOU are:

Ted Leybold
MTIP Manager
Metro
600 NE Grand Avenue
Portland, OR 97232
Phone: (503) 797-1759
Fax: (503) 797-1911

Kim McMillan
Project Manger
City of Tigard
13125 SW Hall Blvd
Tigard, OR 97223-8187
Phone: (503) 718-2642

METRO AGREES TO:

1. Amend the MTIP/STIP to eliminate programming of \$251,071 of local funding and reprogram \$134,929 of STP funding from the Washington Square Regional Center Trail project to the Tigard Main Street project.
2. Amend the MTIP/STIP to program \$430,180 of local funding on the Fanno Creek Trail: Hall to Main Street project.

TIGARD AGREES TO:

1. Design and build the Fanno Creek Trail project between Hall Boulevard and Main Street using a minimum of \$430,180 in local funding (the original \$386,000 of Regional STP funding plus required local match of 10.27% of total project cost).
2. Provide periodic reporting to Metro on the progress in executing this project and request any significant changes in scope or schedule to the work program for approval by the Principal Contact for Metro.
3. If TIGARD does not adequately complete the project deliverables described above, \$386,000 of Regional STP funding authority or an amount up to \$386,000 as determined by the MPO governing board: the Joint Policy Advisory Committee on Transportation (JPACT), will be reprogrammed from the Tigard Main Street project to the Washington Square Regional Center Trail project. If no funding authority remains on the Tigard Main Street project at the time the JPACT decides to reprogram Regional STP authority to the Washington Square Regional Center Trail project, future Regional funding authority may be withheld from TIGARD until such time as JPACT determines that the obligation to develop the Washington Square Regional Center Trail project is met.


IN WITNESS WHEREOF, the Parties hereto have set their hands and affixed their seals as of the day and year written above.

METRO

Robin McArthur
Director of Planning & Development

Date

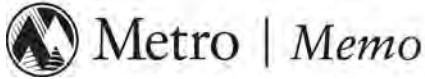
CITY OF TIGARD



Craig Prosser
City Manager

9/17/10

Date



Date: October 21, 2010
To: JPACT Members and Interested Parties
From: Tom Kloster, AICP, Transportation Planning Manager
Subject: Regional Planning Funds ("in lieu of dues")

Introduction

Since 1994, the region has opted to allocate federal transportation funds to Metro in lieu of the "local dues" system that was once used to fund planning services. At the time, the argument was that a simple, direct allocation from the federal flexible funds was simpler and more efficient than asking 25 cities and 3 counties to separately budget for a dues contribution.

The allocation of federal funds for the first year equaled the previous dues amount, and this allocation has since been given a 3% annual inflation factor with each MTIP cycle, which brings the "in lieu of dues" funding to \$2.24 million for the 2014-15 cycle.

The funding from this allocation contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support. These activities include:

- Regional Transportation Planning (RTP)
- Best Design Practices in Transportation
- Transportation System Management & Operations (TSMO)
- Metropolitan Transportation Improvement Program (MTIP)
- Regional Freight Planning
- Regional Model Development
- Technical Assistance Program
- Economic, Demographic & Land Use Forecasting
- Federal Grant Management & Coordination
- Bi-State Coordination
- Local Project Development

The operating budget for each of these activities is also significantly funded from other sources, including Metro's excise tax, federal metropolitan planning grants, and other sources.

Though cities and counties no longer pay dues to Metro, it should be noted that the Oregon Department of Transportation (ODOT) and TriMet continue to provide a supplemental contribution to Metro's planning program, in recognition of the reliance that these agencies have on regional modeling and forecasting capabilities. These supplemental contributions total \$225,000 annually for each agency.

Program Review

Program Description

The programs grouped under the "in lieu of dues" category are typically activities that have a direct relationship to local land use and transportation planning. The *Regional Transportation Planning* program, for example, provides for regular updates to the RTP, which in turn, serves as the policy framework for local plans, and establishes federal funding eligibility for local transportation projects.

The *MTIP, Best Practices, Freight, TSMO and Local Project Development* activities assist local jurisdictions in planning transportation improvements and managing the transportation system. The *Bi-State* program is specific to the corridors linking to Clark County, and provides support for coordination among affected jurisdictions.

The *regional model development and economic, demographic and land use forecasting* activities support local jurisdictions developing comprehensive plans and conducting special studies related to comprehensive planning with a data platform that can be consistently applied across the region. The *technical assistance* program provides direct support to local jurisdictions in using these tools for local analyses.

Finally, the *Grants Management* program provides for the flow of federal funds to local projects and planning through Metro's coordination with ODOT and the Federal Transit Administration.

Together, these regional activities broadly support JPACT's strategy for flexible funds, and are consistent with the regional planning activities that were once funded through the local dues program.

The region's decision to use flexible funds to support regional planning is not unique: most MPOs have supplemented their metropolitan planning funds with flexible funds in recent years, reflecting both constrained federal planning funds and increasingly complex planning efforts.

Relationship to Performance Targets

The regional programs funded with the "in lieu of dues" grants are not directly tied to meeting JPACT's performance targets. Instead, they provide both the policy framework that helped create the targets, and the technical evaluation capability for ongoing monitoring of the region's progress toward targets. In this way, the programs are essential to meeting the targets.

Program Strategy

In 2008, Metro adopted the *Sustainable Metro Initiative*, an agency-wide streamlining effort that introduced a number of changes to the regional planning programs that receive "in lieu of dues" funding.

The new initiative is intended to sharpen Metro's focus on 2040 Growth Concept implementation, and ongoing monitoring of the region's progress toward realizing the 2040 plan. This framework now governs how Metro engages with the public and partners with local jurisdictions on planning activities.

Recent Accomplishments

The most recent major accomplishments from programs funded with the "in lieu of dues" grants are adoption of the following in 2009-10:

- 2035 Regional Transportation Plan (RTP) - 2010
- 2010-13 Metropolitan Transportation Improvement Program (MTIP) - 2010
- Transportation System Management and Operations (TSMO) Plan - 2009
- Regional Freight Plan - 2009
- High Capacity Transit (HCT) Plan - 2009

Program Benefits

The programs funded with "in lieu of dues" grants generally serve as policy or data foundations for local plans, project development or other activities related to transportation implementation at the local level. The chief benefit of the RTP and MTIP programs is to establish federal funding eligibility for local projects with the regional plan, and help fund critical projects and programs with the MTIP.

The chief benefit of programs that provide data and analysis for regional and local planning activities is to reduce front-end costs for local activities by providing data and tools that would otherwise have to be developed locally. At the regional level, the data and analysis capability is an important part of the consensus-building process by allowing major policy issues to be debated with mutually accepted data assumptions.

Program Future

With the delay in federal transportation reauthorization, metropolitan planning funds have remained flat, losing purchasing power relative to rising personnel costs in recent years, making the "in lieu of dues" grants even more critical to the ongoing planning work in the region. When reauthorization finally occurs, it is unlikely funding increases will backfill flat revenues nor is it expected that federal grants will fully fund the MPOs across the country. Most MPO's will likely continue to supplement their programs with regional flexible funds.

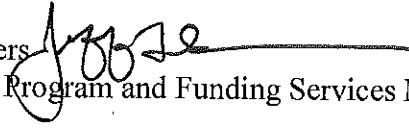


Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8531

Date: October 21, 2010
To: Region 1 STIP Stakeholders
From: Jeff Flowers 
Region 1, Program and Funding Services Manager
Subject: 2014-15 Draft STIP Update

This memo is to follow up and provide additional information on the process for developing the 2014-2015 STIP update. A few months ago, Region 1 presented the 150%-200% draft project for scoping for Preservation, Safety and Operations. I am attaching the following documents for your review:

1. Draft 100% project list: the list of projects is Region's suggested projects for your consideration to meet the following funding levels for the 2014-2015 STIP update.
 - a. Preservation - \$21.6 million
 - b. Safety - \$18.5 million
 - c. Operations - \$9.5 million
2. Timelines: an updated timeline with more information on the upcoming action items for developing the 2014-2015 Draft STIP until adoption of the STIP, which is currently estimated in spring of 2012.
3. Program Descriptions: these documents will help illustrate how projects are determined for the Preservation, Safety and Operations programs.
4. Project map: illustrates the locations for the draft 100% project list and will be distributed at the meeting.

The Draft STIP is slated to be printed and available in March of 2011, with public outreach starting in April 2011.

If you have any questions, you can contact me at Jeffrey.A.FLOWERS@odot.state.or.us, or via phone at (503) 731.8235.

Thank you

Updated 2014-2015 Draft STIP scoping and project selection process timeline

October 2010

- Region proposes draft 100% list to TPAC – October 29
- Final *Draft* project selection occurs

November 2010

- Region proposes draft 100% list to JPACT – November 4
- Region proposes draft 100% list to NWACT – November 4
- Region proposes draft 100% list to other stakeholders
- Draft 100% list approval at TPAC – November

December 2010

- Draft 100% list approval at JPACT – December
- Region 1 to complete the Draft STIP project and programming information

January - February 2011

- Region 1 to review final Draft STIP with stakeholders

March 2011

- Draft STIP provided to Oregon Transportation Commission (OTC)
- Draft STIP provided to local stakeholders for review

April - May 2011

- Public meetings for the Draft STIP

June 2011

- Public comments reviewed by OTC and local stakeholders

July 2011

- If needed, adjustments to the draft STIP will be completed based on OTC direction and funding allocations

August – November 2011

- Air Quality conformity determinations and modeling

December 2011

- MTIP information for draft STIP to be finalized

January 2011

- Final STIP review with local stakeholders

February 2012

- Approval of the 2012-2015 STIP by the OTC
- Submit STIP and MTIP to Federal Highways

March 2012

- Federal approval of the 2012-2015 STIP

DRAFT 2014-2015 STIP PRESERVATION PROJECTS

What is the Preservation Program?

