

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, April 14, 2011  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chambers

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- 7:30 AM 1. CALL TO ORDER & DECLARATION OF A QUORUM Carlotta Collette, Chair**
- 7:32 AM 2. INTRODUCTIONS Carlotta Collette, Chair**
- 7:35 AM 3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS Carlotta Collette, Chair**
- 7:40 AM 4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**
- Replace Lynn Peterson as State Transportation Improvement Program (STIP) Stakeholder Committee – For their May Meeting
  - Land Conservation and Development Commission (LCDC) Rule Setting Greenhouse Gas Targets
  - Land Conservation and Development Commission (LCDC)/Oregon Transportation Commission (OTC) on Transportation Planning Rule
- 7:50 AM 5. CONSENT AGENDA**
- 5.1 \* Consideration of the JPACT Minutes for March 3, 2011
- 5.2 \* **Consideration of the FY 2011-12 UPWP Resolution No. 11-4236:**  
Adoption and Recommendation to Metro Council of Federally-Required Unified Planning Work Program (UPWP) to Ensure the Portland Metropolitan Region's Receipt of Federal Planning Funds – APPROVAL OF RESOLUTION REQUESTED
- 5.3 \* **Consideration of an Amendment to FY 2010-11 UPWP Resolution No. 11-4235 :**  
Adoption and Recommendation to Metro Council of Amendments to FY 2010-11 Unified Planning Work Program (UPWP) – APPROVAL OF RESOLUTION REQUESTED
- 6. INFORMATION / DISCUSSION ITEMS**
- 7:55 AM 6.1. Climate Leadership Summit**
- 6.1.1 \* Overview of Input from Summit - INFORMATION **Dylan Rivera**

*Continued on back*

**8 AM**      6.1.2 \* Public Perspectives on Climate Strategies - INFORMATION      **Adam Davis, DHM, Inc.**

Outcomes:

- Learn about public perspectives on strategies that will help the region meet state carbon emissions reduction targets.
- Discuss implications of the recent opinion research for climate communications and the region's scenario planning effort.

**9 AM**      **7.            ADJOURN**      **Carlotta Collette, Chair**

\* 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.

**2011 JPACT Work Program**

4/7/11

<p><b><u>March 3, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Region wide Flexible Funds (Step 1) Review: Transportation System Management &amp; Operations (TSMO) and Regional Transit Options (RTO)</li><li>• Climate Smart Communities Scenarios – Discussion on Scenario Development Approach, Policy Toolbox and Evaluation Framework</li><li>• Oregon Sustainable Transportation Initiative (OSTI) – Discussion on setting targets for the Metro region and the State Greenhouse Gas Rulemaking process</li></ul> <p>Tuesday, March 1, 5 p.m.: DC Trip Prep Meeting</p> <p>March 9-10: Annual JPACT Washington, DC Trip</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><li>• Climate Smart Communities Scenarios Evaluation– Discussion</li><li>• Greater Portland Vancouver Indicators Project – Information</li></ul> <p><b><u>April 1 Joint JPACT/MPAC Meeting</u></b> Time: 8 a.m. to noon Location: Oregon Convention Center, 256-257</p> <p>Climate Smart Communities Scenarios</p> <ul style="list-style-type: none"><li>• Public Opinion Research Findings</li><li>• Discussion and preliminary direction on scenario alternatives and land use and transportation policies to test</li></ul>
<p><b><u>May 12, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Evaluation – Discussion</li><li>• MTIP Amendment to Allocate Funds to Manage the Regional Mobility Program</li><li>• Oregon Climate Adaptation Framework – Information/Discussion</li><li>• Congestion Pricing Pilot Study – Information</li><li>• Making the Greatest Place – Discussion<ul style="list-style-type: none"><li>○ State of the Centers Report</li><li>○ Proposed HCT System Expansion Policy Guidance</li><li>○ Proposed Local Plan Implementation Guidance (RTP and Title 6)</li></ul></li></ul>	<p><b><u>June 9, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information</li><li>• HCT System Expansion Policy Guidance – Action</li><li>• Climate Smart Communities Scenarios Evaluation - Action</li></ul>
<p><b><u>July 14, 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>• State legislative recap – Information</li></ul> <p>July/August: Public Comment Period for RFFA</p>	<p><b><u>August 11, 2011 – Regular Meeting</u></b></p>
<p><b><u>September 8, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Release of Draft Recommendation of RFFA for Public Comment</li></ul>	<p><b><u>October 13, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Oregon state legislative agenda – Discussion</li><li>• Federal legislative agenda – Discussion</li><li>• Climate Smart Communities Scenarios Evaluation Briefing - Information</li></ul>

<p><b><u>November 10, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature – Discussion</li> <li>• 2014-15 Regional Flexible Fund Allocation – Action</li> </ul> <p><b><u>Hold: Joint JPACT/MPAC Meeting</u></b> Climate Smart Communities Scenarios Results and Preliminary Recommendations</p>	<p><b><u>December 8, 2011 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature - Action</li> <li>• Oregon state legislative agenda – Adoption</li> <li>• Federal legislative agenda – Adoption</li> </ul>
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Parking Lot:

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- RTP amendment for CRC.
- CRC LUFO.
- Regional Indicators briefing in mid 2011.
- 2012-15 MTIP/STIP Approval and Air Quality Conformity – Action (Feb. 2012)



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

March 3, 2011

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair  
Sam Adams  
Shane Bemis  
Rex Burkholder  
Jack Burkman  
Kathryn Harrington  
Donna Jordan  
Lynn Peterson  
Jason Tell  
Don Wagner

AFFILIATION

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

MEMBERS EXCUSED

Nina DeConcini  
Craig Dirksen  
Deborah Kafoury  
Neil McFarlane  
Roy Rogers  
Steve Stuart  
Bill Wyatt

AFFILIATION.

