

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, November 4, 2010  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chambers

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- |         |     |                                                                                                                                                                                                                                                                                                        |                                                           |
|---------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| 7:30 AM | 1.  | <b>CALL TO ORDER &amp; DECLARATION OF A QUORUM</b>                                                                                                                                                                                                                                                     | <b>Carlotta Collette, Chair</b>                           |
| 7:32 AM | 2.  | <b>INTRODUCTIONS</b>                                                                                                                                                                                                                                                                                   | <b>Carlotta Collette, Chair</b>                           |
| 7:35 AM | 3.  | <b>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</b>                                                                                                                                                                                                                                                      | <b>Carlotta Collette, Chair</b>                           |
| 7:40 AM | 4.  | <b>COMMENTS FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>                                                                                                                                                                                                                                                 |                                                           |
|         | *   | • Regional Flexible Fund Task Force                                                                                                                                                                                                                                                                    |                                                           |
|         | *   | • Nov. 19 Oregon Climate Summit                                                                                                                                                                                                                                                                        |                                                           |
|         | *   | • Federal FY '12 Appropriations and Reauthorization                                                                                                                                                                                                                                                    | <b>Andy Cotugno</b>                                       |
|         | *   | • Metro New Media Experience Update                                                                                                                                                                                                                                                                    | <b>Jim Middaugh</b>                                       |
| 7:50 AM | 5.  | <b>CONSENT AGENDA</b>                                                                                                                                                                                                                                                                                  |                                                           |
|         | *   | • Consideration of the JPACT Minutes for October 14, 2010                                                                                                                                                                                                                                              |                                                           |
|         | *   | • <b>Resolution No. 10-4210</b> , 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 <sup>th</sup> Project – <u>ACTION REQUESTED</u>          |                                                           |
|         | *   | • <b>Resolution No. 10-4211</b> , 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>ACTION REQUESTED</u> |                                                           |
|         | 6.  | <b><u>ACTION ITEMS</u></b>                                                                                                                                                                                                                                                                             |                                                           |
| 7:55 AM | 6.1 | * <b>Resolution No. 10-4201</b> , 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>ACTION REQUESTED</u>                | <b>Mark Turpel</b><br><b>Ted Leybold</b>                  |
|         | 7.  | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>                                                                                                                                                                                                                                                           |                                                           |
| 8:05 AM | 7.1 | * Review of 2014-15 Regional Flexible Fund Step 1 Programs - <u>INFORMATION</u>                                                                                                                                                                                                                        | <b>Tom Kloster</b>                                        |
|         |     | • Metropolitan Planning Organization support ( <b>Nov. 4</b> )                                                                                                                                                                                                                                         |                                                           |
|         |     | • Transit Oriented Development ( <b>Dec. 9</b> )                                                                                                                                                                                                                                                       |                                                           |
|         |     | • Transportation System Management and Operations (TSMO) and Regional Travel Options (RTO) ( <b>Jan. 13</b> )                                                                                                                                                                                          |                                                           |
| 8:15 AM | 7.2 | * State Transportation Improvement Program (STIP) Draft for Public Comment – <u>REVIEW / COMMENT</u>                                                                                                                                                                                                   |                                                           |
|         |     | • Overview                                                                                                                                                                                                                                                                                             | <b>Jason Tell</b>                                         |
|         |     | • TPAC Comments                                                                                                                                                                                                                                                                                        | <b>Ted Leybold</b>                                        |
| 8:40 AM | 7.3 | * Oregon Transportation Greenhouse Gas Emission Reduction Planning (HB 2001/SB 1059) – <u>INFORMATION</u>                                                                                                                                                                                              | <b>Richard Whitman, DLCD</b><br><b>Jerri Bohard, ODOT</b> |
| 9 AM    | 8.  | <b>ADJOURN</b>                                                                                                                                                                                                                                                                                         | <b>Carlotta Collette, Chair</b>                           |

\* Material available electronically. For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov). To check on closure or cancellations during inclement weather please call 503-797-1700#.

**2010-11 JPACT Work Program**

**10/28/10**

<p><b><u>November 4, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• MTIP amendment Portland to Milwaukie Light Rail Final Design Application – Action</li><li>• MTIP Amendment to Transfer Funds from the Greenberg Rd.: Tiedeman to Hwy 217 Project to the Walnut St.: Tiedeman to 116<sup>th</sup> Project – Action</li><li>• MTIP Amendment to Delete the Washington Square Regional Center Trail: Hall to Greenberg Project and Substitute the Fanno Creek Trail: Main to Hall Project – Action</li><li>• Region wide Flexible Funds (Step 1) Review: Regional Planning – Information</li><li>• STIP: Recommended Draft for Public Comment – Information</li><li>• Oregon Transportation Greenhouse Gas Emission Reduction Planning – Information</li></ul>	<p><b><u>December 9, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Region wide Flexible Funds (Step 1) Review: Transit Oriented Development – Information</li><li>• Columbia River Crossing Project – Information</li><li>• ODOT TIP projects Release for Public Comment Process – Information</li><li>• Legislative Transportation Update – Information</li></ul>
<p><b><u>January 13, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Region wide Flexible Funds (Step 1) Review: TSMO and RTO</li><li>• Intertwine- Information</li><li>• Climate Smart Communities – Information/Discussion</li><li>• RFFA Task Force Strategy Recommendation – Briefing and Discussion</li><li>• Adoption of Federal Appropriations and Authorization Priorities – Action</li><li>• Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information</li><li>• Global Warming Commission 2020 Roadmap – Information</li></ul>	<p><b><u>February 10, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Action</li><li>• Climate Smart Communities Scenarios – Discussion</li><li>• University of Oregon Adaptation Framework – Information/Discussion</li></ul> <p><b><u>Hold: Joint JPACT/MPAC Meeting</u></b></p> <p>Climate Smart Communities</p> <ul style="list-style-type: none"><li>• Oregon Transportation Greenhouse Gas Emission Reduction Planning</li><li>• Public Opinion Research</li><li>• Policy Options to Test</li></ul>
<p><b><u>March 10, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios – Action on Policy Options to Test</li></ul> <p>Monday, Feb, 28, 5 p.m.: DC Trip Prep Meeting</p> <p>March 9-10: Annual JPACT Washington, DC Trip (Tentitive)</p>	<p><b><u>April 14, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• 2011 – 2012 UPWP and Annual MPO Self-Certification - Action</li></ul>
<p><b><u>May 12, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios – Information/Discussion</li></ul>	<p><b><u>June 9, 2011 – Regular Meeting</u></b></p>

<p><b><u>July 14, 2011 – Regular Meeting</u></b></p>	<p><b><u>August 11, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• 2014-15 Regional Flexible Fund Allocation – Action</li> </ul>
<p><b><u>September 8, 2011 – Regular Meeting</u></b></p> <p><b><u>Hold: Joint JPACT/MPAC Meeting</u></b> Climate Smart Communities Results and Recommendations</p>	<p><b><u>October 13, 2011 – Regular Meeting</u></b></p>
<p><b><u>November 10, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios – Action on Findings to be Submitted to 2012 Legislature and Recommendations</li> </ul>	<p><b><u>December 8, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• 2012-15 MTIP/STIP Approval and Air Quality Conformity – Action</li> </ul>

Parking Lot:

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



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

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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.

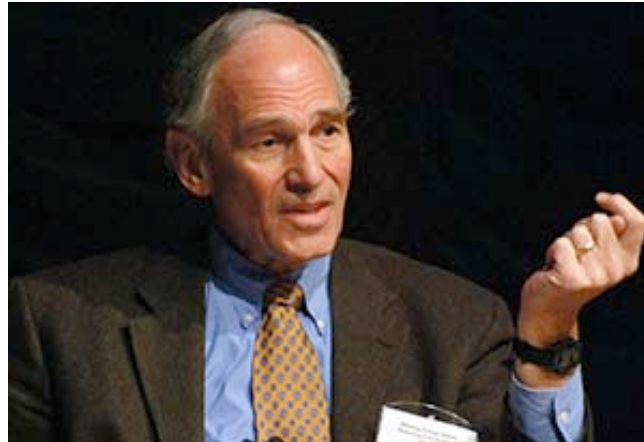
Over the coming months, staff and I will work to ensure ongoing communication between the task force and JPACT. Please help us make this a collaborative and effective process.

<b>Members of Regional Flexible Funds Task Force</b>		
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



*Oregon*

# Climate Summit



## An Evening with Dr. William Moomaw

Awarded the 2007 Nobel Peace Prize  
for leadership with the  
Intergovernmental Panel on Climate Change (IPCC)

Thursday, November 18, 2010

5:30 - 7:30 PM

Hors d'oeuvres and No Host Bar (\$25)

Join us for an informal opening reception and comments from noted climate scientist Dr. William Moomaw, who will share behind-the-scenes insights on global climate politics and why local officials are key to an international response to climate change.

Opus VII Gallery

22 West 7th Avenue | Eugene, Oregon | 97401

See [www.om poc.org](http://www.om poc.org) for registration information.

Summit Sponsors:





# Oregon

## Climate Summit



Friday, November 19, 2010  
8 AM – 5 PM

Hilton Conference Center

66 East 6th Avenue | Eugene, Oregon | 97401 | 541-342-2000

Final Program

Summit Sponsors:





# Oregon

## Climate Summit

Friday, November 19, 2010

- 8:00 Light Breakfast & Registration
- 8:30 Welcome (Mayor Kitty Piercy, City of Eugene & OMPOC Chair)
- 8:35 Opening Remarks: (Congressman Peter DeFazio - Invited)

### Session 1

#### Climate Change & You: State of the Science and How Local Actions Are the Key to a Global Response

The opening session will provide the essentials of climate science from Dr. William Moomaw, an international authority on climate change who was awarded the 2007 Nobel Peace Prize for his work with the Intergovernmental Panel on Climate Change. Dr. Moomaw will highlight the latest in climate data and implications for local communities, followed by a discussion with the audience.

- 9:00 Global Climate Change: A Challenge We Can Meet Locally (Dr. William Moomaw, The Fletcher School, Tufts University)
- 10:00 Questions & Discussion (Mayor Kitty Piercy, City of Eugene, Moderator)
- 10:45 Break

### Session 2

#### Climate-Smart Communities: Seizing the Opportunities Ahead

This session features a panel discussion among experts on opportunities to advance local economic development and livability goals while addressing climate change. The theme of the discussion will be the co-benefits of climate policy -- how can preparing for climate change open doors for communities hoping to advance other community goals?

- 11:00 Panel Discussion: What are the Co-Benefits of Climate Policy for Local Communities?  
  