The Preservation Program funds paving projects – projects that extend the service life of existing highways without increasing capacity. The Preservation Program typically focuses on high volume roads of statewide significance, maximizing pavement condition on the most critical routes while providing serviceable condition on lower volume roads of regional significance. Highways that average less than 5,000 vehicles per day are maintained under a separate program and are typically not prioritized for receiving preservation funds.

How do projects become eligible for preservation funds?

Preservation projects are identified through ODOT's Pavement Management System (PMS), which consists of two components:

- 1) A database containing current and historical information on pavement condition, pavement structure, and traffic, and
- 2) A set of tools that allows us to determine existing and future pavement conditions (which is used to determine the level of work needed, i.e. rebuild, inlay, overlay, etc), predict financial estimates, and identify and prioritize preservation projects.

For each STIP cycle, Region 1 receives a report of potential preservation projects, which is based on pavement conditions and estimated costs. This report represents approximately 200-300% of available funding, which means that it must be condensed to a prioritized list of projects.

How does ODOT prioritize preservation projects for funding?

In ODOT Region 1, a team of staff reviews the PMS report and assesses which projects should be considered for scoping. The scoping process includes developing the extent of work, refining cost estimates, identifying other elements that could be included with the project, and identifying potential issues (environmental, access management, land use, safety, bicycle/pedestrian enhancements, etc.) that will be addressed as part of the normal project development process. Projects are also prioritized based on lane miles. Each STIP cycle, the Region is provided lane mile targets for paving.

In addition, during the project scoping process, each preservation project is evaluated and analyzed for opportunities to leverage funds from local jurisdictions or other STIP Programs (Safety, Operations, Bicycle/Pedestrian, and Bridge). Public comments also provide Region 1 with information to better coordinate timing and funding of the proposed preservation projects.

Prioritization is also based on projects that support three Oregon Highway Plan policies. This includes:

- Projects that support freight mobility
- Projects that include features and elements that improve safety
- Projects located in urban areas coupled with improved pedestrian features

The scoping effort, combined with a review of projects that support OHP policies, and local stakeholder input, provides Region 1 management with the information needed to select, prioritize and recommend projects. All projects are expected to begin construction within the timeframe of their programmed year.

DRAFT 2014-2015 STIP OPERATIONS PROJECTS

What is the Operations Program?

The Operations Program provides highway management improvements that lead to more efficient and safe travel, and greater system reliability. Program areas include:

- Intelligent Transportation Systems (ITS) – ITS is the application of advanced communication and computer technology to address transportation problems. ITS projects include:
 - Ramp metering (signals at entrance ramps that help control the flow of vehicles entering a freeway)
 - Emergency response/traffic management operations centers
 - Mountain pass/urban traffic cameras
 - Variable Message Signs (VMS), which are used to provide information to motorists en-route regarding delays, work zones, travel time estimates, alternative routes, amber alerts, etc.
 - Weather data collection.
- Rock-fall and slide repair – Includes repairing the most hazardous rock-fall and slide areas (not emergency repairs).
- Signals, illumination, signs, vehicle turnouts, and other operational improvements that are used to maintain operational effectiveness.

How does ODOT prioritize operation projects for funding?

Projects are prioritized using the following criteria:

- ITS – Projects are prioritized based on the ODOT Region 1 ITS plan, which is developed with the Regional TRANSPORT committee.
- Rock-fall/slide repair – Projects are prioritized based on a statewide ranking list of potential injury hazards.
- Signals, illumination, signs, etc. – Projects are prioritized based on input from ODOT maintenance crews and our partner agencies.

DRAFT 2014-2015 STIP SAFETY PROJECTS

What is the Safety Program?

The Safety Program funds projects that are designed to reduce the number of fatal and severe injury crashes in particular locations with identified safety problems. Examples of safety projects include: installing guardrail or median barrier, realigning abrupt highway curves, installing lighting, turn lanes, passing lanes and constructing bicycle lanes to address safety issues. All safety projects follow the ODOT Highway Safety Program Guide. This document can be found at:

www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/highway_safety_program.shtml.

How do projects become eligible for safety funds?

Projects are eligible for safety funding if they meet one of the following criteria:

- Top 5% Safety Priority Index System (SPIS) – SPIS is a method developed by ODOT to help identify safety concerns on state highways. The system rates one-tenth mile segments of highways based on the frequency, severity and rates of crashes.
- Benefit Cost (B/C) Ratio of 1.0 or Greater – The B/C analysis provides the ratio of economic value of the long-term reduction of crashes to the estimated cost of the improvement. Projects with a high B/C ratio would provide the maximum value for our investment.
- Risk Narrative Justification – A Risk Narrative is a way to justify a project when crash trends may not be evident and/or when crash data is not available. Safety improvements justified by a Risk Narrative may not necessarily have a significant crash history, but have the potential for fatal or severe injury crashes.
- Funding eligibility – projects must be on the State Highway System to be eligible for safety funding.

How does ODOT prioritize safety projects for funding?

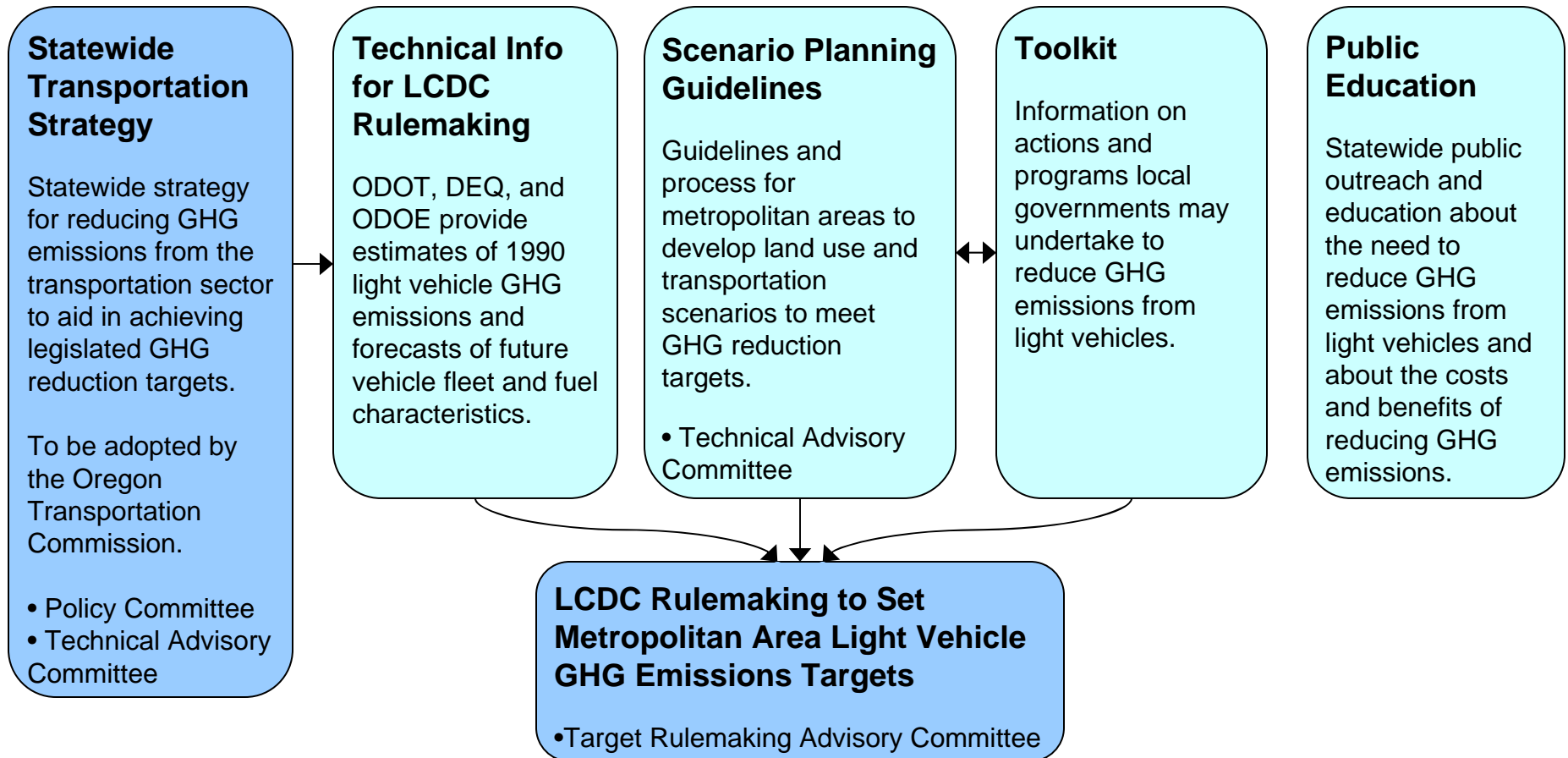
Safety projects are prioritized based on the following criteria:

- Economic feasibility
- Ability to reduce fatal and serious injury crashes
- High benefit to cost ratio
- Information provided by ODOT maintenance staff and our community partners to support the need for a safety project
- Information provided by local jurisdictions
- Leveraged funding opportunities