Oregon Department of Environmental Quality  
City of Tigard, representing Cities of Washington Co.  
Multnomah County  
TriMet  
Washington County  
Clark County  
Port of Portland

ALTERNATES PRESENT

Olivia Clark  
Jef Dalin  
Andy Ginsburg  
Susie Lahsene

AFFILIATION

TriMet  
City of Tigard, representing Cities of Washington Co.  
Oregon Department of Environmental Quality  
Port of Portland

STAFF: Councilor Shirley Craddick, Kim Ellis, Megan Gibb, Mike Hoglund, Allison Kean Campbell, Ted Leybold, Robin McArthur, Chris Myers, Kelsey Newell, Dylan Rivera, Randy Tucker, Patty Unfred, Chris Yake.

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

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m.

**2. INTRODUCTIONS**

There were none.

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

There were none.

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

Chair Collette recognized Commissioner Lynn Peterson for her years of service to JPACT.

Chair Collette announced to the committee:

- The joint MPAC/JPACT Climate Leadership Summit scheduled for April 1, 2011.
- The March 29, 2011 brownbag presentation by Patrick Condon on his book, Seven Rules for Sustainable Communities.

**5. CONSIDERATION OF THE JPACT MINUTES FOR FEBRUARY 10, 2011**

MOTION: Chair Collette moved, Commissioner Donna Jordan seconded, to approve the February 10, 2011 JPACT Minutes.

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

**6. SETTING GREENHOUSE GAS EMISSIONS REDUCTION TARGETS FOR THE PORTLAND REGION**

Mr. Rob Zako of the Oregon Department of Land Conservation and Development (DLCD) presented the State of Oregon's strategy for reducing greenhouse gas emissions from transportation in response to specific reduction goals required by the state.

Committee discussion highlighted the importance of understanding the economic consequences of potential greenhouse gas emissions reduction strategies and the impacts of these strategies on public health, equity and other local and regional policies. Further discussion included shared responsibility between state and local agencies, the challenges regarding policies to support reduction goals, a balanced approach between technology and urban design, and the importance of communicating local benefits that may be realized from emissions reduction strategies.

## **7. CREATING A CLIMATE SMART COMMUNITIES STRATEGY: HOW WE GET THERE FROM HERE**

Ms. Kim Ellis and Mr. Mike Høglund of Metro, briefed the committee on the findings and assumptions from the statewide scenario planning. The presentation detailed how state carbon reduction targets can be achieved using a variety of strategies, ranging from new automotive technology, changes to land use, pricing and implementation of travel demand management programs. Further explanation was given regarding the assumptions used; the six categories include urban, pricing, market, road, fleet, and technology. The most effective greenhouse gas emissions reduction strategies are changes to vehicle technology; second most effective is the urban category, which included mixed-use development, expanded transit service and increased biking and walking. Pricing strategies were found to be similarly effective as the urban category of strategies. The regional scenarios to be evaluated by Metro this summer will help determine which of the specific strategies are the most effective and how aggressively to pursue various strategies. By estimating the amount of carbon emissions reduction achieved in a variety of scenarios (based upon different combinations of strategies), the region can consider which strategies are most appropriate for reaching the regional desired outcomes and meeting the state targets. Ms. Ellis presented the draft Scenario Approach and Framework and solicited feedback from the committee.

Committee members asked for clarification regarding the assumptions used in the statewide scenario planning, further process questions, and the health benefits gained based on the scenarios. Further discussion included how to account for the trip not taken.

## **8. REVIEW OF THE 2014-15 REGIONAL FLEXIBLE FUND STEP 1 PROGRAMS**

Ms. Deena Platman of Metro, briefed the committee on Transportation System Management and Operations (TSMO) strategies. The briefing included areas of investment such as travel options, incident management, traveler information, and multi-modal transportation options. The TSMO program will focus on an improved balance between the approach to investments in transportation rather than one-time projects throughout the region. Future investments include adaptive traffic signals, corridor management, and American Recovery and Reinvestment Act (ARRA) traffic signal upgrades; potential future investments include arterial traffic management, Intelligent Transportation Systems (ITS) architecture, travel data enhancements, updating communications infrastructure, and regional mobility program management.

Mr. Dan Kaempff of Metro, briefed the committee on Regional Transportation Options (RTO) strategic plan elements, collaborative marketing, traveler information tools, and employer and commuter services. The Regional Travel Options subcommittee will work towards a closer alignment with the Regional Transportation Plan (RTP) 2035 corridor and centers enhancement strategy, build local capacity to deliver programs, and an increased emphasis on promoting active transportation.

9. **ADJOURN**

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Chris Myers", written in a cursive style.