Dr. William Moomaw, The Fletcher School, Tufts University  
Mike McKeever, Executive Director, Sacramento Council of Governments (SACOG)  
John Fregonese, Fregonese & Associates  
Robert A. Leiter, San Diego Area Governments (SANDAG)  
  
Moderator: Carlotta Collette, Metro Councilor & OMPOC Vice-Chair





## Lunch Session

### Moving Regions Toward A Common Climate Strategy

Noon Buffet Lunch

12:20 Lunch Comments: Turning the Climate Change Imperative into Community Action and Regional Consensus

*Mike McKeever, John Fregonese and Robert Leiter will offer informal comments on their experiences mobilizing regions toward common growth goals, and the potential to use the lessons learned to advance local climate policy.*

*Mike McKeever, Executive Director, Sacramento Council of Governments*

*John Fregonese, Fregonese & Associates*

*Robert A. Leiter, San Diego Area Governments (SANDAG)*

*Moderator: Mayor Kitty Piercy, City of Eugene & OMPOC Chair*

## Session 3

### Oregon Climate Partners: How Local Communities and State Agencies Can Work Together on Climate Change

*This session includes a panel of top policymakers from the state's four lead agencies on climate change. The panel will offer a preview of how the state agencies are working together to coordinate the state's emerging climate strategy, and opportunities for localities to work with the state on climate solutions that work for local communities.*

1:00 Overview: Oregon's Climate Change Legislation  
*Bob Cortright, Department of Land Conservation & Development*

1:10 Panel Discussion: How will the State partner with local communities in developing a Statewide Climate Strategy?

*Angus Duncan, Chair, Oregon Global Warming Commission*

*Marilyn Worrix, Vice-Chair, Land Conservation & Development Commission*

*Matthew Garrett, Director, Oregon Department of Transportation*

*Bill Blosser, Chair, Oregon Environmental Quality Commission*

*Moderator: Mayor Kitty Piercy, City of Eugene & OMPOC Chair*

2:10 Audience Questions & Discussion (Mayor Kitty Piercy)

2:30 Break



## Session 4

### What's Next for Oregon Communities and Climate Change?

The final session will challenge summit participants to work in small groups to apply the lessons of climate change policy to their own local experience, identifying the best opportunities and toughest obstacles that lie ahead. The expert panelists will then discuss highlights from the small-group discussions, and their recommendations for moving forward.

3:00 Small Group Discussions: "10 Best Opportunities, 10 Biggest Obstacles"

4:15 Panelist Wrap-up: "10 Best Opportunities, 10 Biggest Obstacles"

*Dr. William Moomaw, The Fletcher School, Tufts University  
Mike McKeever, Executive Director, Sacramento Council of Governments  
John Fregonese, Fregonese & Associates  
Robert A. Leiter, San Diego Area Governments (SANDAG)*

*Moderator: Carlotta Collette, Metro Councilor & OMPOC Vice-Chair*

4:55 Closing Comments (Mayor Kitty Piercy, City of Eugene & OMPOC Chair)

5:00 Adjourn

#### About the Oregon MPO Consortium (OMPOC)

The Oregon MPO Consortium (OMPOC) is 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. To learn more about OMPOC, visit our website at <http://www.ompoc.org/>

#### Summit Sponsors:



 Metro | Memo

Date: October 25, 2010  
To: JPACT  
From: Andy Cotugno  
Subject: Federal FY '12 appropriations earmarking and reauthorization earmarking

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FY '12 APPROPRIATIONS:

This is a proposal for developing the appropriations earmark requests for endorsement by JPACT for the FY '12 transportation appropriations bill. With the continued shrinkage of earmarking opportunities, the approach is proposed to be simpler than last year without the added step of prioritizing within Congressional District boundaries. The JPACT trip to Washington, DC is scheduled for March 8 – 10.

1. As in the past, the list of earmarking requests for federal appropriations should be narrowed down to 2-per jurisdiction or group of jurisdictions as follows:
  - Portland
  - Multnomah County and Cities of Multnomah County
  - Clackamas County and Cities of Clackamas County
  - Washington County and Cities of Washington County
  - TriMet
  - Metro
  - ODOT
  - Port of Portland
2. Project selection criteria should include:
  - Requests should be of an amount consistent with what can likely be earmarked (generally around \$500,000 to \$1 million)
  - Consistency with interests of member of Congress
  - Job creation during construction and on-going support of permanent jobs
  - Project readiness – funds must be able to be obligated by the end of FY 2012; there are no significant technical, environmental, financial or political hurdles that could hold up obligating funds
  - Inclusion in the financially constrained element of the new RTP
  - Non-federal funds should be identified
  - Ability to proceed with a partial earmark (must include a written approach to implementation with a partial earmark)
  - Likelihood of proposed category to be successfully earmarked (particularly those that are not oversubscribed)
3. There should be a written explanation describing how this request links to a broader strategy, including the relationship of the project to the region's broader land use and transportation improvement strategy and the relationship of these funds to other federal, state or local funds.

## REAUTHORIZATION PRIORITIES:

- Emphasize the importance of adopting a new six-year authorization bill soon. The bill should be structured based upon the policy initiative established through the bill pending before the House T&I Committee.
- Support a substantial increase to the revenue base, both to address current shortfalls now being supported by transfers from the General Fund and to provide for an increase in the program.
- Support the House Transportation and Infrastructure Committee bill as the framework for the new authorization bill. In particular, support the following program structure elements:
  - Creation as the region's highest priority of a new discretionary Metropolitan Mobility and Access Program;
  - Support for other improvements in the bill, including:
    - Creation of a new competitive "Projects of National Significance" program from which the region would seek the federal share of the highway elements of the Columbia River Crossing Project.
    - Strong linkage to a Climate Change policy direction;
    - Incorporation of a "practical design" directive;
    - Continuation of the current Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) Programs;
    - Consolidation of the current Interstate, National Highway System (NHS) and Highway Bridge Repair and Replacement Program (HBRR) into a program to maintain a "Good State of Highway Repair;"
    - Creation of a new Freight Improvement Program;
    - Significant program improvements and substantial increased funding in the New Starts and Small Starts Programs;
    - Consolidation of several smaller programs into a new Critical Access (transit) Program;
    - Consolidation of several smaller programs into a comprehensive Safety Program.
    - Creation of an Active Transportation Program;
  - Continue to seek refinements in the bill through the remainder of the House and Senate authorization bill process based upon the adopted policy direction last year.
  - Support adoption of the Livable Communities Act of 2010.
- Attached are the project priorities adopted by Resolution No. 10-4124. This list should be updated to reflect most recent cost estimates and account for funding contributions through the American Recovery and Reinvestment Act, the MTIP, STIP and local sources.

## Surface Transportation Act of 2009 Project Priorities

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
<b>Metropolitan Mobility</b>						
M-1	I-205/I-5 Interchange	\$7.00	ODOT	OR-1	Construction	Metropolitan Mobility
M-2	OR 99W/McDonald/Gaarde Intersection	\$5.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	Metropolitan Mobility
M-3	I-205/Airport Way Interchange	\$10.00	Port of Portland/ODOT	OR-3	Construction	Metropolitan Mobility
M-4	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-5	ROW/PE	Metropolitan Mobility
M-5	OR 213/Redland Road Lane Improvements	\$6.80	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
M-6	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
M-7	US 26/Brookwood-Helvetia Interchange	\$25.00	City of Hillsboro	OR-1	ROW/Construction	Metropolitan Mobility
M-8	Bethany Overcrossing of Hwy 26	\$12.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-9	OR10: Oleson/Scholls Ferry Intersection	\$11.00	Washington County	OR-1	ROW	Metropolitan Mobility
M-10	Walker Road: 158th to Murray	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-11	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-12	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility
M-13	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
M-14	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	Metropolitan Mobility
M-15	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Metropolitan Mobility
<b>Freight</b>						
F-1	I-84/257th Ave. Troutdale Interchange	\$22.00	Port of Portland/ODOT	OR-3	Construction	Freight
F-2	Sunrise System Improvements	\$30.00	Clackamas County/ODOT	OR-3	ROW/Construction	Freight
F-3	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
F-4	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
F-5	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$8.00	Washington County	OR-1	Planning, PE, ROW	Freight
<b>Managing the Existing System</b>						
S-1	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
<b>System Management</b>						
ITS -1	I-84/Central Multnomah County ITS	\$3.00	City of Gresham/ODOT	OR-3		System Management
ITS -2	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
<b>Demand Management</b>						
TDM-1	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
<b>Transit Oriented Development</b>						
TOD-1	College Station TOD (at PSU)	\$3.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
TOD-2	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
TOD-3	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
TOD-4	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
<b>Bridges</b>						
B-1	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$40.00	Multnomah County	OR-3,5	Construction	Bridges
<b>Transit and Greenhouse Gases</b>						
T-1	TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5	Acquisition	Transit
T-2	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
T-3	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
T-4	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5	Engineer/manufacture	Transit
T-5	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
T-6	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
T-7	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
T-8	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
T-9	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
T-10	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit
<b>New Starts/Small Starts</b>						
NS-3	Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-1,3	PE/Final Design/Construction	New Starts
NS-4	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/City of Portland/TriMet	OR-1,5	PE/DEIS/FEIS	New or Small Starts
NS-5	Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts
NS-6	Portland to Tigard and Sherwood/99W/Barbur Blvd. New Starts Alternatives Analysis	\$11.40	Metro/TriMet/Portland/Tigard	OR-1,5	Planning/PE/DEIS/FEIS	New Starts
NS-7	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland/City of Gresham	OR-3	Planning/Alternatives Analysis	Small Starts



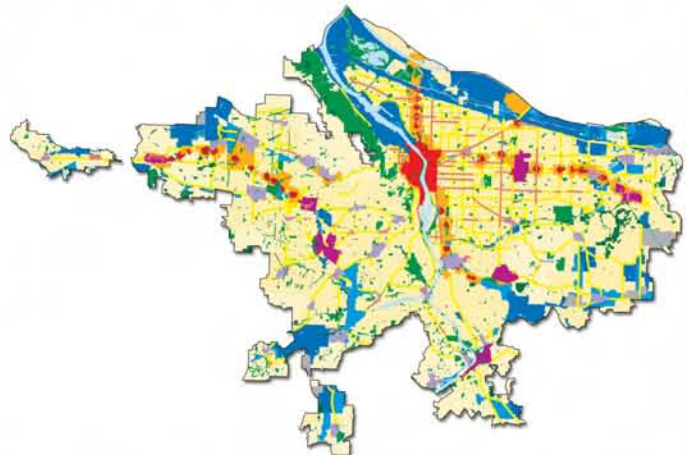
Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Purpose	Program Category
<b>Walking and Cycling</b>						
TBP-1	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-2	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-3	Congressional District 5 Trails/Bikepath Program	\$10.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Projects under consideration:</b>						
<b>Multnomah County Jurisdictions*</b>						
TBP-4	Portland Bicycle Boulevard Project	\$25.00				
TBP-5	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Clackamas County Jurisdictions*</b>						
TBP-6	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-7	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-8	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-9	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-10	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-11	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-12	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-13	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-14	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Washington County Jurisdictions*</b>						
TBP-15	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-16	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-17	Fanno Creek Trail Projects	\$0.80	City of Tigard	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-18	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Critical Highway Corridors</b>						
H-1	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
<b>Boulevards/Main Streets</b>						
MB-1	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
MB-2	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
MB-3	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	City of Portland	OR-3	Construction	Blvd./Main Streets
<b>Parkways</b>						
P-1	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
<b>Green Infrastructure</b>						
G-1	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
G-2	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$3.60	City of Portland	OR-3	PE/Construction	Green Infrastructure
<b>Research</b>						
R-1	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research

\*Note: Congressman Blumenauer has proposed the "Active Transportation Act of 2009" to fund projects to provide safe and convenient options to bicycle and walk for routine travel. The program is proposed to be administered on a national competitive basis. The projects listed are under consideration for funding either through these earmarks or through the competitive program if it is created and the region competes successfully.