Region 1 Proposed Projects for 2014-2015 Draft STIP

PRG	PROJECT NAME	DESCRIPTION	Estimate
MOD	No 2014-2015 Mod Allocation		\$ -
PRES	US30: Cornelius Pass Rd - NW St. Helens Rd (MP 13.12 - 17.90)	1R - 2" grind and inlay of travel lanes with 5% subgrade stabilization	\$ 6,500,000
PRES	OR99W: Tualatin River Br - Sherwood (MP 12.2 - 16.67)	1R - 2" inlay both west and east bound lanes with 5% subgrade stabilization	\$ 5,000,000
PRES	OR213 (82nd Ave): King Rd - Lake Rd (MP 8.2 - 9.9)	1R - 2" grind and inlay of travel lanes	\$ 3,500,000
PRES	US26: MP 22.5 to SE Luzon Lane	1R - 2" grind and inlay of travel lanes	\$ 6,000,000
SAFE	OR99W: SW Fischer Road	Improve intersection at Fischer Rd to allow SB U-turns. Close median opening to north. Add sidewalk on NB side of 99W.	\$ 1,230,000
SAFE	US30: Old Portland Road to Millard	Intersection improvements at Old Portland Rd, Bennett Rd, and Millard.	\$ 3,338,000
SAFE	OR210: OR217 to Cascade Ave	Intersection improvements at Hwy 217 and Cascade Ave; adding programmed signal heads on OR210 and protected left turns at Cascade. Add sidewalks.	\$ 1,375,700
SAFE	OR8: SW 185th Ave	Install Traffic separators to West and East of 185th. WB OR8 add right turn lane and advance signal head.	\$ 2,228,500
SAFE	OR8: SW 192nd Ave	Install traffic separator west and east of 192nd.	\$ 344,500
SAFE	OR10: SW 103rd/SW Western Ave	Install traffic separators west of Western, ped improvements, reduce crossing distance across Western by squaring up right turn slip lanes.	\$ 482,500
SAFE	OR 213 (82nd Ave): Sandy Blvd	Intersection improvements including advance signal head NB, countdown Ped signals, improved signing	\$ 910,500
SAFE	OR 213 (82nd Ave): SE Duke Street	Intersection improvements, signal upgrade, pedestrian and sidewalk improvements, install far side bus pull out.	\$ 881,000
SAFE	OR 213 (82nd Ave): King Rd	Install traffic separator south of King Rd. Intersection improvements on King, removing bus lane, improving the bike lane and right turn lanes and adding protected left turns.	\$ 303,500
SAFE	OR 213 (82nd Ave): Causey Ave	Install traffic separator provide alternative left turns	\$ 176,000
SAFE	OR 213 (82nd Ave) Sunnyside Rd	Install traffic separator north of Sunnyside allow U-turns	\$ 178,000
SAFE	OR 99E: Vineyard Rd	Intersection and pedestrian improvements	\$ 884,000
SAFE	OR 212: 135th Ave	Intersection improvements including protected left turns on 135th.	\$ 549,300
SAFE	US26 (Mt Hood Hwy): Jarl Rd	Improve signal visibility and warning, add right turn lane WB	\$ 431,000
SAFE	US26 (Mt Hood Hwy): Ruben Lane	Install traffic separator	\$ 101,200
SAFE	2014 Priority Safety Improvements Reserve	Safety Reserve for priority safety improvements	\$ 505,800
SAFE	OR224 (Clackamas Hwy): 197th Avenue	Flatten curve, widen shoulders and add guardrail	\$ 1,846,200
SAFE	OR224 (Clackamas Hwy): SE 232nd Dr	Add left and right turn lanes to 232nd	\$ 2,734,300
OPS	Illumination - OR217: Hall and Scholls/Progress Interchanges	New poles and new service	\$ 500,000
OPS	ITS - I-84: Frontage Rd (MP 17) EB	VMS	\$ 200,000
OPS	ITS - OR99E: MP 2.14 - 12.56	CCTV & Communications -- Camera	\$ 500,000
OPS	ITS - OR99E: 2nd Street	CCTV	\$ 75,000
OPS	ITS - OR99E: South End Road	CCTV	\$ 75,000
OPS	ITS - OR213: Spangler Hill	RWIS -- Weather Information Station	\$ 150,000
OPS	ITS - OR99E: Ivy St (Canby)	CCTV	\$ 75,000
OPS	ITS - I-84: MP 62	CCTV	\$ 100,000
OPS	ITS - I-84: MP 35	CCTV	\$ 100,000
OPS	ITS - I-84: MP 23	CCTV	\$ 300,000
OPS	ITS - I-84: MP 18 EB	VMS	\$ 100,000
OPS	ITS - OR173: MP 0 NB	CCTV, Temperature	\$ 100,000
OPS	ITS - OR173: MP 0 SB	VMS	\$ 200,000
OPS	ITS - OR35: MP 63.8	VMS	\$ 200,000
OPS	ITS - OR35: MP 63.8	CCTV	\$ 100,000
OPS	ITS - US26: MP 61.75	CCTV	\$ 100,000
OPS	ITS - OR35: MP 80 SB	VMS	\$ 200,000
OPS	Signals - OR99E: Barlow	Signal Upgrades	\$ 23,000
OPS	Signals - OR99E: Concord, Oak Grove, Naef, Roethe, Jennings, Glen Echo	Signal Upgrades	\$ 608,000
OPS	Signals - US30: Oak @ 9th	Signal Upgrades	\$ 91,000
OPS	Signals - US26: (Proctor WB) @ Meinig	Signal Upgrades	\$ 633,000
OPS	Signals - OR8: Camelot Court - Walker Road	Signal Upgrades	\$ 106,000
OPS	Signals - Hwy 224 @ Hwy 211	Signal Upgrades	\$ 105,000
OPS	OR217 Operational Improvements	Improvements being based on OR217 Study	\$ 1,000,000
OPS	Interstate Operations Improvements	Identification and design of interstate operational improvements	\$ 400,000
OPS	Slides/Rockfalls - Rockfall Investigations	Investigate Rockfall issues	\$ 1,500,000

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING



Scenario Planning Financial Report

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

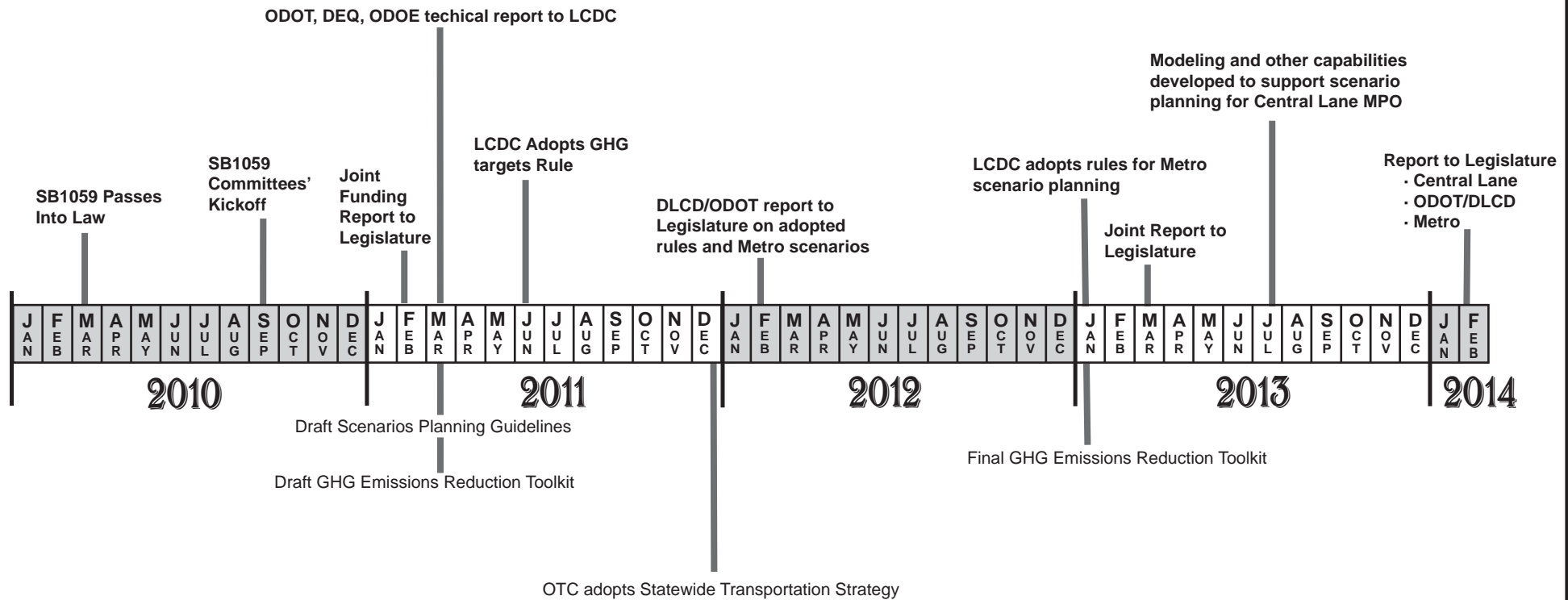
Progress and Recommendations Report

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

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING

Legislative Deadlines

Preliminary Schedule



Acronyms:

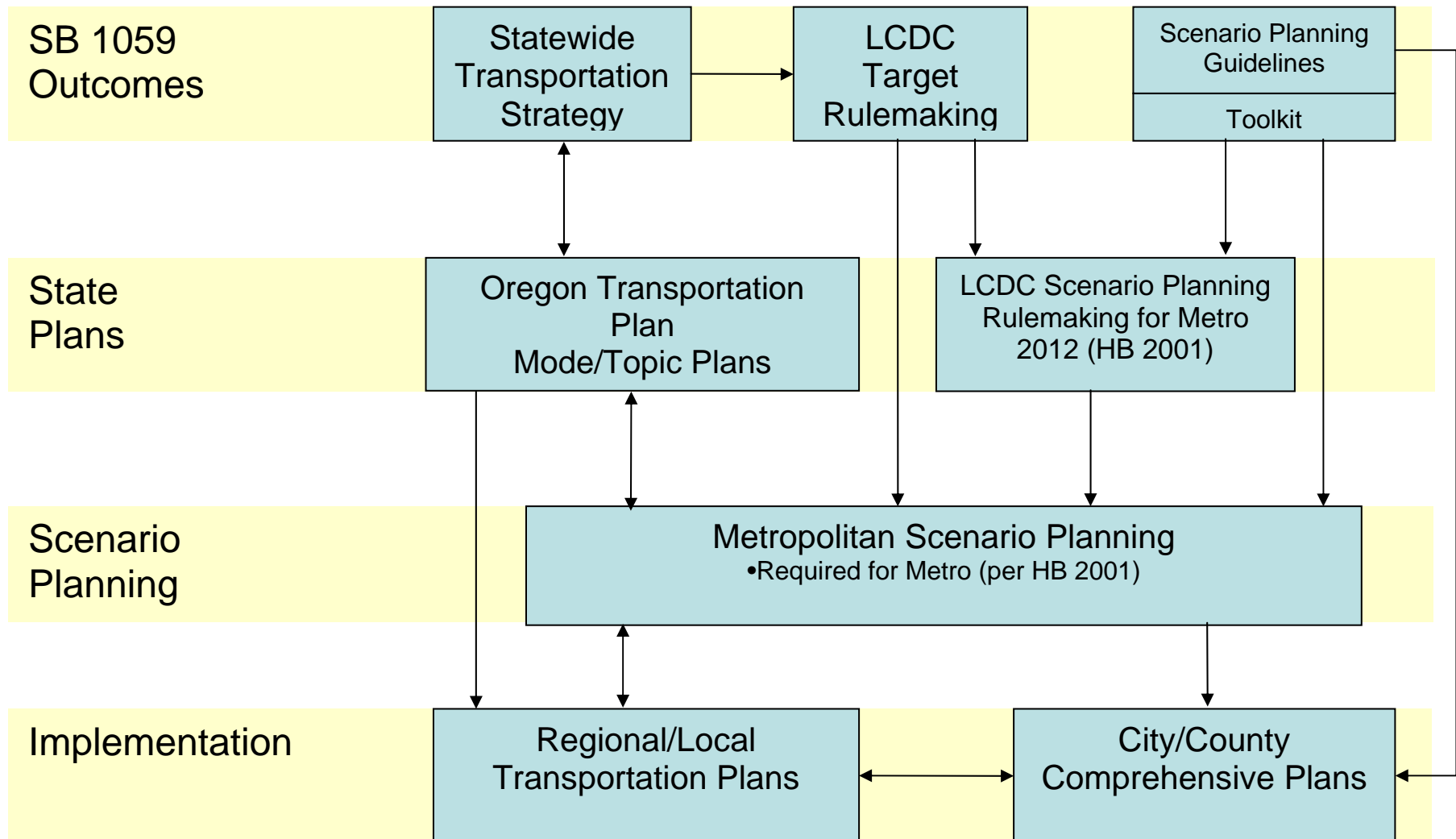
LCDC	Land Conservation and Development Commission	ODOE	Oregon Department of Energy	GHG	Greenhouse Gas
ODOT	Oregon Department of Transportation	MPO	Metropolitan Planning Organization	Metro	Portland Area Regional Government
OTC	Oregon Transportation Commission	DLCD	Department of Land Conservation Development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



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



Integrated Transportation Planning Reflecting GHG Considerations



**Oregon SB 1059 Statewide Transportation Strategy
To Reduce Greenhouse Gas Emissions in the Transportation Sector
(Draft)**

Rationale

- Section 2 of SB 1059 requires the Oregon Transportation Commission to “adopt a statewide transportation strategy on greenhouse gas emissions to aid in achieving the greenhouse gas emissions reduction goals set forth in ORS 468A.205”.
- A statewide strategy is needed to identify the general course needed to achieve the state’s greenhouse gas emission reduction goals.
- A statewide strategy is also needed to provide the context for developing metropolitan area targets for reducing greenhouse gas emissions from light vehicles (also required by SB 1059).
- The strategy will provide a factual basis to inform the development of future policies and laws aimed at reducing greenhouse gas emissions from the transportation sector.

Description

- The Statewide Transportation Strategy will include a long-range vision (to 2050) for substantially reducing GHG emissions from the transportation sector to aid in achieving the GHG emission reduction goals set forth in ORS 468A.205.
- The strategy will describe the general characteristics of transportation systems, vehicle and fuel technologies and land use patterns (to the extent that land use patterns significantly affect transportation sector greenhouse gas emissions) anticipated to be necessary to achieve the reductions in transportation sector greenhouse gas emissions.
- The strategy will make recommendations regarding new policies or significant changes to existing policies that are anticipated to be necessary to carry out the vision.
- The strategy is not a deterministic plan, rather it plots out a general course for achieving goals based on current knowledge, analysis, and reflection. It is one step in an iterative management process that also includes the monitoring of transportation and land use system changes that affect greenhouse gas emissions, the evaluation of the relative success of policies and actions put into place to reduce emissions, and the improvement of methods and tools for evaluating prospective actions to reduce emissions.

Scope

- The strategy will address greenhouse gas emissions from the travel of Oregonians and movement of freight to support Oregon’s economy by all modes of transportation.
- The strategy will identify approaches to achieve the state’s greenhouse gas emission reduction goals, including measures that reduce emissions per mile and measures that reduce vehicle miles traveled.
- The strategy will consider the effects of characteristics of vehicle technologies, vehicle energy sources, travel demand and factors affecting travel demand, and transportation system operation on greenhouse gas emissions from the transportation sector.
- The strategy will consider the effects of actions that are being taken or that might be taken at the federal level, state level, and local level, as well as by the private sector.
- In evaluating prospective actions to reduce transportation sector greenhouse gas emissions, the strategy will also consider economic, social, environmental, and energy consequences.
- The strategy will consider uncertainties about future conditions and the efficacy of potential actions and the risks posed by the uncertainties and the potential consequences if more or less favorable outcomes occur.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member Affiliation

Gail Achterman	Oregon Transportation Commission
Craig Campbell	AAA of Oregon/Idaho
Mark Capell Bend	City Council
Kelly Clifton	Portland State University
Carlotta Collette	Metro Council
Angus Duncan	Oregon Global Warming Commission
Diana Enright	Oregon Department of Energy
Chris Hagerbaumer	Oregon Environmental Council
Marla Harrison	Port of Portland
Onno Husing	Oregon Coastal Zone Management Association
John Ledger	Associated Oregon Industries
Steve McClure	Union County
John Oberst	City of Monmouth
Bob Russell Oregon	Trucking Associations
John VanLandingham	Land Conservation and Development Commission
John Vial Jackson	County
Ken Williamson	Environmental Quality Commission



STATEWIDE TRANSPORTATION STRATEGY
TECHNICAL ADVISORY COMMITTEE

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member Affiliation

Ali Bonakdar	Corvallis Area Metropolitan Planning Organization
Greg Byrne	City of Albany
Bob Cortright	Department of Land Conservation and Development
Bill Drumheller	Oregon Department of Energy
Brian Dunn	Oregon Department of Transportation
Brett Estes	City of Astoria
Nick Fortey	Federal Highway Administration
Andy Ginsburg	Oregon Department of Environmental Quality
Brian Gregor	Oregon Department of Transportation
Vicki Guarino	Rogue Valley Council of Governments
Eric Hesse	TriMet
Mike Hogle	Metro
Mike Jaffe	Mid-Willamette Valley Council of Governments
Margi Lifsey	Oregon Department of Transportation
Tamra Mabbott	Umatilla County
Andrea Riner	Lane Council of Governments
Cynthia Thompson	South Metro Area Regional Transit
Karen Schilling	Multnomah County
Dr. Jerry Zelada	Bicycle and Pedestrian Advisory Committee



OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member	Affiliation
Gail Achterman	Oregon Transportation Commission
Terry Beyer Oregon	House of Representatives, District 12
Craig Campbell	AAA of Oregon/Idaho
Mark Capell Bend	City Council
Dan Clem Salem	City Council
Kelly Clifton Portland	State University
Carlotta Collette Metro	Council
Al Densmore	Medford City Council
Angus Duncan	Oregon Global Warming Commission
John Fregonese Fregonese	Associates
Don Greene LCDC	Citizen Involvement Advisory Committee
Tony Hyde Columbia	County Board of Commissioners
Mary Kyle McCurdy	1000 Friends of Oregon
Linda Modrell Benton	County Board of Commissioners
John Oberst	Mayor, City of Monmouth
Andrea Riner	Lane Council of Governments
Martha Schrader	Oregon Senate, District 20
Tom Schwetz	Lane Transit District
John VanLandingham	Land Conservation and Development Commission
Rick Williams Lloyd	Transportation Management Association
Ken Williamson	Environmental Quality Commission
Alan Zelenka	Eugene City Council



OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Metropolitan Area Scenario Planning for GHG Emissions Reduction

Metropolitan area scenario planning for GHG emissions reduction is a strategic planning process to establish a transportation and land use vision, goals and approaches for reducing greenhouse gas emissions from light vehicles. Scenario planning has a broad (comprehensive) scope and incorporates the recognition of uncertainty and the consideration of risks if outcomes are more or less favorable than anticipated. A scenario plan describes a general course for achieving the goal of reducing greenhouse gas emissions, rather than a specific set of actions that will be undertaken.