Chris Myers  
Recording Secretary



ATTACHMENTS TO THE PUBLIC RECORD FOR MARCH 3, 2011

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>
	Handout	n/a	Climate Leadership Summit	030311j-01
	Handout	n/a	Seven Rules for Sustainable Communities	030311j-02
	Handout	2/10/11	JPACT Minutes	030311j-03
<b>6.0</b>	PowerPoint	n/a	Scenario Planning and Targets for Reducing Greenhouse Gas Emissions	030311j-04
<b>7.0</b>	PowerPoint	n/a	Climate Smart Communities Scenarios	030311j-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT )  
THE PORTLAND METROPOLITAN AREA IS IN )  
COMPLIANCE WITH THE FEDERAL )  
TRANSPORTATION PLANNING )  
REQUIREMENTS AND ADOPTING THE FY  
2011-12 UNIFIED PLANNING WORK  
PROGRAM

RESOLUTION NO. 11-4236

Introduced by Councilor Barbara Roberts

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2011-12; and

WHEREAS, the FY 2011-12 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the FY 2011-12 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro’s compliance with Federal planning regulations as required to receive Federal transportation planning funds; and

WHEREAS, the FY 2011-12 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2011-12 UPWP attached hereto as Exhibit A is hereby adopted.
2. That the FY 2011-12 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro’s Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration and Federal Transit Administration.

ADOPTED by the Metro Council this \_\_\_\_\_ day of April 2011.

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Tom Hughes, Council President

Approved as to Form:

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Alison Kean-Campbell, Metro Attorney

## **Metro Self-Certification**

### **1. Metropolitan Planning Organization Designation**

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, and operates in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT). JPACT provides the “forum for cooperative decision-making by principal elected officials of general purpose governments” as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

### **2. Geographic Scope**

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and Federal functional classification in January 2005 as recommended in Metro’s 2004 Federal Review. Additionally, as part of the 2035 RTP adopted in June 2010, the Metropolitan planning area boundaries were expanded to reflect the urbanized area defined by the 2000 Census to address a corrective action from the 2008 federal certification review.

### **3. Agreements**

- a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2009, the Agreement will not need to be updated until April 2012.
- b. In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.
- c. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- d. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.
- e. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed in August 2010, it will not need to be updated until August 2013.
- f. A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was effective July 1, 2008, and will be updated in June 2011.

### **4. Responsibilities, Cooperation and Coordination**

Metro uses a decision-making structure that provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

## **JPACT**

This committee is comprised of three Metro Councilors; seven locally elected officials representing cities and counties, and appointed officials from ODOT, TriMet, the Port of Portland, and DEQ. The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee.

In FY 2007-08, JPACT completed the bylaw review recommended in Metro's 2004 Federal Review and clarified representation of South Metro Area Regional Transit representation on the committee.

## **Bi-State Coordination Committee**

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, WSDOT and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

## **MPAC**

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes eleven local elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required RTP.

The Regional Framework Plan was adopted on December 11, 1997 and updated December 2005 and most recently in December 2010 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Nature in Neighborhoods
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

As part of the 2035 RTP adoptions there were specific changes made to the Regional Transportation Functional Plan. In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet Federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

## **5. Metropolitan Transportation Planning Products**

### **a. Unified Planning Work Program**

JPACT, the Metro Council, and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes federally funded major projects being planned by member jurisdictions. These projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2004 Federal Review, Congestion Management Process (CMP) and RTP update tasks were expanded in the UPWP narratives. Also, Metro identified environmental justice tasks in the UPWP in the Environmental Justice and Title VI narrative and individual program narratives; elderly and disabled planning tasks have been identified in the Regional Transportation Plan program narrative.

### **b. Regional Transportation Plan**

JPACT and the Metro Council approved the 2035 RTP in June 2010. The 2035 RTP includes a new policy for the purpose of transportation planning and project funding to address SAFETEA-LU provisions and key issues facing the region. The 2035 RTP establishes a new outcomes-based framework and new policies and tools to guide future planning and investment decisions. The plan includes a broad set of ambitious performance targets that are tied to the outcomes that the RTP is trying achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. To successfully implement this new approach and make progress toward the six desired outcomes identified through the *Making the Greatest Place* effort, new actions, tools and collaboration are needed.

Finally, the 2035 RTP has three new system component plans: a Regional Transportation System Management and Operations Plan, a Regional Freight Plan and a Regional High Capacity Transit System Plan. These plans more fully articulate the integrated multi-modal regional transportation system and prioritize investments to improve the operations and efficiency of the existing transportation, improve freight reliability and strategically expand the HCT system to support 2040 Growth Concept implementation and meet other goals of the RTP. In addition, the Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP.

As required by Metro's 2008 Federal Review, the 2035 update included documentation of the process for both full and administrative RTP amendments. A Regional Safety Workgroup was also formed in October 2009 to better address safety as part of Metro's planning process. Currently, the Safety Workgroup is working on a safety plan that is expected to be completed by December 2011. The safety work is included in the Transportation System Management and Operations (TSMO): Regional Mobility Narrative.

Additionally, a new map was added to Chapter 1 of the RTP that identifies the MPO Planning Boundary and the Air Quality Maintenance Area Boundary. This boundary defines the area that the RTP applies to for Federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2008 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. FHWA and FTA approved the 2035 RTP and the associated air quality conformity determination on February 29, 2008 and again in September 2010.

Documentation of compliance with specific Federal planning requirements is summarized in subsequent sections of this document.