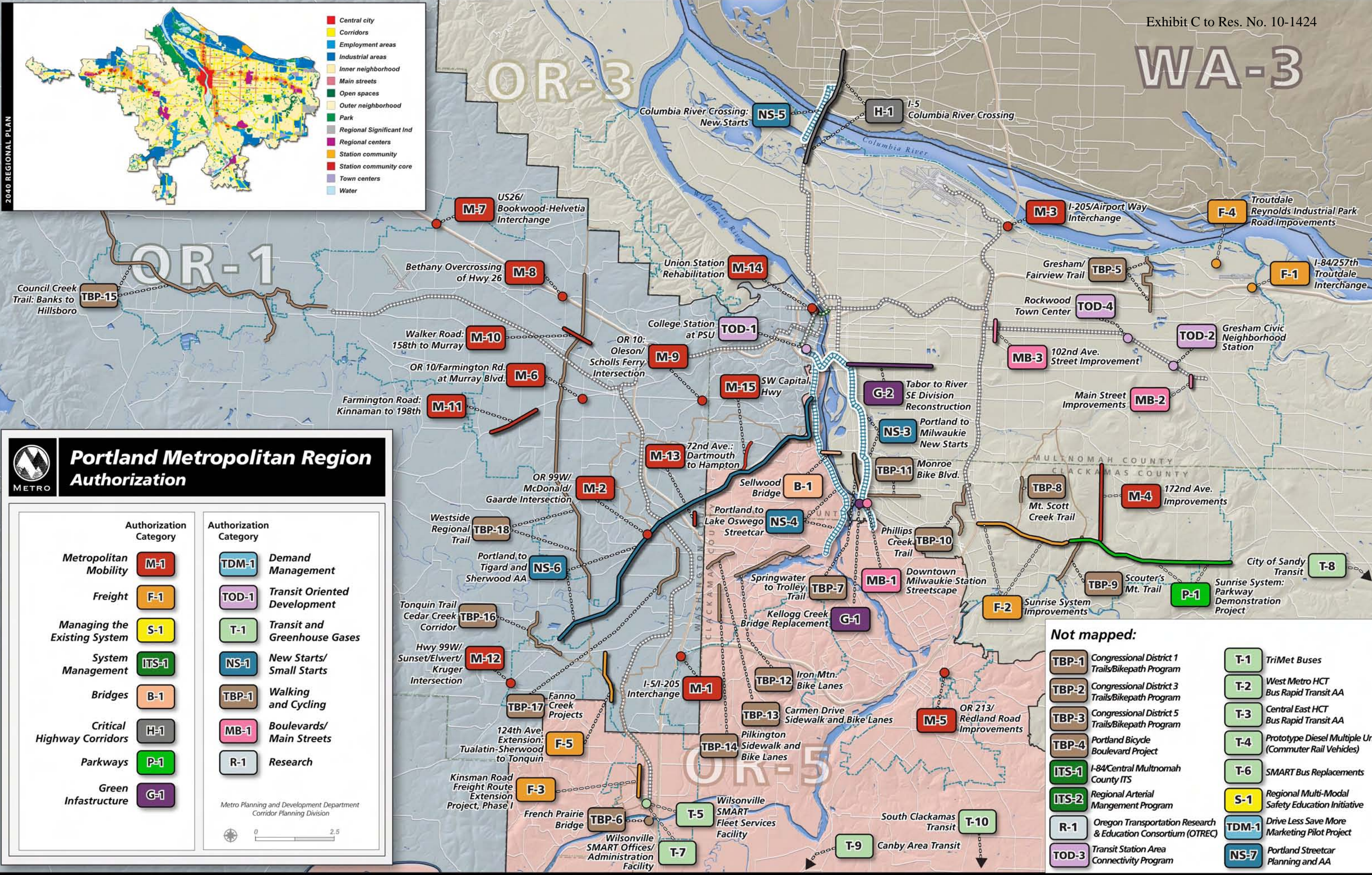


# WA-3

2040 REGIONAL PLAN



- Central city
- Corridors
- Employment areas
- Industrial areas
- Inner neighborhood
- Main streets
- Open spaces
- Outer neighborhood
- Park
- Regional Significant Ind
- Regional centers
- Station community
- Station community core
- Town centers
- Water



## Portland Metropolitan Region Authorization

Authorization Category	Authorization Category
<b>Metropolitan Mobility</b> <span style="background-color: red; color: white; padding: 2px;">M-1</span>	<span style="background-color: lightblue; padding: 2px;">TDM-1</span> Demand Management
<b>Freight</b> <span style="background-color: orange; color: white; padding: 2px;">F-1</span>	<span style="background-color: purple; padding: 2px;">TOD-1</span> Transit Oriented Development
<b>Managing the Existing System</b> <span style="background-color: yellow; color: black; padding: 2px;">S-1</span>	<span style="background-color: lightgreen; padding: 2px;">T-1</span> Transit and Greenhouse Gases
<b>System Management</b> <span style="background-color: green; color: white; padding: 2px;">ITS-1</span>	<span style="background-color: blue; padding: 2px;">NS-1</span> New Starts/ Small Starts
<b>Bridges</b> <span style="background-color: lightorange; padding: 2px;">B-1</span>	<span style="background-color: brown; padding: 2px;">TBP-1</span> Walking and Cycling
<b>Critical Highway Corridors</b> <span style="background-color: grey; padding: 2px;">H-1</span>	<span style="background-color: pink; padding: 2px;">MB-1</span> Boulevards/ Main Streets
<b>Parkways</b> <span style="background-color: lightgreen; padding: 2px;">P-1</span>	<span style="background-color: lightblue; padding: 2px;">R-1</span> Research
<b>Green Infrastructure</b> <span style="background-color: purple; padding: 2px;">G-1</span>	

Metro Planning and Development Department  
Corridor Planning Division

- Not mapped:**
- TBP-1 Congressional District 1 Trails/Bikepath Program
  - TBP-2 Congressional District 3 Trails/Bikepath Program
  - TBP-3 Congressional District 5 Trails/Bikepath Program
  - TBP-4 Portland Bicycle Boulevard Project
  - ITS-1 I-84/Central Multnomah County ITS
  - ITS-2 Regional Arterial Mangement Program
  - R-1 Oregon Transportation Research & Education Consortium (OTREC)
  - TOD-3 Transit Station Area Connectivity Program
  - T-1 TriMet Buses
  - T-2 West Metro HCT Bus Rapid Transit AA
  - T-3 Central East HCT Bus Rapid Transit AA
  - T-4 Prototype Diesel Multiple Unit (Commuter Rail Vehicles)
  - T-6 SMART Bus Replacements
  - S-1 Regional Multi-Modal Safety Education Initiative
  - TDM-1 Drive Less Save More Marketing Pilot Project
  - NS-7 Portland Streetcar Planning and AA





Date: Wednesday, Oct. 20, 2010  
To: Metro Councilors, MPAC and JPACT members  
From: Jim Middaugh, communications director  
Subject: New media experiment update and policies

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### **Introduction**

Several Metro Councilors and other stakeholders recently raised questions about the Communications Department's ongoing experiment in sponsoring more independent reporting about the agency's work. I take responsibility for not providing better and clearer information about the experiment earlier. This memo provides more information about the project and highlights the editorial policies we have put in place to manage the work.

### **Background**

There are about 20 newspapers in the Portland area, and none of them devote extensive resources to covering Metro. In 2009, Metro's communications staff decided that lack of coverage hurt the agency's transparency and public engagement. Our solution was to hire a temporary reporter to provide two months of independent coverage of a series of public meetings associated with regional land use decisions. Stakeholder and public feedback about the experiment was universally positive.

### **Goals**

Based on that experience, and in light of the Metro auditor's recent call for more transparency, this fall Metro expanded on the experiment by hiring a temporary reporter – between September now and December 31, 2010 – to provide independent coverage of public meetings and to produce articles on those meetings and on topics associated with the development of a regional Community Investment Strategy. The goals of the expanded experiment include:

- improving the effectiveness and amount of public engagement in regional policymaking
- building trust with stakeholders and the public
- improving public knowledge about the issues and challenges facing the region
- improving the transparency of regional policymaking
- providing a public place for Metro's critics and supporters alike to share their voices.

When the experiment was announced, members of the commercial media initially expressed skepticism about Metro's ability to allow independent reporting. Since its launch, however, feedback from journalists and stakeholders, with one exception, has been very positive. The Portland Tribune recently wrote an article praising the project. And, during the last 30 days, the Metro newsfeed (<http://news.oregonmetro.gov/1/>) received more than 9,000 page views, an increase of nearly 2,000 views from the prior month.

### **Editorial guidelines**

To ensure the integrity of the project and to respond to the questions received to date, the Communications Department recently created a set of editorial guidelines to govern the news reporter. These editorial guidelines will be immediately implemented and shared with our stakeholders, readers, and Metro's reporter. They include:

- Focus coverage on the Community Investment Strategy and closely related topics.

- Clearly identify the independent reporting and make clear that it does not reflect the views, policies or opinions of Metro or its staff and elected officials.
- Submit reporter's articles for editorial review by Metro Communications Director or designee to ensure editorial guidelines are satisfied.
- Test the accuracy of information from all sources and exercise care to avoid error.
- Ensure that reporting illuminates positions and concerns, not personal attacks.
- Ensure multiple points of view are reflected as appropriate.
- Make certain that headlines, excerpts, promotional material, photos and quotations do not misrepresent, oversimplify or be taken out of context.
- Headlines will be written by someone other than the author of the story.
- Support the open exchange of views, even views Metro disagrees with.
- Give voice to stakeholders and the public; official and unofficial sources of information should be equally valid.
- Distinguish between advocacy and news reporting and engage only in reporting.
- When publishing analysis and commentary, it should be from stakeholders or the public only, not from Metro staff or the Metro reporter; it should be labeled as commentary and not misrepresent fact or context.
- Recognize a special obligation to ensure that the public's business is conducted in the open and that government records are open to inspection as required by law.
- Recognize that gathering and reporting information may cause harm or discomfort, and endeavor to ensure that articles do not contain unnecessarily inflammatory language.
- Clarify and explain news coverage and invite dialogue with the public about coverage.
- Admit mistakes and correct them promptly and publicly.