At a minimum, the scope of scenario planning must address the following:

- The planning horizon date for the initial scenario plans is 2035. LCDC will be adopting rules establishing the planning horizon dates for subsequent periodic reviews and updates of scenario plans.
- Scenarios will address land use patterns and transportation systems in metropolitan areas. At least two scenarios will be developed and evaluated.
- Scenarios must be based on the accommodation of planned population and employment growth.
- Scenarios must reduce greenhouse gas emissions of light vehicles (weighing less than 10,000 pounds) to meet targets adopted by LCDC.
- Scenario plans will be adopted through a cooperative process of the local governments within a metropolitan area.

The outcomes of scenario planning for GHG emission reduction will be:

- A vision for how the transportation system and land use patterns would be organized so as to achieve the goal for reducing greenhouse gas emissions from light vehicles.
- A schematic (conceptual) map that represents the geographic relationships of elements of the vision.
- Scenario plan goals and objectives that are described in terms that are useful for judging subsequent land use and transportation plan amendment actions. (For example, more than 40% of households will be located within 1/2 mile of a high frequency transit route.)
- Potential future changes in circumstances to be aware of that could affect the likelihood that the vision can be achieved. Likewise, potential opportunities which if seized upon would increase the likelihood that the vision can be achieved.
- Identification of key local planning policies that are most needed to be adopted in order to establish the course for achieving the adopted scenario.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Oregon Scenario Planning Guidelines

Background

SB 1059 requires that ODOT and DLCD prepare guidelines to assist metropolitan areas in conducting scenario planning to meet GHG emission reduction targets.

Description

The scenario planning guidelines will provide recommendations and instructions explaining how local governments in the state's six metropolitan areas should conduct scenario planning to meet GHG reduction targets. The guidelines will help define:

- Processes for scenario planning (e.g. who is involved, and key steps), which will include a process for cooperative selection of a preferred scenario.
- Guidance for preparing scenarios (i.e. number and type of scenarios to be developed, and scope of actions and programs to be considered).
- Assumptions to be used in evaluating alternatives, which will include assumptions about baseline conditions that reflect the statewide transportation strategy.
- Methods for evaluating GHG reductions, and other costs and benefits.
- Steps for integrating scenario planning with other land use and transportation planning work (including regional transportation system planning and comprehensive planning).
- Processes for public participation in developing and evaluating alternatives.
- Coordination with cities that are near but outside the metropolitan area.

In addition, SB 1059 directs that the guidelines must:

- Take into account the full range of actions local governments may take concerning land use and transportation planning.
- Provide for coordination between state agencies and local governments.
- Encourage local innovation to reduce GHG emissions.
- Provide examples of alternative land use and transportation scenarios.

Guidelines Process

A scenario planning technical advisory committee – made up of local governments and other stakeholders – and a consultant will assist ODOT and DLCD in developing the guidelines. The agencies will also provide the public an opportunity to review and comment on the guidelines.

Guidelines will be developed in coordination with and reflect other SB 1059 work, including:

- Baseline assumptions by ODOT, DEQ, ODOE about future vehicles, fuels, and vehicular travel.
- OTC Statewide Transportation Strategy to reduce GHG emissions from the transportation sector.
- Toolkit of best practices for actions and measures to reduce transportation GHG emissions.

Draft guidelines should be completed by April 2011, to help inform target rulemaking, with final guidelines completed by the end of 2011.

Key Issues and Considerations

The guidelines must address several major issues:

- Define scenario planning (i.e. level of detail of scenario plans).
- Identify who is responsible for conducting scenario planning and the process for cooperative selection of a preferred alternative.
- Define how scenario plans relate to and should be integrated with other required land use and transportation plans.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Member Affiliation

Alex Bettinardi	Oregon Department of Transportation
Jon Chandler	Oregon Home Builders Association
Bob Cortright	Department of Land Conservation and Development
Lisa Gardner	City of Eugene
Judith Gray	City of Tigard
Craig Honeyman	League of Oregon Cities
Mike Jaffe	Mid-Willamette Valley Council of Governments
Tom Kloster Metro	
Nick Lelack Deschutes	County
MaryKyle McCurdy	1000 Friends of Oregon
Sarah Miller Business	Oregon
Greg Mott	City of Springfield
Bianca Petrou	City of Medford
Andrea Riner	Lane Council of Governments (Central Lane MPO)
Art Schlack	Association of Oregon Counties
Becky Steckler	American Planning Association Oregon Chapter
Rodney Stewart	Oregon Department of Transportation
Jessica Tump	TriMet
Greg Winterowd	Winterbrook Planning
Vickie Hardin Woods	City of Salem



OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

Oregon Transportation GHG Emission Reduction Toolkit

Rationale

The toolkit called for in Senate Bill 1059 (SB1059), Section 4 is a database with query capabilities that provides a comprehensive listing of actions and programs that the local governments within Oregon's metropolitan areas can implement on the local and regional level to reduce transportation-related greenhouse gas (GHG) emissions from light vehicle transportation.

Description

The database will consist of descriptions of GHG reducing tools, important characteristics, and interactions. Based on existing literature the database will provide the following:

- Full descriptions of each action and program.
- Effectiveness of each action or program at reducing GHG emissions (range of GHG reduction percentages).
- Cost-effectiveness of each action or program.
- Time required to implement each action or program.
- Time required for each action or program to become effective.
- Degree to which certain strategies require authority to implement beyond the authority available at the local government level.
- Information about the types of actions or programs that compliment each other and can yield synergistic or enhanced effects, for which the range of values can be reliably estimated within the allotted time of this project.

The toolkit will include a procedures manual for implementing actions and programs from the database. The procedures manual will take the form of a set of best practices for implementation. These best practices will establish procedures and methods for implementing actions and programs.

The toolkit will also include documentation of modeling tools (existing and enhanced) that local governments can use to determine the GHG emissions outcomes to be expected when actions or programs are applied under specific local conditions.

Finally, the toolkit will include a set of educational tools that regional and local governments may use to inform the public about the actions and programs needed for GHG reduction and the need for targeted GHG reduction.

Materials following this page were distributed at the meeting.