### **c. Metropolitan Transportation Improvement Program**

The MTIP was updated in the Fall 2010 and incorporated into the 2010-13 State Transportation Improvement Program (STIP). The 2010 update included the allocation of \$63 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) funding,

programming of projects for the ODOT Modernization, Bridge, Safety, Preservation, Operations, OTIA III, Enhancements, and Immediate Opportunity Fund projects and programming of transit funding. The first year of programming is considered the priority project funding for the region. Should any of these projects be delayed, projects of equivalent dollar value may be advanced from the second, third or fourth years of the program without processing formal Transportation Improvement Program (TIP) amendments. As recommended in Metro's 2004 Federal Review, the MTIP webpage was linked to ODOT's STIP page.

Metro is in the process of updating the 2012-15 MTIP in the current fiscal year, with adoption of an updated program scheduled for FY 2011-12.

**6. Planning Factors**

Currently, Metro's planning process addresses the SAFETEA-LU planning factors in all projects and policies. Table 1 below describes the relationship of the planning factors to Metro's activities and Table 2 outlines Metro's response to how the factors have been incorporated into the planning process. The SAFETEA-LU planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations; and
8. Emphasize the preservation of the existing transportation system.

As noted in Tables 1 and 2, Metro has reviewed and updated both the RTP and MTIP, and revised both documents to be compliant with SAFETEA-LU planning requirements.

**Table 1: SAFETEA-LU Planning Factors**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> <li>• RTP policies linked to land use strategies that promote economic development.</li> <li>• Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements.</li> <li>• Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period.</li> <li>• Highway Level of Service (LOS) policy tailored to protect key freight corridors.</li> <li>• RTP recognizes need for freight linkages to destinations beyond the</li> </ul>	<ul style="list-style-type: none"> <li>• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities.</li> <li>• Special category for freight improvements calls out the unique importance for these projects.</li> <li>• All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."</li> </ul>	<ul style="list-style-type: none"> <li>• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations.</li> <li>• HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
	region by all modes.		



**Table 1: SAFETEA-LU Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
2. Increase Safety	<ul style="list-style-type: none"> <li>• The RTP policies call out safety as a primary focus for improvements to the system.</li> <li>• Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy).</li> <li>• Work is currently underway by the Regional Safety Workgroup to develop a safety plan for the Portland Metropolitan region. The work is expected to be completed by December 2011.</li> <li>• The RTP includes a number of investments and actions aimed at further improving safety in the region, including:               <ul style="list-style-type: none"> <li>◦ Investments targeted to address known safety deficiencies and high-crash locations.</li> <li>◦ Completing gaps in regional bicycle and pedestrian systems.</li> <li>◦ Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits.</li> <li>◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards.</li> <li>◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of government.</li> <li>◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• All projects ranked according to specific safety criteria.</li> <li>• Road modernization and reconstruction projects are scored according to relative accident incidence.</li> <li>• All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
3. Increase Security	<ul style="list-style-type: none"> <li>• System security was incorporated into the 2035 RTP.</li> <li>• Security and emergency management activities are summarized in Section 1.6 of the 2035 RTP (Pages 1-38 – 1-40).</li> <li>• Policy framework in Section 2.3 of the 2035 RTP includes, “Goal 5: Enhance Safety and Security,” and specific security objectives and potential actions to increase security of the transportation system for all users.</li> <li>• Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system.</li> <li>• Actions direct Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans.</li> <li>• Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation security will be factored into the next MTIP update, following completion of the new RTP.</li> </ul>	<ul style="list-style-type: none"> <li>• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
4. Increase Accessibility	<ul style="list-style-type: none"> <li>• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system.</li> <li>• The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.</li> <li>• The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, cost-effective technologies to improve safety, optimize the existing system, and ensure freight transporters and commuters have a broad range of travel options in each corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects.</li> <li>• The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers.</li> <li>• Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors (continued)**

<b>Factor</b>	<b>System Planning (RTP)</b>	<b>Funding Strategy (MTIP)</b>	<b>High Capacity Transit (HCT)</b>
<p>5. Protect Environment and Quality of Life</p>	<ul style="list-style-type: none"> <li>• The RTP is constructed as a transportation strategy for implementing the region’s 2040-growth concept. The growth concept is a long-term vision for retaining the region’s livability through managed growth.</li> <li>• The RTP system has been "sized" to minimize the impact on the built and natural environment.</li> <li>• The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species.</li> <li>• The RTP conforms to the Clean Air Act.</li> <li>• Many new transit, bicycle, pedestrian and Transportation Demand Management (TDM) projects have been added to the plan to provide a more balanced multi-modal system that maintains livability.</li> <li>• RTP transit, bicycle, pedestrian and TDM projects will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system.</li> <li>• Metro coordinates its system level planning with resource agencies to identify and resolve key issues.</li> <li>• The region’s parking policies (Title 2 of the Urban Growth Management Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• The MTIP conforms to the Clean Air Act and continues to comply with the air quality maintenance plan in accordance with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7605 (c) and (d)) and 40 CFR part 93.</li> <li>• The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP).</li> <li>• Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage.</li> <li>• "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.</li> </ul>	<ul style="list-style-type: none"> <li>• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region’s most congested corridors and centers.</li> <li>• HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.</li> </ul>