### **Feedback**

Metro's reporter has an open door for conversation with the communications staff and others, including Councilors, about whether content is appropriate and fair. Everyday staff work closely with the reporter to ensure accurate, fair and relevant coverage. You are encouraged to communicate directly with the reporter or with me if you have ideas, questions or concerns about coverage. Metro communications staff provides guidance about which topics to cover. At the end of the day however, Metro staff only edits stories for grammar, spelling, style and consistency with the guidelines described above. Content is at the sole discretion of the reporter.

### **Evaluation**

The Metro Communications Department is committed to a thorough and ongoing evaluation of the experiment and to constant improvement of the project as it proceeds. We've already made changes to make clearer the distinction between the more independent reporting from this experiment and Metro's more traditional public relations and public information work. In addition, we are working hard to provide more immediate and effective ways for people to provide comments and feedback about all of Metro's information, including the independent reporting.

### **Next steps**

Michael Jordan and I will be contacting you shortly to arrange a time to discuss this project and to seek your ideas for effectively managing it and for evaluating its successes and challenges. In the meantime please contact me directly with any questions or concerns.

### **Conclusion**

With more and more media outlets challenged to find resources to cover local government, the Communications Department's hope is that this hybrid of journalism and public relations will help fill the void of understanding of, and trust in, how government works. Our goal is to set an example of how governments can benefit from independent reporting from within.



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

October 14, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair  
Rex Burkholder  
Jack Burkman  
Craig Dirksen  
Kathryn Harrington  
Donna Jordan  
Deborah Kafoury  
Neil McFarlane  
Roy Rogers  
Jason Tell  
Bill Wyatt

AFFILIATION

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

MEMBERS EXCUSED

Sam Adams  
Shane Bemis  
Nina DeConcini  
Lynn Peterson  
Steve Stuart  
Don Wagner

AFFILIATION

City of Portland  
City of Gresham, representing Cities of Multnomah Co.  
Oregon Department of Environmental Quality  
Clackamas County  
Clark County  
Washington State Department of Transportation

ALTERNATES PRESENT

Catherine Ciarlo  
Andy Ginsburg  
Ann Lininger  
Troy Rayburn

AFFILIATION

City of Portland  
Oregon Department of Environmental Quality  
Clackamas County  
Clark County

STAFF: Alison Kean Campbell, Andy Cotugno, Colin Deverell, Kim Ellis, Michael Jordan, Tom Kloster, Ted Leybold, Tony Mendoza, Kelsey Newell, Dylan Rivera, Ross Roberts, Randy Tucker.



**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:31 a.m.

**2. INTRODUCTIONS**

Mr. Troy Rayburn announced he would be leaving his position with Clark County and would no longer be an alternate for JPACT.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

Mr. R. A. Fontes voiced opposition to the Lake Oswego to Portland transit project's streetcar option and submitted comments.

**4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Collette discussed ODOT's recent announcement of additional flexible funds. Mr. Jason Tell indicated that \$21 million was available for projects and the deadline for application is November 12.

Chair Collette updated the committee on the recruitment of MTIP Regional Flexible Funds (RFF) task force members, noting that a final list would be available soon.

Mr. Andy Cotugno of Metro described the joint letter from the heads of ODOT and WSDOT regarding the Columbia River Crossing (CRC) Independent Review Panel's recommendations. Further discussion of the recommendations will occur at the December 9 JPACT meeting.

Councilor Rex Burkholder updated the committee on the Bi-State Committee's current efforts regarding the CRC and greenhouse gas reductions.

**5. CONSENT AGENDA**

- Approval of the September 2, 2010 JPACT Minutes
- Resolution No. 10-4197, "For the Purpose of Amending the 2010-11 Unified Planning Work Program and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Delete the Multi-Use Path Master Plan: Lake Oswego to Milwaukie Project and Substitute the New Portland to Lake Oswego Trail Plan: Powers Marine Park to Fielding Rd. Project"

**MOTION:** Councilor Donna Jordan moved, Mr. Troy Rayburn seconded, to approve the Consent Agenda.

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

## **6. COMMUNITY INVESTMENT STRATEGY: BUILDING A SUSTAINABLE, PROSPEROUS AND EQUITABLE REGION**

Mr. Michael Jordan of Metro described the Community Investment Strategy project to the committee. Noting that developing public/private partnerships was critical in the implementation of the 2040 Growth Concept, Metro staff had been working with the private sector to develop a cooperative strategy for leveraging funds to produce the most effective investments for the region.

## **7. 2011 LEGISLATIVE SESSION**

Mr. Randy Tucker of Metro, Ms. Elissa Gertler of Clackamas County and Ms. Olivia Clark of TriMet provided an update on the political landscape and likely changes in Salem and sought comment and direction for the upcoming session of the state Legislature.

Committee members voiced several suggestions for the presenters, including support for a ConnectOregon IV program and advocated for looking for ways to bring more legislators on board with transportation projects. Members also iterated the importance of protecting current revenue streams and suggested looking at ways to lift local preemptions.

## **8. CLIMATE SMART COMMUNITIES SCENARIOS**

Ms. Kim Ellis of Metro presented the proposed greenhouse gas (GHG) scenarios planning approach, 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. Ms. Ellis described the ongoing planning process and a timeline of upcoming actions.

Committee members inquired about how the scenarios would be tailored to address economic concerns in addition to the scope of coordination with local jurisdictions.

## **9. OR 217 OPERATIONAL STUDY**

Mr. Tell 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. The video is included as part of the meeting record.

## **10. REVIEW OF 2014-15 REGIONAL FLEXIBLE FUND STEP 1 PROGRAMS – HIGH CAPACITY TRANSIT (HCT) DEVELOPMENT AND CORRIDOR PLANNING**

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

corridor planning. The presenters noted the importance of the funds in leveraging funding for expanding the region's HCT network.

**11. ADJOURN**

Seeing no further business, Chair Collette adjourned the meeting at 9:05 a.m.

Respectfully submitted,



Colin Deverell  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 14, 2010**

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>3</b>	Handout	10/14/10	The Lake Oswego to Portland Streetcar Extension	101410j-01
<b>6</b>	Report	10/10	Community Investment Strategy: Engagement Strategies and Community Response	101410j-02
<b>10</b>	PowerPoint	10/14/10	High Capacity Bond, High Capacity Transit Development & High Capacity Corridor and Systems Planning	101410j-03

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: 116<sup>th</sup> 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 116<sup>th</sup>” 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:

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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

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Date: November 18, 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: 116<sup>th</sup> 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:

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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

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Date: November 18, 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.

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.

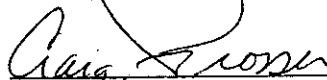
IN WITNESS WHEREOF, the Parties hereto have set their hands and affixed their seals as of the day and year written above.

**METRO**

  
 \_\_\_\_\_  
 Robin McArthur  
 Director of Planning & Development

Date 9/27/10  
 \_\_\_\_\_

**CITY OF TIGARD**

  
 \_\_\_\_\_  
 Craig Prosser  
 City Manager

Date 9/17/10  
 \_\_\_\_\_

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.

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Carlotta Collette , Acting Council President

Approved as to Form:

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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
<b>Other (explain)</b>	<b>2010</b>			<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>
		STATE-GEN		\$0	\$300,000	\$300,000
<b>Preliminary engineering</b>	<b>2010</b>		<b>\$177,468</b>	<b>\$20,312</b>	<b>\$71,771,091</b>	<b>\$71,968,871</b>
		CMAQ	\$177,468	\$20,312	\$3,771,091	\$3,968,871
		STATE LOTTERY	\$0	\$0	\$68,000,000	\$68,000,000
<b>Totals &gt;&gt;</b>			<b>\$177,468</b>	<b>\$20,312</b>	<b>\$72,071,091</b>	<b>\$72,268,871</b>

Bottom of Form

### Amended Programming

Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total
<b>Preliminary Engineering</b>	<b>2010</b>		\$	\$	\$	\$
		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
<b>Final Design, ROW, Construction and Related (e.g.vehicles)</b>	<b>2011</b>		\$	\$	\$	\$
		STATE LOTTERY	\$	\$	\$182,000,000	\$182,000,000
	<b>2012</b>	GARVEE BOND (CMAQ/STP)	\$99,753,000	\$11,417,000	\$	\$111,170,000
<b>Totals &gt;&gt;</b>			<b>\$109,930,468</b>	<b>\$12,581,857</b>	<b>\$250,000,000</b>	<b>\$372,512,325</b>

## 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

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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.

# Metro | Memo

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")

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## **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.

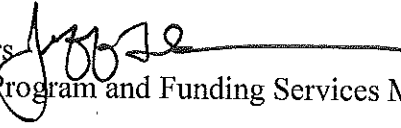


# Oregon

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

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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](mailto: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](http://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:

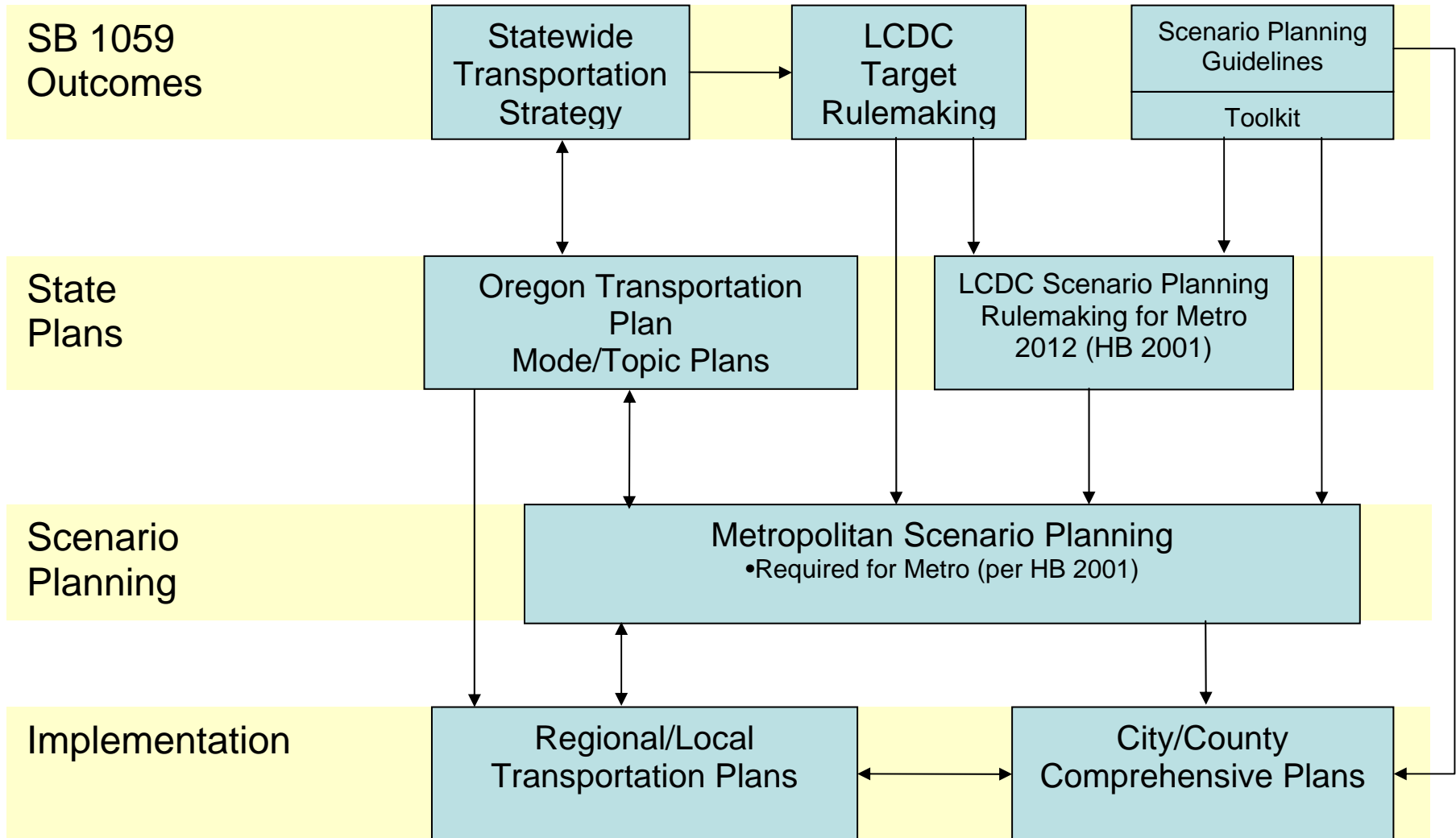
- Economic feasibility
- Ability to reduce fatal and serious injury crashes
- High benefit to cost ratio
- Information provided by ODOT maintenance staff and our community partners to support the need for a safety project
- Information provided by local jurisdictions
- Leveraged funding opportunities

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	\$ 100,000
OPS	ITS - I-84: MP 18 EB	VMS	\$ 300,000
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

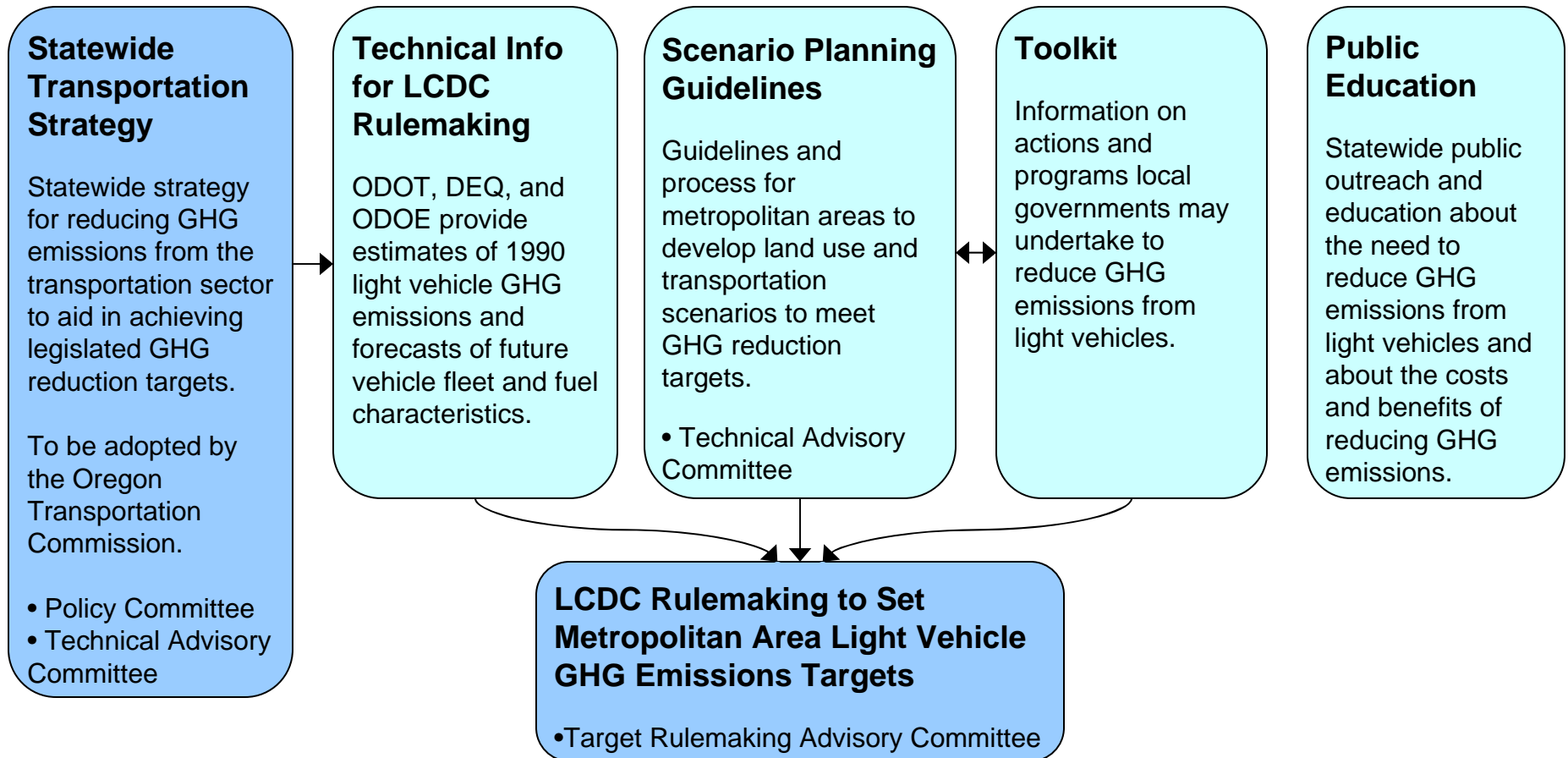
**Background Materials for Oregon Transportation  
Greenhouse Gas Emission Reduction Planning (HB 2001/SB 1059)**

**Integrated Transportation Planning Reflecting GHG Considerations**





# OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING



## Scenario Planning Financial Report

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

## Progress and Recommendations Report

Joint ODOT & DLCD report to 77<sup>th</sup> Legislative Assembly regarding SB 1059 progress.

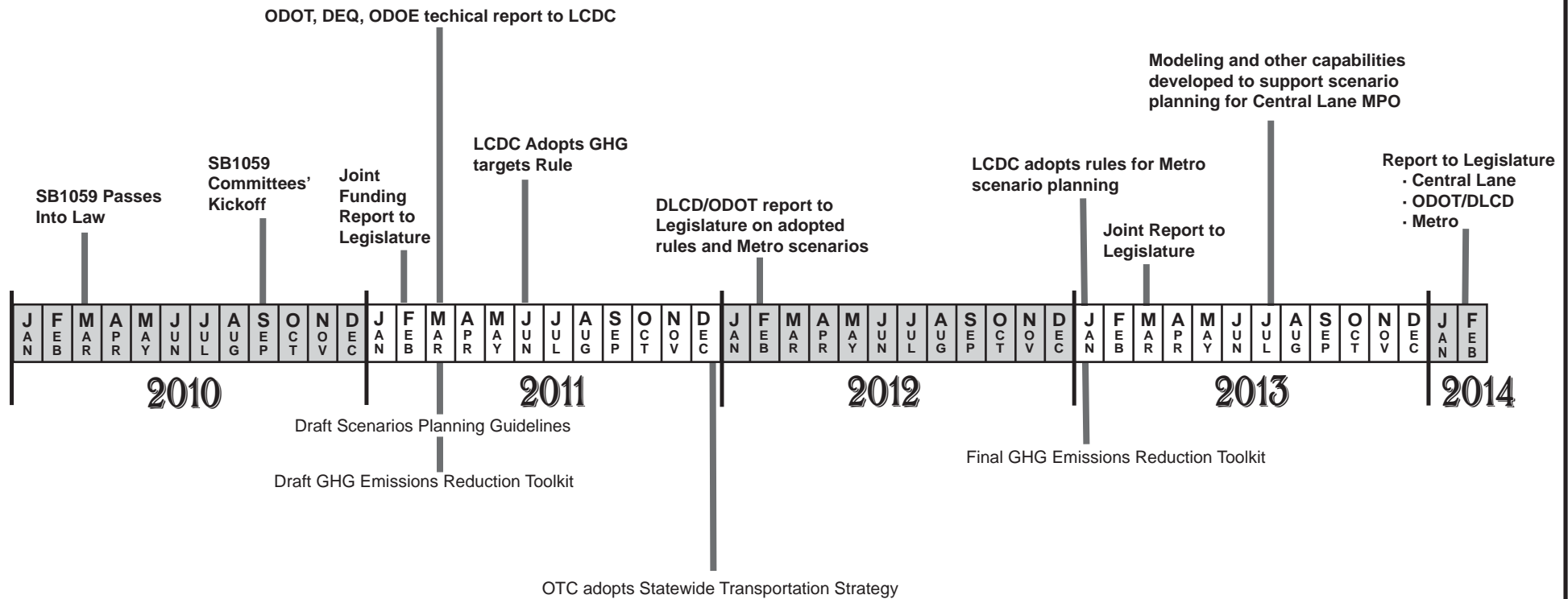




# OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING

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



**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)

<b>Member</b>	<b>Affiliation</b>
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



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 Hoglund	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



# Target Rulemaking to Reduce Greenhouse Gas Emissions

October 2010

## Background

Together, SB 1059 and HB 2001 require that LCDC adopt rules setting GHG emission reduction targets for each of Oregon's metropolitan areas. The targets are to be used to guide land use and transportation scenario planning in metropolitan areas.<sup>1</sup> LCDC has convened a Target Rulemaking Advisory Committee (TRAC) to assist in developing targets.