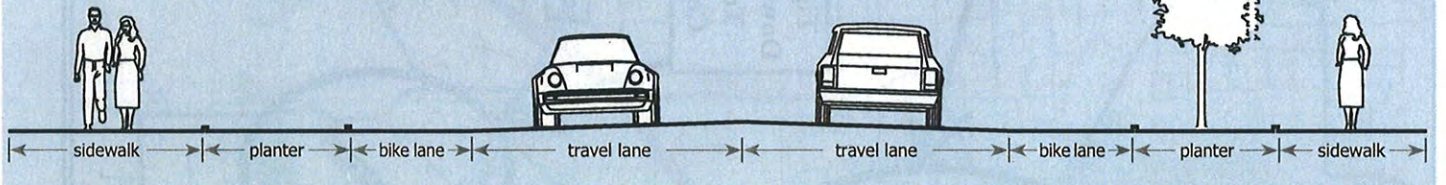
City of Tigard

Proposed Walnut Street Improvements



← Walnut Street at present

↘ Walnut Street with proposed improvements



Walnut Street Project

Project Location

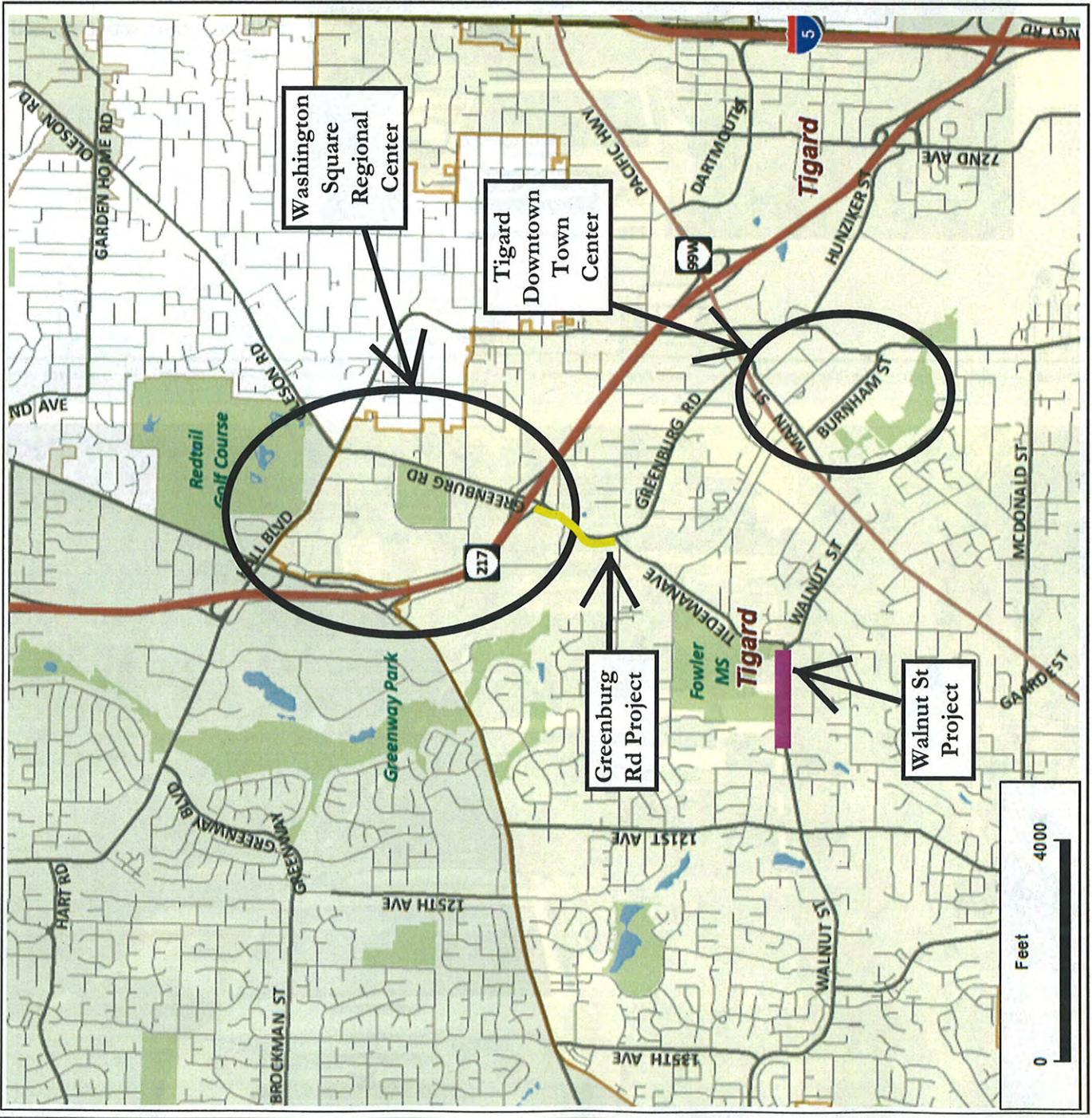



Map printed at 12:58 PM on 25-Oct-10

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City of Tigard
13125 SW Hall Blvd
Tigard, OR 97223
503 639-4171
www.tigard-or.gov






REGIONAL FLEXIBLE FUNDS | PROGRAM REVIEW


Regional Planning Programs

Tom Kloster, AICP
Transportation Planning Manager




REGIONAL FLEXIBLE FUNDS | PROGRAM REVIEW

Regional Funding Timeline



- **1979-92** – Planning programs at Metro funded with local dues
- **1992** – Metro Charter approved
- **1993-Present** – MTIP funding for Metro “in lieu of dues”
- **Covers core planning functions, complements federal planning grants received by Metro**



Regional Dues System



METRO

2005 S. W. First Avenue
Portland, OR 97201-5396
503/221-1646

Memorandum

Date: January 21, 1993
 To: TPAC
 From: Andrew C. Cotugno, Planning Director
 Re: Local Government Dues

Historically, Metro has levied an assessment of dues on local governments to help support its planning functions. At present, 43¢ per capita is assessed, providing \$581,846 which is being spent in the following general program areas:

Transportation Planning \$194,299
 Data Resource Center \$281,425
 Land Use Planning \$108,122

None of these funds are used for Metro general government purposes.

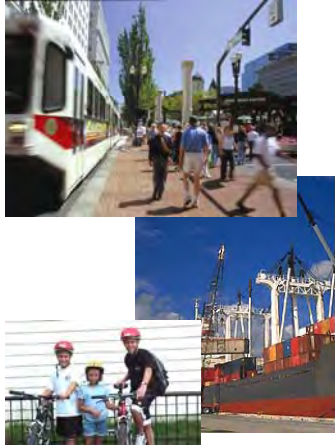


Regional Dues System

JURISDICTION	FCP	IN	U.S.	IN	ASSESSMENT	ASSESSMENT	ASSESSMENT
	EST 1992	METRO 1992	CENSUS 1990	METRO 1990	\$0.35	\$0.43	\$0.51
CLATSOP CO. (Unincorp.)	165411	95303	159773	92055	\$33,356.12	\$40,980.38	\$46,004.64
Barlow	130	0	118	0	\$0.00	\$0.00	\$0.00
Canby	9545	0	8983	0	\$0.00	\$0.00	\$0.00
Clatskanie	2020	0	2016	0	\$0.00	\$0.00	\$0.00
Gladstone	10930	10930	10152	10152	\$3,825.50	\$4,699.90	\$5,374.30
Happy Valley	1910	1910	1519	1519	\$668.50	\$821.30	\$974.10
Johnson City	620	620	586	586	\$217.00	\$266.60	\$316.20
Lake Oswego	29275	29275	28117	28317	\$10,251.22	\$12,717.21	\$15,053.21
Milwaukie	19550	19550	18692	18692	\$6,842.50	\$8,406.50	\$9,670.50
McMinn	3680	0	3651	0	\$0.00	\$0.00	\$0.00
Oregon City	16810	16810	14698	14698	\$5,883.50	\$7,229.30	\$8,573.10
Portland	724	724	707	707	\$253.39	\$311.31	\$369.23
Rivergrove	266	266	287	287	\$93.12	\$114.40	\$135.69
Sandy	4360	0	4152	0	\$0.00	\$0.00	\$0.00
Tualatin	2065	2065	1756	1756	\$722.71	\$887.90	\$1,033.09
West Linn	17845	17845	16067	16067	\$6,170.75	\$7,587.33	\$8,999.95
Wilsonville	9239	9239	7096	7096	\$3,223.82	\$3,972.98	\$4,712.14
TOTAL	294500	204636	278850	192212	\$71,823.14	\$87,894.14	\$104,365.14
MULTNOMAH CO. (Unincorp.)	58603	53423	64148	58388	\$18,897.96	\$22,971.78	\$27,245.80
Beaverton	2975	2975	2391	2391	\$1,041.25	\$1,281.88	\$1,517.25
Gresham	72210	72210	68235	68235	\$25,273.50	\$31,050.30	\$36,827.10
Trask	2304	2304	2253	2253	\$806.36	\$991.35	\$1,174.98
Mayfield	780	780	781	781	\$273.00	\$335.40	\$397.80
Portland	456328	456328	435415	435415	\$159,714.81	\$196,221.05	\$232,727.29
Trousdale	8790	8790	7852	7852	\$3,078.50	\$3,779.70	\$4,482.90
Wood Village	2920	2920	2814	2814	\$1,022.00	\$1,255.80	\$1,489.20
TOTAL	605000	599730	583887	578127	\$209,605.38	\$257,883.75	\$305,862.12
WASHINGTON CO. (Unincorp.)	155351	128279	149177	123181	\$44,897.78	\$55,160.14	\$65,422.48
Banks	570	0	563	0	\$0.00	\$0.00	\$0.00
Beaverton	58785	58785	53310	53310	\$20,574.75	\$25,277.55	\$29,980.35
Corvallis	6425	6425	6148	6148	\$2,248.75	\$2,762.75	\$3,276.75



Flexible Funds “in lieu of dues”



- **Limited to Planning Services**
Only for regional programs that support local planning
- **Focus on Ongoing Work**
Not for one-time projects or to supplement other MTIP funds
- **Complements Federal Grants**
Strategically targeted to make the most of federal planning grants



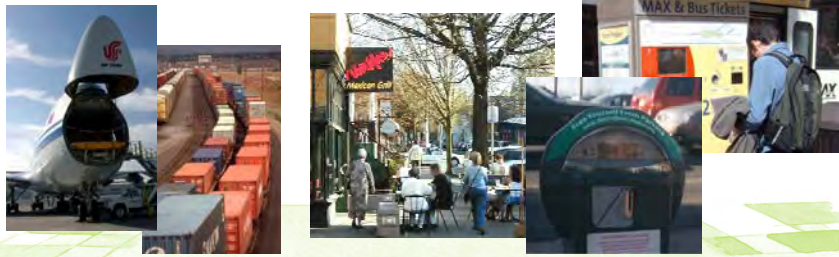
Regional Planning Programs

- **Regional Transportation Planning (RTP)**
- **Metropolitan Transportation Improvement Program (MTIP)**
- **Federal Grant Management & Coordination**
- **Bi-State Coordination**



Regional Planning Programs

- Regional Freight Planning
- Transportation System Management & Operations (TSMO)
- Best Design Practices (Livable Streets)
- Local Project Development



Regional Planning Programs

- Regional Model Development
- Economic, Demographic & Land Use Forecasting
- Technical Assistance Program



2012-15 Request

- **Continuation** of “in lieu of dues” program through 2015
- **Total request** of \$2.24 M for 2014-15 allocation, based on inflation formula
- **Current distribution** across 11 regional programs proposed



Next Steps

- Final allocation would be reflected in future updates to the **Unified Planning Work Program (UPWP)**
- Specific program allocations would be determined in future **Metro budget** process



Questions?