**Table 1: SAFETEA-LU Planning Factors (continued)**

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. System Integration/Connectivity	<ul style="list-style-type: none"> <li>• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy.</li> <li>• The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities.</li> <li>• The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity.</li> <li>• The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region.</li> <li>• The intermodal management system identifies key intermodal links in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects funded through the MTIP must be consistent with regional street design guidelines.</li> <li>• Freight improvements are evaluated according to potential conflicts with other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.</li> </ul>
7. Efficient Management & Operations	<ul style="list-style-type: none"> <li>• The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 2.5) to optimize the existing and planned transportation system.</li> <li>• The 2035 RTP included adoption of the Regional Transportation System Management and Operations (TSMO) Plan. The TSMO Plan includes project and corridor prioritization.</li> <li>• Proposed RTP projects include many system management improvements along regional corridors.</li> <li>• The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits).</li> <li>• TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors.</li> <li>• TSM/ITS projects are funded through the MTIP.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.</li> </ul>

\* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

## 7. **Public Involvement**

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Metro consults with the Metro Committee for Citizen Involvement (MCCI) in the development of individual PIPs. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The work program and PIP for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. The 2035 RTP update included workshops, informal and formal input opportunities as well as a 30-day+ comment period for the community, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested persons. Public involvement opportunities and key decision points were published in the *Oregonian* and other community newspapers, posted on Metro's web site, e-mailed via the Planning Department E-News to more than 4,500 individuals, and advertised through Metro's transportation hotline. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the update schedule, other explanatory materials and summaries of public comments received. Appendix 4.3 of the 2035 RTP describes the public engagement process in more detail.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 30-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council. Metro Council adopted Metro's Transportation Public Involvement Policy on June 10, 2004 by Resolution Number 04-3450.

Title VI – In April 2007, Metro completed and submitted its Title VI Plan to the FTA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

**8. Disadvantaged Business Enterprise**

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999. Metro currently piggybacks on ODOT's DBE program.

**9. Americans with Disabilities Act**

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

**10. Affirmative Action**

In accordance with 49 U.S.C. 5331, 42 U.S.C. 6101, Section 324 of title 23 U.S.C. and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, Metro states as its policy a commitment to provide equal employment opportunities without regard to race, color, religion, national origin, sex, age, disability, sexual orientation, or marital or familial status, except where a bona fide occupational qualification exists. Compliance with this policy is administered by Metro's Human Resources Department.

**11. Construction Contracts**

Provisions of 23 CFR part 230 do not apply to Metro as Metro does not administer Federal and Federal-aid highway construction contracts.

**12. Lobbying**

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

**Table 2: Metro’s Response to SAFTEEA-LU Provisions**

<b>SAFTETEA-LU Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.</i></p>	<p>Metro’s transportation planning and land-use planning functions are within the same department and coordinate internally.</p> <ul style="list-style-type: none"> <li>• Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Metro consults MPAC on land-use activities.</li> <li>• Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS).</li> <li>• Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives.</li> <li>• Metro has a standing committee to coordinate with public agencies with environmental protection responsibility.</li> <li>• The Port of Portland manages the airport and is represented on both TPAC and JPACT.</li> <li>• Metro also coordinates with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee.</li> </ul>
<p><i>Promote consistency between transportation improvements and State and local planned growth and economic development.</i></p>	<p>Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.</p>
<p><i>Give safety and security due emphasis as separate planning factors.</i></p>	<p>Metro addressed security and safety as individual factors in the update to the RTP in 2010.</p> <ul style="list-style-type: none"> <li>• Separate background research papers were developed during Phase 2 of the update to document current safety issues and planning efforts, and current security planning efforts in the region. This research is included Appendix 7.0 was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP.</li> </ul> <p>Additionally, Metro staffs the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet’s responsibility for transit security plans, ODOT’s responsibility for coordination of state security plans, Port of Portland’s responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). The group brings together local emergency managers to plan responses to security concerns and natural hazards.</p>



**Table 2: Metro’s Response to SAFETEA-LU Provisions (continued)**

<b>SAFETEA-LU Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.</i></p>	<p>SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro’s existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 7.0.</p>
<p><i>Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan.</i></p>	<p>SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro’s existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, historic, cultural resource and land-use planning agencies.</p> <p>A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 7.0.</p>

**Table 2: Metro’s Response to SAFTEEA-LU Provisions (continued)**

<b>SAFTETEA-LU Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.</i></p>	<ul style="list-style-type: none"> <li>• System management policies in the RTP (2035 RTP Section 3.4.4) and resulting projects and programs are intended to maximize the use of existing facilities to address congestion, safety and mobility.</li> <li>• The Transportation System Management and Operations (TSMO) Plan was adopted as part of the 2035 RTP in June 2010. The TSMO Plan guides the region’s continued investment in operation, management and data collection to invest efficiently in transportation.</li> <li>• The regional CMP also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system. The key framework for the CMP was the Mobility Corridors identified as part of the 2035 RTP development. Chapter 4 of the 2035 RTP lays out specific strategies for each mobility corridor for addressing the goals and policies of the RTP. The CMP can be found in Appendix 4.4 of the 2035 RTP.</li> <li>• The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system.</li> <li>• RTP projects in Chapter 3 include many system management improvements along regional mobility corridors and the supporting arterial system.</li> <li>• Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations.</li> <li>• Metro has convened a Regional Safety Workgroup to better address safety in the MPO planning process. The Safety Workgroup will be added as a TPAC subcommittee during 2011. Additionally, the Safety Workgroup is developing a safety plan for the Portland Metropolitan region that is expected to be completed by December 2011.</li> </ul>