## Description

Rules will set targets for reducing emissions from light vehicle travel<sup>2</sup> in each of the state's six metropolitan areas through the year 2035 and must be adopted by June 1, 2011.

By March 1, 2011, ODOT, DEQ and Department of Energy are required to provide technical estimates and recommendations to LCDC to inform target rulemaking, including:

- Estimate of 1990 light vehicle vehicle miles travelled (VMT) for each metropolitan area (ODOT)
- Estimate of 2035 light vehicle fleet for each metropolitan area (ODOT)
- Estimate of 1990 GHG emissions from light vehicles for each metropolitan area (DEQ/DOE)
- Estimate of average GHG of light vehicle fleet in 2035 for each metropolitan area (DEQ/DOE)
- Estimate of percentage reduction in light vehicle emissions to the year 2035 needed to achieve 2050 GHG goals (DEQ/DOE)
- Calculation of estimated VMT for each metropolitan area needed to meet 2035 goal (DEQ/DOE)
- Modeling tools or methods to adjust VMT targets to account for congestion reduction measures

GHG target rulemaking will also be informed by draft recommendations from ODOT and OTC regarding a statewide strategy for reducing GHG emissions that considers state and national policies and conditions, and by work by ODOT and DLCD to prepare scenario planning guidelines and a toolkit of best practices for reducing GHG emissions from transportation.

## Key Issues and Considerations

Establishing targets required by SB 1059 involves consideration of several important policy issues:

1. Estimating a statewide GHG reduction goal for the year 2035 that enables meeting the year 2050 goal of a 75% reduction. Target setting requires estimating a statewide GHG reduction goal for the year 2035. A midpoint goal would be a 42.5% reduction from 1990 levels, but technological or other factors may suggest that the goal should be somewhat lower or higher.
2. Estimating transportation sector's share of statewide GHG emissions goals.
3. Estimating what share of transportation sector GHG reductions should be met by light vehicles versus other sources of transportation emissions (i.e. heavy vehicles (trucks) or air travel).
4. Estimating what portion of light vehicle travel emission reductions should be accomplished in metropolitan areas versus other areas of the state.
5. Equitably allocating reductions for metropolitan areas considering differences in population growth rates. (Some areas, notably Bend, have grown rapidly since 1990, so that a target based on 1990 emissions would be much more aggressive for Bend than other areas.)

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<sup>1</sup> HB 2001 requires that Portland Metro area undertake scenario planning to meet targets adopted by LCDC. HB 2001 requires the Central Lane MPO – which includes Eugene and Springfield - to conduct scenario planning, but does not require it to meet LCDC targets. Neither SB 1059 nor HB 2001 require other metropolitan areas to conduct scenario planning or meet LCDC targets.

<sup>2</sup> Light vehicles are motor vehicles with a gross vehicle weight rating of 10,000 pounds or less and include automobiles, motorcycles, pickup trucks, SUVs and vans, and excludes large commercial trucks.

OREGON TRANSPORTATION GHG EMISSION REDUCTION PLANNING (SB 1059)

<b>Member</b>	<b>Affiliation</b>
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.



Date: September 28, 2010  
To: JPACT Members, Alternates and Interested Parties  
From: Kelsey Newell, Metro  
Re: 2011 JPACT meeting schedule

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Please mark your calendars with the following 2011 JPACT meeting dates. JPACT meetings will be held from 7:30 to 9 a.m. in the Metro Council Chambers:

Thursday, January 13, 2011	Regular JPACT meeting
Thursday, February 10, 2011	Regular JPACT meeting
Thursday, March 10, 2011	Regular JPACT meeting
Thursday, April 14, 2011	Regular JPACT meeting
Thursday, May 12, 2011	Regular JPACT meeting
Thursday, June 9, 2011	Regular JPACT meeting
Thursday, July 14, 2011	Regular JPACT meeting
Thursday, August 11, 2011	Regular JPACT meeting
Thursday, September 8, 2011	Regular JPACT meeting
Thursday, October 13, 2011	Regular JPACT meeting
Thursday, November 10, 2011	Regular JPACT meeting
Thursday, December 8, 2011	Regular JPACT meeting

Materials following this page were distributed at the meeting.



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

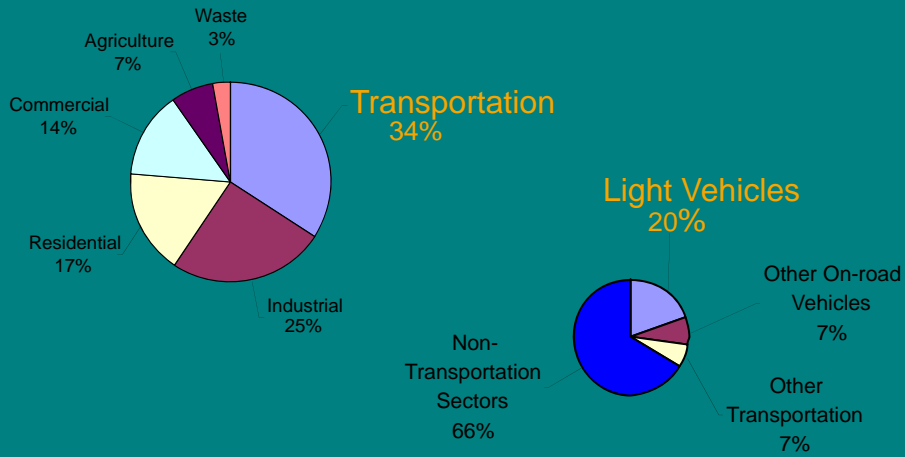
Bob Cortright  
Oregon Department of Land  
Conservation and Development



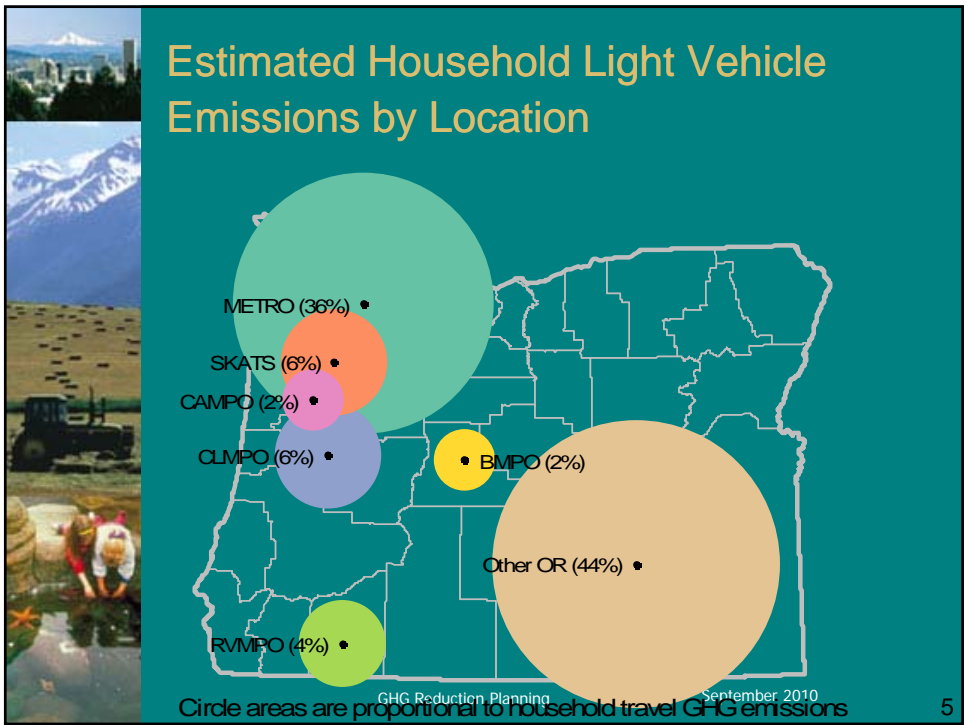
## Background

- 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



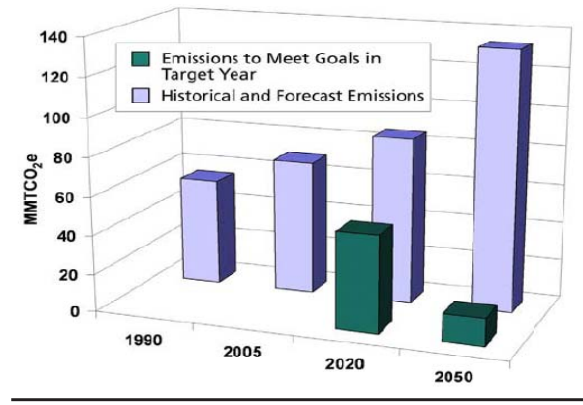
# Estimated Household Light Vehicle Emissions by Location





# 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?

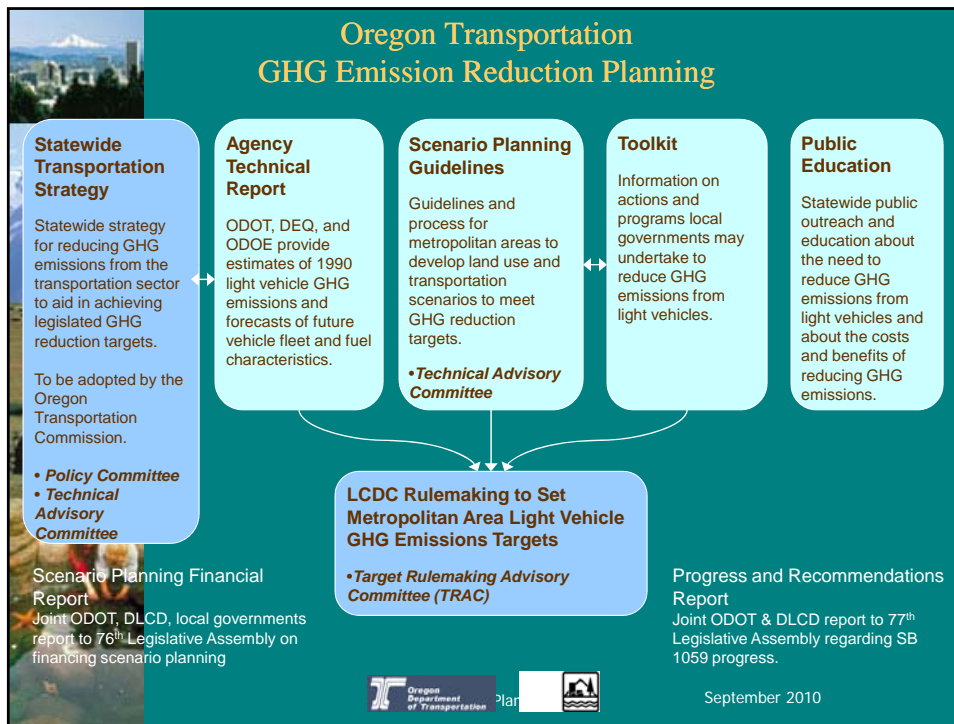
	Fuel	Population	Fuel Per Capita
1990	1.6 b *	2.8 m	570
2050	0.4 b	5.9 m	68