Tom Kloster AICP
Metro

Transportation Planning Manager

600 NE Grand Avenue

Portland, Oregon 97232

503-797-1832

tom.kloster@oregonmetro.gov

www.oregonmetro.gov



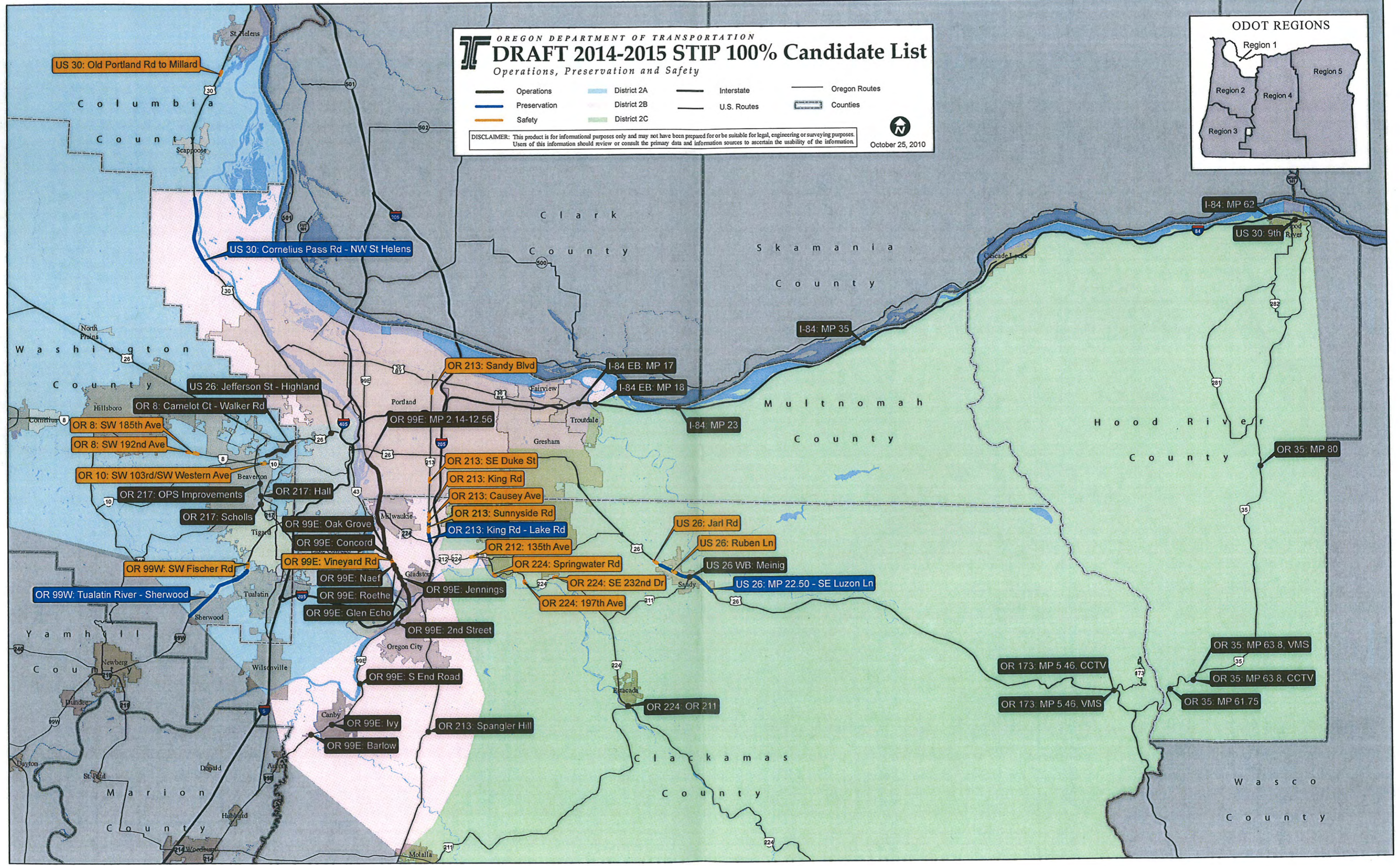
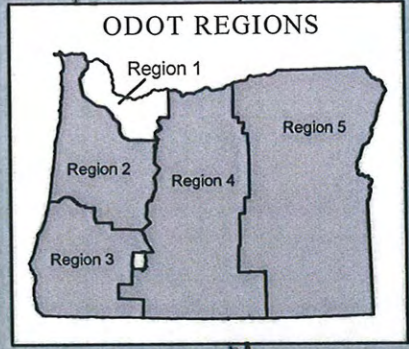
OREGON DEPARTMENT OF TRANSPORTATION
DRAFT 2014-2015 STIP 100% Candidate List
Operations, Preservation and Safety

- | | | | |
|--------------|-------------|-------------|---------------|
| Operations | District 2A | Interstate | Oregon Routes |
| Preservation | District 2B | U.S. Routes | Counties |
| Safety | District 2C | | |

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October 25, 2010





HB 2001 & SB 1059 State and Metropolitan Planning for Reducing GHG Emissions

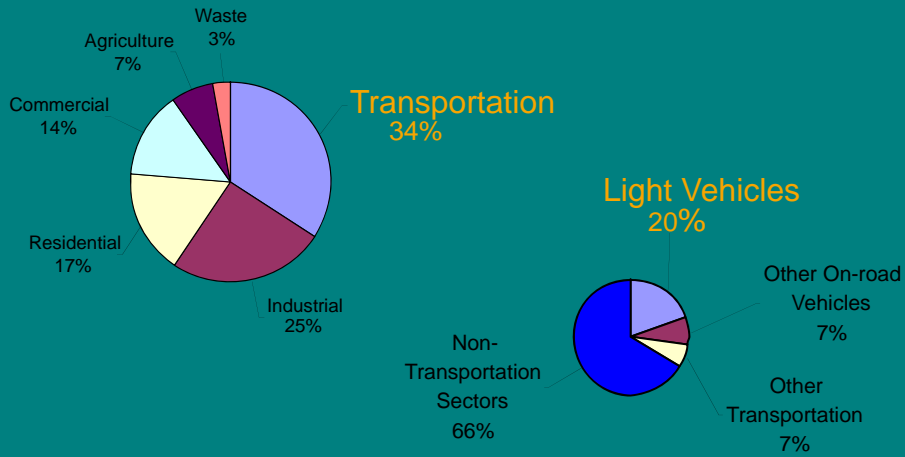
Bob Cortright
Oregon Department of Land
Conservation and Development



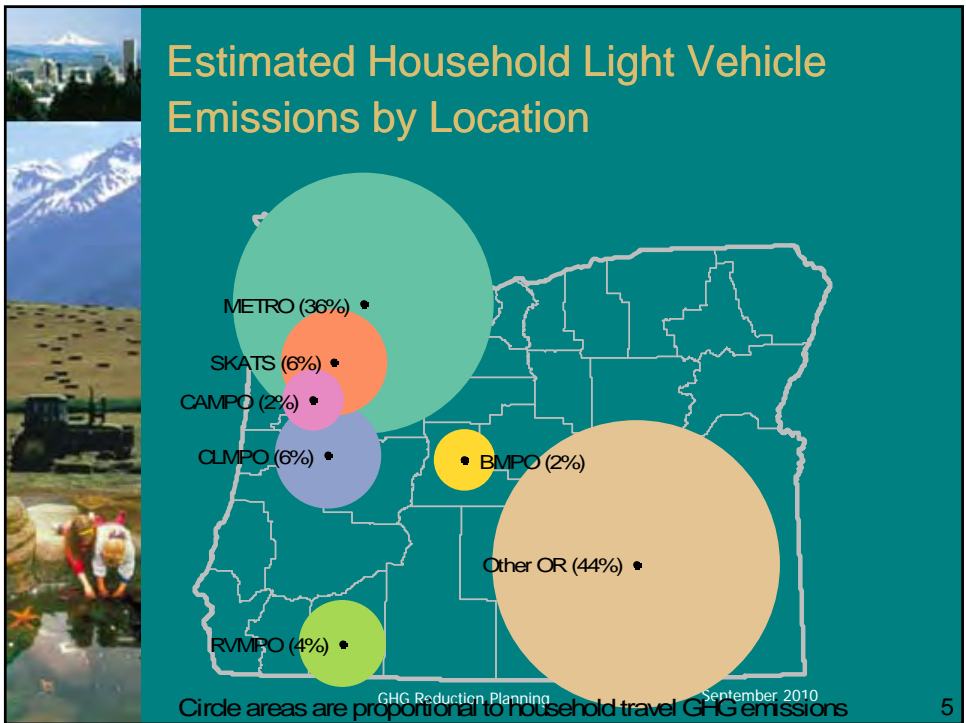
Background

- 2007
 - HB 3543 sets state goals for GHG reduction
 - By 2010 stop growth
 - By 2020 – 10% below 1990
 - By 2050 – 75% below 1990
- 2009
 - HB 2001 Jobs & Transportation Act (JTA)
 - HB 2186 MPOGHG Task Force
- 2010
 - SB 1059

GHG Emissions By Sector



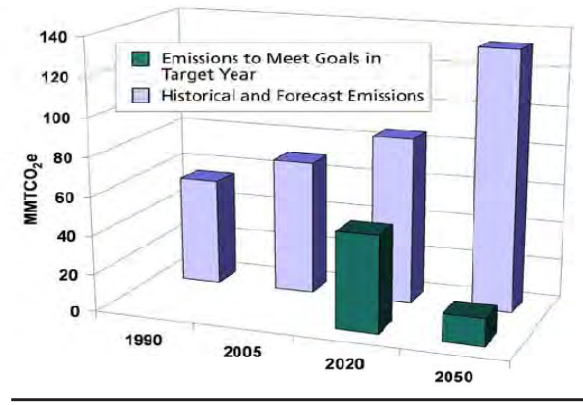
Estimated Household Light Vehicle Emissions by Location





Oregon GHG Goals vs. Forecast

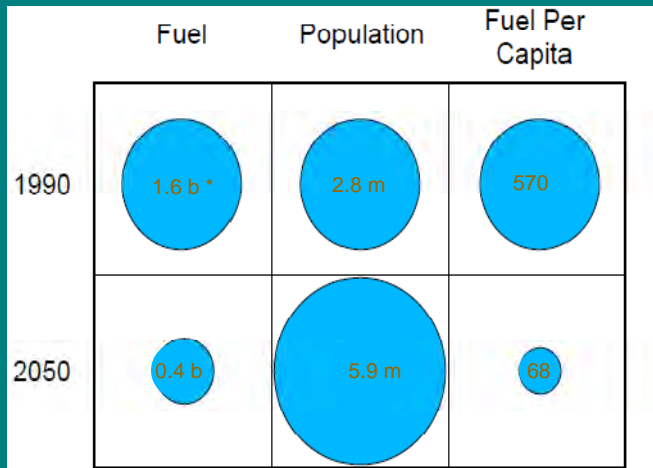
Figure 1: Emission Goals Relative to Forecasted Emissions