**Table 2: Metro’s Response to SAFETEA-LU Provisions (continued)**

<b>SAFETEA-LU Provision for all MPOs</b>	<b>Metro Response</b>
<p><i>Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.</i></p>	<p>Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro’s transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2009.</p> <p>The work program and public participation plan (PPP) for the 2035 RTP update was developed with input from Metro’s Advisory Committees, including Metro’s Committee for Citizen Involvement.</p> <p>Approval of the 2035 RTP, Ordinance No. 10-1241B, followed JPACT and Metro Council consideration of approximately 300 comments received during the public comment period. The comments were summarized into a comment log and Public Comment Summary Report. Refinements were recommended to respond to the comments received. The comment period for the Air Quality Conformity Determination provided an opportunity for public review and comment on the air quality conformity methodology and results.</p> <p><i>Appendix 4.3 in the 2035 RTP describes the public process in more detail.</i></p>
<p><i>Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.</i></p>	<p>On a regular basis, Metro employs visualization techniques. Examples include:</p> <ul style="list-style-type: none"> <li>• RTP document is available on Metro’s website</li> <li>• RTP newsletters and maps</li> <li>• MTIP document is available on Metro’s website</li> <li>• GIS maps to illustrate planning activities</li> <li>• Participation in FHWA GIS Web Training</li> </ul> <p>Video simulation of light rail on the Portland Mall and I-205 Corridor.</p>
<p><i>Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.</i></p>	<p>2035 RTP update was completed on June 10, 2010.</p>
<p><i>Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.</i></p>	<p>Initiated MTIP and STIP update for spring 2012.</p>
<p><i>SAFETEA-LU includes a new requirement for a “locally developed, coordinated public transit/human services transportation plan” to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.</i></p>	<p>Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan is under development by those committees and has been integrated into the 2010 RTP update.</p>

[CLICK HERE FOR FULL REPORT](#)

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# **FY 2011-12**

# **Unified Planning Work Program**

Transportation Planning in the  
Portland/Vancouver Metropolitan Area

April 7, 2011

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 11-4236, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FISCAL YEAR 2011-12 UNIFIED PLANNING WORK PROGRAM

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Date: April 7, 2011

Prepared by: Josh Naramore  
(503) 797-1825

## BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that Metro's planning process is in compliance with certain Federal requirements as a prerequisite to receiving Federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit A to Resolution No. 11-4236.

## ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2011, in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

**RECOMMENDED ACTION**

Approve Resolution No. 11-4236 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY ) RESOLUTION NO. 11-4235  
2010-11 UNIFIED PLANNING WORK )  
PROGRAM TO ADD THE COUNCIL CREEK ) Introduced by Councilor Barbara Roberts  
TRAIL, MULTIMODAL ARTERIAL )  
PERFORMANCE MANAGEMENT REGIONAL )  
CONCEPT OF TRANSPORTATION )  
OPERATIONS, AND THE ALOHA-REEDVILLE )  
STUDY AND LIVABILITY COMMUNITY PLAN )  
PROJECTS AND MODIFY PROJECT )  
DEVELOPMENT LANGUAGE FOR THE )  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM )

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010-11; and

WHEREAS, the FY 2010-11 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Hillsboro, Milwaukie, Portland and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the budget elements of the FY 2010-11 UPWP is required to receive federal transportation planning funds; and

WHEREAS, regional flexible transportation funds (Congestion Mitigation and Air Quality Improvement funds) were awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to developing the Council Creek Trail and will be added as shown in Exhibit A; and

WHEREAS, the work to develop a multimodal arterial performance management regional concept of transportation operations is described in the Methodology, Schedule and Products Expected sections of the Transportation System Management and Operations: Mobility Program work element of the FY 2010-11 UPWP and the Regional Transportation Systems Management and Operations Action Plan was adopted as part of the 2035 RTP and will be added as shown in Exhibit B; and

WHEREAS, those funds were adopted by JPACT and the Metro Council as a part of the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to be available to Metro in fiscal year 2010-11; and

WHEREAS, the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD.) awarded a Community Challenge/TIGER II grant to Washington County (OR) in October, 2010 for the Aloha-Reedville Study and Livability Plan project as shown in Exhibit C; and

WHEREAS, these projects were not incorporated into the adopted FY 2010-11 UPWP; and

WHEREAS, the work described in the Methodology, Schedule and Products Expected sections of the MTIP work element of the FY 2010-11 UPWP need to be modified as shown in Exhibit D; now therefore

BE IT RESOLVED that the Metro Council hereby amends the FY 2010-11 UPWP to add the Council Creek Trail, Multimodal Arterial Performance Regional Concept of Transportation Operations, and Aloha-Reedville Study and Livability Plan projects to the 2010-11 UPWP and modify the MTIP work element as shown in the attached Exhibits A, B, C and D.

ADOPTED by the Metro Council this \_\_\_\_\_ day of April, 2011

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Tom Hughes, Council President

Approved as to Form:

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Alison Kean-Campbell, Metro Attorney



OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF FOREST GROVE  
COUNCIL CREEK REGIONAL TRAIL COMMITTEE

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**COUNCIL CREEK REGIONAL TRAIL**

**Description:**

This project would entail the production of a report with preliminary design costs estimates for a multi purpose (bike, walking, and potentially equestrian sections) trail extension of approximately 15 Miles. The corridor is located at the western edge of the Portland/Metro region. It extends from the City of Hillsboro (existing HCT (“Max”) system), through Washington County, the City of Cornelius, City of Forest Grove, to City of Banks, connecting to existing Banks/Vernonia State Trail and Stub Stuart State Park, a distance of approximately 15 Miles.