\* On-road vehicle travel

GHG Reduction Planning

September 2010





## 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

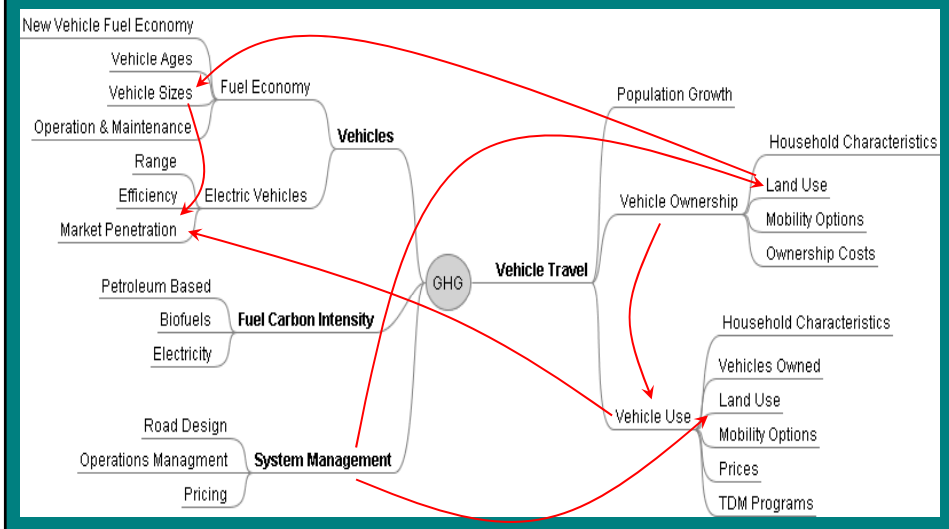
For each metropolitan area:

- 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/TP/TP/SB1059.shtml](http://www.oregon.gov/ODOT/TP/TP/SB1059.shtml)
- Oregon Global Warming Commission  
[www.keeporegoncool.org](http://www.keeporegoncool.org)
- TGM Carbon Footprint Webpage  
[www.oregon.gov/LCD/TGM/carbonfootprint/index.shtml](http://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



Oregon Department of Transportation

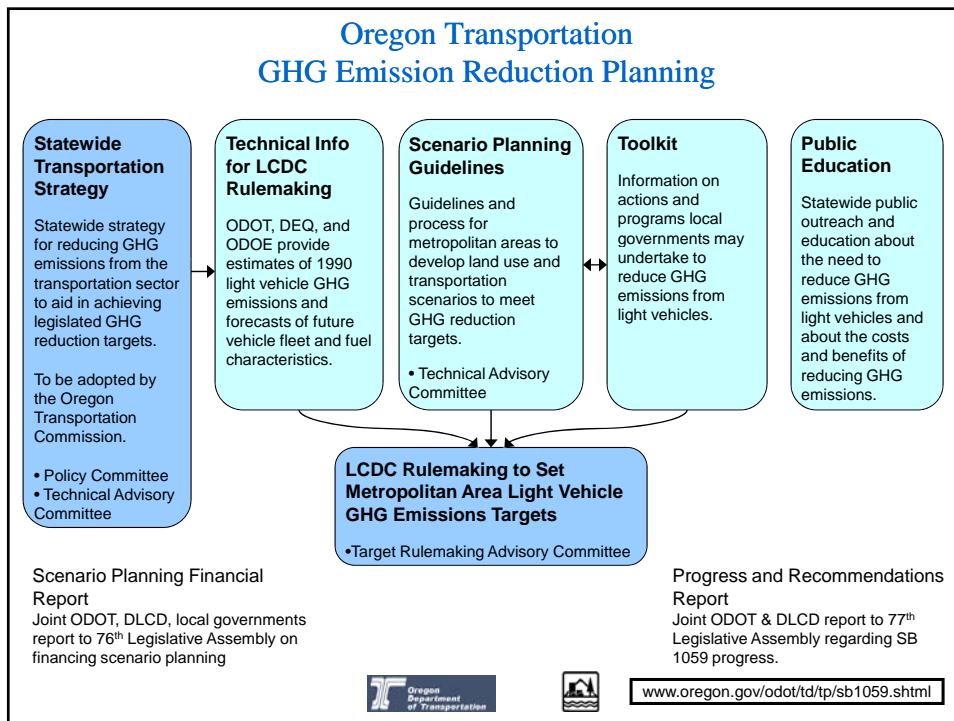



## State Transportation Climate Change Planning Efforts

### Presentation to the Joint Policy Advisory Committee on Transportation


November 4, 2010

Jerri Bohard  
Operations Deputy Director  
Oregon Department of Transportation





**Oregon Department of Transportation**



## Technical Info for LCDC Rulemaking

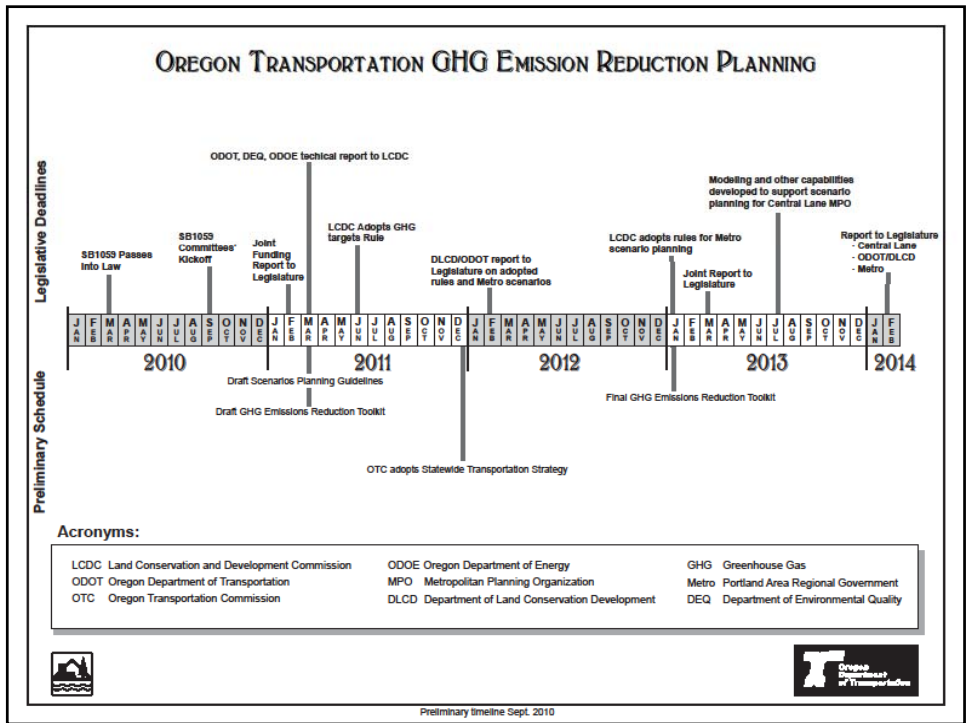
By March 1, 2011

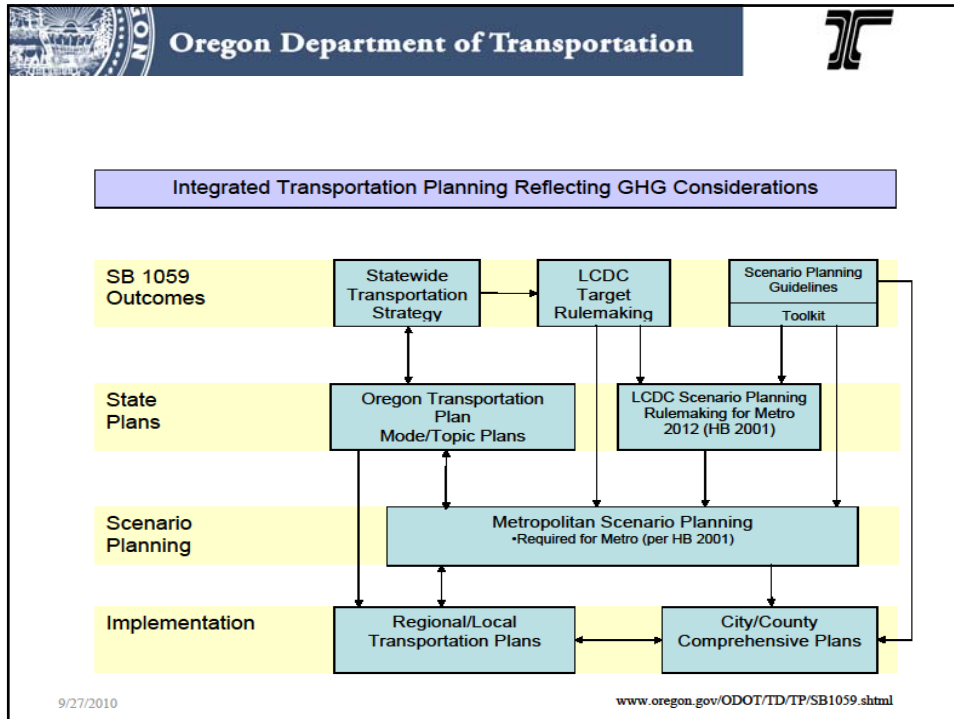
Technical Assessment of Vehicles, Fuels, VMT  
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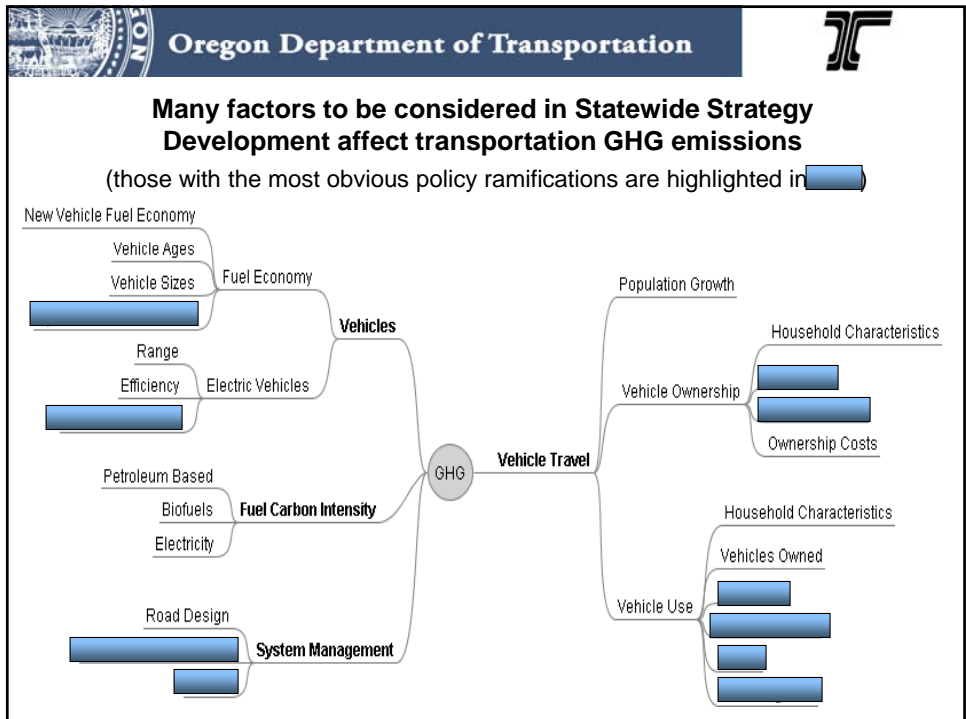