Oregon Transportation GHG Emission Reduction Planning
 GHG Reduction Planning
 October 2010
 September 2010



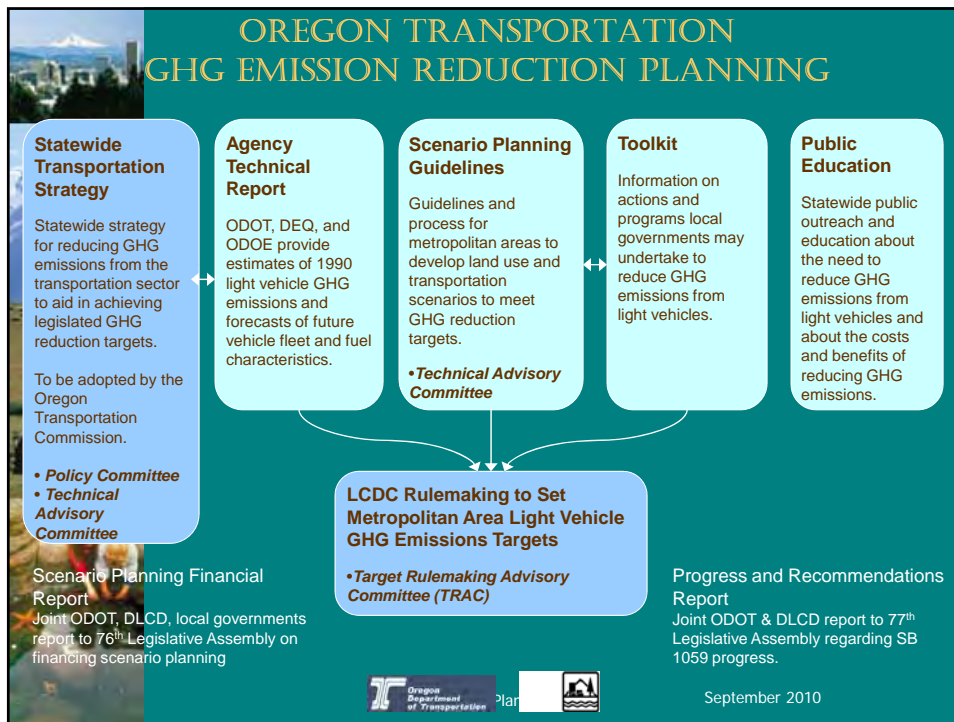
What does a 75% reduction in GHG emissions mean in terms of fossil fuel consumption?



* On-road vehicle travel

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Target Rulemaking

- Due June 2011
- By LCDC
- Must consider different population growth rates in setting reduction targets
 - Likely per capita targets
 - Possibly VMT reduction

Key Points:

- Informed by agency technical report and statewide strategy

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Statewide Strategy

- By ODOT/OTC for transportation sector; statewide
- State programs, funding and incentives to reduce GHG through 2035
 - Assumptions about federal policies
 - Gas tax, congestion pricing, paid insurance, funding for transit, incentives, high speed rail
- **Key Points:**
 - Sets state role in reducing transportation GHG
 - Sets foundation/framework for metropolitan scenario plans

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Agency Technical Report

- **By March 1, 2011**
- Technical Assessment of Vehicles, Fuels, VMT
- By ODOT, DEQ, DOE
- 1990 and 2035 baseline estimates of:
 - Vehicle fleet
 - Fuels
 - VMT
- **Key points:**
 - Informs target setting and state strategy
 - Likely based on national information & California work
 - Underway now – ODOT GreenSTEP model

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Agency Technical Report details

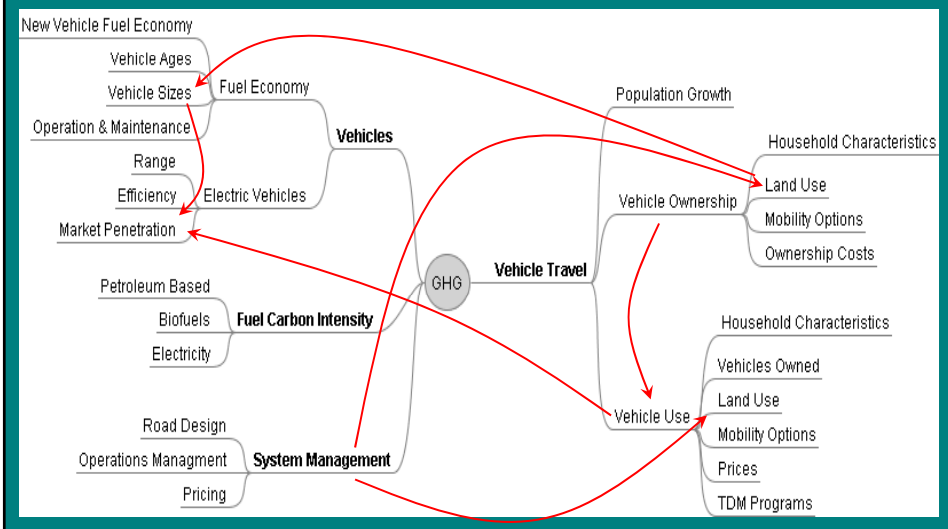
For each metropolitan area:

- ODOT estimates:
 - 1990 light vehicle VMT
 - Light vehicle fleet replacement through 2035
- DEQ & DOE estimate:
 - 1990 GHG emissions from light vehicles
 - Average GHG of light vehicle fleet in 2035
 - Percentage reduction in light vehicle emissions to the year 2035 needed to achieve 2050 GHG goals
 - VMT that meets 2035 GHG emissions goal

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Factors are Interconnected





The GreenSTEP Model

- GreenSTEP = Greenhouse gas State Transportation Emissions Planning model
- Work started (2008) at the request of the Oregon Global Warming Commission (OGWC) for a model to evaluate a broad range of GHG policies
- GreenSTEP will be used to support the development of the statewide strategy for reducing GHG emissions from the transportation sector

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Scenario Planning Guidelines

- By ODOT & DLCD
- Advisory
- Process for scenario planning
 - Steps/ who does it
 - Assumptions
 - Evaluation methods
- Allow for a range of actions for reducing transportation GHG
- Integrate with existing planning processes
- Build in flexibility/state local coordination

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Toolkit

- ODOT and DLCD
- Best Practices for GHG reduction
- Local & regional programs and actions
 - Provide examples
 - Document GHG reduction effects
 - Focus on most effective
 - Identify benefits/ co-benefits
- Recommend Analysis and Modeling Tools

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Implementation

- HB 2001 – Portland Metro Only
 - LCDC Adopts Scenario Planning Rule (2013)
 - Guides “cooperative selection” of preferred scenario
 - Sets minimum planning standards & assumptions
 - Cycle for local plan adoption and updates
- SB 1059 – Other metropolitan areas
 - No specific timeline or requirements
 - To be addressed by 2011 Legislature
 - Expectation: Preferred scenario will guide plan updates

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Issues/Observations



Target Setting Factors

- Need to estimate:
 - 2035 statewide GHG reduction goal
 - Transportation sector share
 - Light vehicle share
 - Metropolitan share
- Consider population growth differences
 - Between 1990-2035:
 - Deschutes +300% (+170,000)
 - Benton +40% (+27,000)



Initial thoughts

- 2035 GHG reduction target is likely 30-50% below 1990 levels
- Technology
 - Vehicles will get much better
 - But fleet turnover affects adoption of new technology– median vehicle is 9 years old
- VMT
 - Recent per capita trend is encouraging – flat to down slightly over last 5 years
 - But population will grow by 35-40%

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Role of Scenario Planning

- Objective: Figure out what it will take to meet GHG goals
 - Combination of actions that is most effective, most beneficial, least painful
 - At vision/concept level
 - Like Metro 2040 Concept Plan
- Informs:
 - Legislative dialogue about targets, state actions, next steps
 - Plan updates, local actions

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What will scenarios look like?

- Land Use: *maximize Low VMT development*
 - More infill/redevelopment in centers
 - More mixed use, transit oriented development
 - Higher densities for new development
 - Little or no UGB expansion
- Transportation: *expand low GHG options*
 - Expanded transit
 - Complete bike / ped networks
 - Incentives for alternative modes
 - Parking management
- Integrated packages – LU & Transportation
 - Example: TODs + BRT + cash out etc.

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California is on a Similar Path

- SB 375
 - MPOs must develop “Sustainable Communities Strategy” - SCS
 - CARB to set targets for 18 MPOs by September 30
 - Draft GHG reduction targets
 - 13-16% reduction per capita (large MPOs)
 - 10% reduction (mid-sized MPOs)

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Resources

- SB 1059 Website
www.oregon.gov/ODOT/TD/TP/SB1059.shtml
- Oregon Global Warming Commission
www.keeporegoncool.org
- TGM Carbon Footprint Webpage
www.oregon.gov/LCD/TGM/carbonfootprint/index.shtml

Cool Planning:
A Handbook on Local Strategies to Slow Climate Change

Oregon Transportation and Growth Management Program