**Objectives:**

The purpose of the Council Creek Regional Trail study is to plan the trail to serve as a primary alternative transportation and recreational conduit for bicycle, pedestrian, and potentially equestrian. The study will explore route alternatives, address preliminary design criteria, and identify a preferred alignment. Basic scope elements of the project include: field surveys of the corridor, collecting traffic info, funding/cost estimates, property mapping/ROW report, identify existing publicly owned ROW in study area, identify potential alternative transportation users, surveying preliminary ROW and easement requirements, and environmental review.

**Previous Work:**

The Council Creek Trail was nominated a regional trail in the fall of 2001 and adopted/approved by Metro in the spring of 2002. Since early December 2007, this type of regional trail project has been receiving increased attention. Metro, the regional planning agency, developed a Committee to help set priorities and strategies for trails throughout the metropolitan region. The priorities culminated from a series of workshops and meetings between City’s, County’s, interest groups, and the Metro Trails Committee. During this time an ad hoc Council Creek Regional Trails committee was formed and able to include the Council Creek Regional Trail as a priority in the region. Numerous letters of support have been collected including Washington County, Metro, City of Hillsboro, City of Cornelius, City of Forest Grove, City of Banks and Northwest Area Commission on Transportation (NWACT). Furthermore, local funding has already been pledged to initiate this project.

**Methodology:**

A consultant with experience in trail, land use, environmental, and traffic planning, design, and engineering will be hired to perform the study.

**Tangible Products Expected in FY 2010-11:**

- Consultant selection and scope development. (FIRST QUARTER)
- Public involvement and input. (ONGOING)
- Feasibility study of route alternatives. (SECOND/THIRD QUARTERS)
- Preliminary Design Concept (THIRD QUARTER)
- Cost estimate. (SECOND/THIRD QUARTERS)
- Completed Report (FOURTH QUARTER)

**Entity/ies Responsible for Activity:**

City of Forest Grove – Lead Agency

Council Creek Regional Trail Committee (Washington County, City of Hillsboro, City of Cornelius, City of Forest Grove and City of Banks) –Cooperative/Collaborate

Metro – Cooperate/Collaborate

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF FOREST GROVE  
 COUNCIL CREEK REGIONAL TRAIL COMMITTEE

- City of Beaverton – Cooperate/Collaborate
- Washington County – Cooperate/Collaborate
- Oregon Department of Transportation – Cooperate/Collaborate
- Oregon Parks and Recreation Department - Cooperate/Collaborate

**Schedule for Completing Activities:**

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

**FY 2010-11 Costs and Funding Sources:**

<b>2010-11</b>	<b>Requirements:</b>			<b>Resources:</b>		
	Personal Services	\$		STP	\$	218,444
	Interfund Transfers	\$		Local Match	\$	25,002
	Materials & Services	\$	243,446			
	Consultant		243,446			
	<b>TOTAL</b>	<b>\$</b>	<b>243,446</b>	<b>TOTAL</b>	<b>\$</b>	<b>243,446</b>
	<b>Full-Time Equivalent Staffing</b>					
	Regular Full-Time FTE					
<b>TOTAL</b>						

MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS**MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS****Description:**

The Multimodal Arterial Performance Management Regional Concept of Operations (RCTO) is one of the first steps in realizing the 10-year strategic vision laid out in the Regional TSMO plan. The RCTO will guide the region on deployment of solutions that will result in improved multimodal arterial performance measurement that can be used to:

- Facilitate the transportation choices of travelers;
- Improve operations of the system by transportation managers (especially for considering the multimodal environment);
- Enhance emergency response by public safety officials;
- Inform transportation modeling tools; and
- Support investment decisions.

While the Regional TSMO Plan provides general guidance on the location and types of ITS investments, it lacks detail regarding how to implement multimodal arterial performance measurement on a regional scale. The intent of the RCTO is to provide the “how-to” guide for implementation of a regional arterial performance management system. The RCTO is a critical precursor to continued investment in the ability to measure performance and learn from implementation of other applications like transit or freight priority, adaptive or responsive control, and other signal timing changes. The RCTO is intended to gain regional agreement on operational objectives, physical improvements, procedures, and resource arrangements. Examples of questions that need answers include:

- What are the agreed upon outcomes and performance measures?
- What are the best technologies to collect the information necessary?
- How do we leverage existing infrastructure and mainstream the collection of data?
- How do we fuse data from different sources (transit, freeway, other) into a complete picture for system management?
- What are the institutional agreements and resources necessary to implement and maintain an arterial performance management system?

There is a critical need for regionalism in the implementation of this RCTO. Partnership between the ODOT, Metro, Portland State University and the other TransPort agencies are critical to the success of this project. Ultimately, the success of this project will be determined by how effectively the concepts are integrated into typical practice and are used to further understand our transportation system.

**Objectives**

## Transportation Operations Objectives

- Identify the equipment necessary to measure multimodal performance of street system (primarily focused on arterial street system).
- Provide a proof of concept that allows agencies to assess accuracy of traveler information.
- Using knowledge about existing communications infrastructure, describe investments necessary to facilitate transfer of data from the field to the ITS Network.
- Identification of costs associated with potential systems to assess applicability on a regional scale.
- Identify procedures and institutional arrangements to support development and operation of the system on a regional scale.