- 
- ### Statewide Strategy Development Process
1. Identify GHG Reduction Programs, Policies, and Actions
  2. Develop Evaluation Framework
  3. Estimate Reference Case Scenario (extrapolation of current trends)
  4. Develop Unique Strategy Bundles
  5. Evaluate Strategy Bundles
  6. Recommend Statewide Transportation Strategy


Oregon Department of Transportation


## The GreenSTEP Model

- **GreenSTEP** = **Green**house gas **State** **T**ransportation **E**missions **P**lanning 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



STATEWIDE TRANSPORTATION STRATEGY POLICY COMMITTEE	
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 Drumbheller	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 Hoglund	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

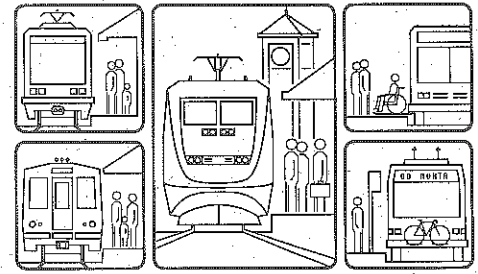




## Association of Oregon Rail and Transit Advocates

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772

Also known as OreARP • Oregon Association of Railway Passengers



November 1, 2010

Recent transportation plans in the Portland metro area are woefully deficient in addressing serious issues required for higher-speed rail. There are two specific parts which need immediate attention: the route from Willsburg Junction (at Milwaukie) to Portland Union Station and the route from Portland Union Station to Vancouver, Washington. Without the proper planning, we cannot have faster, more frequent trains.

This letter is to call your attention to our concerns about the lack of consideration given to these matters by transportation planners and to request formation of a committee to find solutions.

The Cascade corridor (Eugene, Oregon, to Vancouver, BC) in 1992 was one of the very first federally designated high-speed passenger rail corridors in the nation. This corridor, which runs through Portland and nearby towns, won the designation in recognition of population densities proximate to the existing tracks, which carry currently scheduled Amtrak passenger trains.

Early this year, in January, the Obama administration awarded \$8 billion with no local match requirement for improving passenger rail corridors throughout the nation. Washington state received \$590 million and work has already begun to provide specific improvements to the corridor between Vancouver, Washington, and Seattle. Oregon received \$8 million, nearly all of which is being used for improving Union Station at Portland.

The administration has announced its intent to continue high-speed rail grants on an annual basis. These continuing grants may, however, require matching funds from the states.

This is where the planning—or lack thereof—gets disturbing. The Oregon Department of Transportation (ODOT) Rail Division's recently released *2010 Oregon Rail Study* discusses potential changes to the existing corridor south of Willsburg Junction (at Milwaukie). Notably absent is any discussion about improvements needed to meet near-term frequency increases on the corridor between Willsburg Junction and Union Station, and between Union Station and Vancouver, WA.

This is the first problem, since the rail study ignores this critical stretch of the corridor at a time shortly following Oregon's recent purchase of two new train-sets for the corridor. Also, Union Pacific Railroad has stated that, given current limited capacity on the existing tracks between Willsburg and Union Station, no additional passenger trains can be added on this segment of its railroad. (See enclosed the letter of July 6, 2010, from Jerry S. Wilmoth, General Manager, UP Network Infrastructure, to Kelly Taylor, Administrator, ODOT Rail Division.)

The second problem is north of Portland Union Station. Washington State Department of Transportation (WSDOT) and the Burlington Northern Santa Fe Railway (BNSF) have developed both mid-range and long-range infrastructure plans to allow faster and more frequent passenger service between Vancouver, Washington, and Seattle.



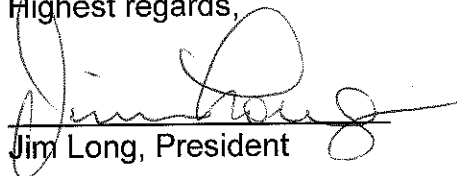
This is a significant issue because this segment includes the area known as the North Portland Triangle along with the BNSF rail bridges over the Columbia River. It contains multiple major junction points used by both freight and passenger trains. Freight trains of the UPRR and the BNSF, together with switching movements by the Peninsula Terminal Company on multiple branch lines serving port facilities and local industry converge with the main line in the vicinity of the North Portland Triangle.

Generally, WSDOT's plans terminate in Vancouver, Washington, but the swing span of the Columbia River Bridge must be opened frequently for river traffic causing severe schedule disruptions of both freight and passenger trains. AORTA is not aware that ODOT is planning any significant infrastructure upgrades in this area to achieve the increased passenger train frequency and on-time performance that will be required. AORTA has specific recommendations for both near and long-term solutions to this problem.

Therefore, given the Obama administration's emphasis on investing in higher speed rail and the failure of Oregon in recent months to capture significant federal funds, AORTA requests that a committee be formed to review and explore options that will allow the Portland metropolitan area to be ready when the next round of federal rail improvement grant monies becomes available.

As we've noted, those funds will probably require some degree of match, but for the route's ultimate success, they will require adequate planning that addresses the above-noted infrastructure deficiencies.

Highest regards,



Jim Long, President

Distribution: Oregon Governor Kulongoski, and all members of the following:  
Portland City Council, the Oregon Transportation Commission, JPACT, and Metro

# APPENDIX B: UPRR GUIDANCE FOR PROPOSED EXPANDED PASSENGER RAIL SERVICE



Jerry Wilmoth  
General Manager Network Infrastructure

July 6, 2010

Ms. Kelly Taylor  
Administrator  
Oregon Department of Transportation  
Rail Division  
555 13<sup>th</sup> Street N.E., Suite 3  
Salem, Oregon 97301

Guidance for ODOT Regarding Proposed Expanded  
Passenger Rail Service Between Portland and Eugene

Dear Ms. Taylor:

Union Pacific provides the following general infrastructure guidance in relation to current conceptual discussions regarding the potential for expanded passenger rail service between Portland and Eugene. ODOT has indicated a desire to operate up to twelve state-sponsored trains per day (6 pairs) in addition to the daily long-distance Amtrak pair. A desire has been expressed for a maximum speed of 110 mph along with a 55% increase in average speed (from 42 mph to 65 mph) for a run which is targeted at under two hours end to end.

These comments are provided for conceptual planning purposes only and represent no commitment whatsoever as to future actions or discussions. UP has a formal process guided by our Passenger Principles in which we engage interested parties in discussions regarding potential passenger operations impacting our network. Any ultimate decision on added passenger trains will require in-depth analysis, modeling and Engineering evaluation.

As you know, the UP north-south mainline through Oregon is part of our heavily used I-5 route which represents the premier rail corridor along the Pacific Coast of the United States. The Portland-Eugene segment is a vital part of this key trade corridor which handles much of the industrial output of Oregon and the Pacific Northwest. Of paramount concern is the need to protect and promote the freight-carrying capability of this route which will mean fewer trucks on Oregon's highways, substantial environmental benefits due to freight rail's superior fuel efficiency, and an ability to foster economic growth and job creation as our freight customers enjoy the full benefits of the rail mode's cost and performance advantages.

General comment on expanded Portland-Eugene rail passenger service:

- Union Pacific does not view our heavy haul freight route as easily compatible with the envisioned high speed passenger operation. High speed passenger movements are often in fundamental conflict with relatively slow moving, long and heavy freight trains as well as the numerous local industry switching operations which occur along this route. Oregon is fortunate to have the ready option of the parallel former Oregon Electric route which could be developed without the major challenge of melding a dense overhead and local freight operation with the desired high speed passenger trains.

Specific comments on the type of upgrades which, at a minimum, would be needed on the UP route to accommodate intensified passenger operations on this route:

- Full double-track infrastructure including premium CWR and concrete ties, with high speed crossovers (number 24's) every 7 to 10 miles.
- In addition, double-length sidings (16-20,000 ft) every 7 to 10 miles with #24 switch configurations to allow parallel movements enabling freight trains to advance in the face of bi-directional passenger operations. Freight trains must have the capability to operate unimpeded with the passenger flow without any freight curfews. As information, this is the fundamental design criteria planned for UP's Chicago-St Louis route which is under consideration for additional passenger operations.
- Maximum passenger track speed would be limited to 79 mph. We do not think it feasible that average passenger speed could be increased to 65 mph (55% faster than today) given route alignment, curvature and traffic density.
- Minimum mainline track centers of 20 feet.
- Full CTC and PTC build out.
- No electric catenary on corridor.
- Upgraded station design allowing unimpeded flow of trains on all tracks at track speed while passenger trains load and unload at stations (including any necessary retrofit for existing station locations). This typically involves center platforms, grade separated platform access and passenger barriers to restrict access to active mainlines. Separate station pocket tracks required at locations where material dwell time is anticipated.
- Given the density of terminal activity and train volume, there is no room in the UP right-of-way to accommodate the proposed passenger operations north of Willsburg Jet in the Portland metro area. The passenger trains would need to utilize a separate alignment from at least Willsburg Jet to the Portland depot.

Ms. Kelly Taylor - ODOT  
Re: Guidance for ODOT Regarding Proposed Expanded  
Passenger Rail Service Between Portland and Eugene

July 6, 2010  
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In addition to the above, depending on the portion of the route in question, there may be a need to provide auxiliary running tracks or switching leads to enable fluid mainline operation while providing unimpeded industry switching and yard classification services for current and prospective local businesses. Furthermore, high speed passenger trains will require a higher level of ongoing maintenance in order to provide the robust track structure needed for increased passenger service levels. The cost for this higher level of maintenance must be borne by the passenger operation.

We look forward to working with you to evaluate the future opportunities for this vital transportation corridor. Please contact me if you have any further questions or comments.

Sincerely,



Jerry S. Wilmoth  
General Manager - Network Infrastructure

cc: Rick Wilson - UPRR