## Planning Objectives

## OTHER PROJECTS OF REGIONAL SIGNIFICANCE

METRO

MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS

- Advance the state of practice by creating guidelines for application of a multimodal arterial performance management system.
- Create consensus on arterial performance measures.
- Form consensus on where/when/how arterial performance should be applied and integrated with existing infrastructure and/or future investments.
- Enhance region's capacity to consider multimodal system operations to focus investments towards the desired outcomes. This could also provide information that allows comparison of TSMO projects with conventional capital projects.
- Consider the use of a multimodal performance system as a precursor to measuring GHGs involved in transportation operations.

**Previous Work:**

The Regional Transportation System Management and Operations (TSMO) Plan, adopted in June 2010, provides the Portland metropolitan area with a 10-year strategic investment guide focused on the region's Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) infrastructure and programs. The plan provided a list of improvements that will result in cost effective multimodal solutions to address congestion, safety and greenhouse gas emissions by optimizing ITS and TDM investments. The planning effort completed as a part of that project went beyond individual ITS treatments to create a *system* that is efficient, sustainable, and reflective of the unique vision and values of our community.

**Methodology:**

Metro will serve as project manager for this effort, with significant support from TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC). The City of Portland will provide staff and equipment as necessary for a demonstration project within its jurisdiction.

There is a critical need for this project as the region continues investment in TSMO strategies. Application of multimodal arterial performance measurement on corridors will be important to improving the prioritization of investments both for ITS specific projects and capital projects. The RCTO will provide a road map that all future projects within the region can build into their scopes, which will result in improved data that can be used for planning, operations, and maintenance purposes. It will also provide direct inputs that can be used to address environmental performance measures.

The development of the RCTO will be coordinated with other TSMO regional initiatives. This should include the current ongoing efforts associated with the ODOT Innovations Program, the Oregon Transportation Research & Education Consortium (OTREC) Data Fusion project, and the TriMet Automatic Vehicle Location (AVL) system upgrade. This RCTO will support the Regional TSMO Plan and should be used specifically to identify equipment and procedures necessary to implement projects that will be built as a part of this effort as well as upcoming capital projects that are in the Regional Transportation Plan (RTP).

The issue of performance measurement related to transportation operations has been gaining momentum on a national scale and there is already a significant body of work. The National Cooperative Highway Research Program (NCHRP) Project 3-79 is a significant source that can be used in this effort, but it stops short of addressing the multimodal aspects that will be vital to meeting the region's goals for this project. It is expected that the early tasks in this project will take advantage of rather than duplicate other efforts, but that significant effort will be needed to evaluate emerging techniques that can address the broad spectrum of issues that are important to this region.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

METRO

MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS

**Tangible Products Expected in FY 2010-11:**

- Scope of work (THIRD QUARTER)
- Consultant selection process (FOURTH QUARTER)
- Stakeholder committee formation (FOURTH QUARTER)
- Stakeholder workshop to gain consensus on desired performance data (FOURTH QUARTER)
- Alternative proof of concept selection criteria (FOURTH QUARTER)
- Objectives and alternative selection criteria documentation (FOURTH QUARTER)

**Entities Responsible for TSMO Activity:**

Metro – Lead Agency  
 City of Portland – Technical Lead  
 ODOT – Contract Manager  
 TransPort – Cooperate/Collaborate

**Schedule for Completing Activities:**

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

**FY 2010-11 Costs and Funding Sources:**

<b>2010-11</b>	<b>Requirements:</b>				<b>Resources:</b>		
	Personal Services	\$			CMAQ	\$	150,000
	Interfund Transfers	\$					
	Materials & Services Consultant      \$150,000	\$	150,000				
	<b>TOTAL</b>	<b>\$</b>	<b>150,000</b>		<b>TOTAL</b>	<b>\$</b>	<b>150,000</b>
	<b>Full-Time Equivalent Staffing</b>						
	Regular Full-Time FTE						
	<b>TOTAL</b>						

**Aloha-Reedville Study and Livable Community Plan – TIGER II (FHWA) and Community Challenge (HUD) Grants****Description:**

The Aloha-Reedville Study and Livable Community Plan is a jointly funded study between the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD.) The joint grant is the Community Challenge/TIGER II grant awarded to Washington County (OR) in October, 2010.

The Aloha-Reedville Study and Livability Plan project will examine how existing conditions, community aspirations and emerging urban service and planning opportunities provide prospects for fulfilling regional sustainability objectives, and develop strategies that address livability issues impacting the local community. The project will explore the area's potential to achieve its 2040 regional objectives and prosper through improved infrastructure, preservation and targeted investment in affordable housing, cohesive governance and private redevelopment investments.

This project will develop a local plan and strategies for housing, redevelopment, corridors and town centers, and transportation for the Aloha-Reedville area that promote livability and sustainability, with a focus on affordable housing and addressing inequities in access to local opportunities and resources.

The Aloha-Reedville area is located primarily in an unincorporated urban area of Washington County between Hillsboro and Beaverton, the fifth and sixth largest cities in Oregon State. The study area includes one 2040-designated town center, three light rail station areas, four designated corridors, and one regionally-significant employment center.

Despite strategic advantages, the Aloha-Reedville community is an area that has begun to show signs of physical and economic decline. In this area, a significant percentage of the population lives below the poverty level in rental housing and is on public assistance (2000 Census data), all of which are indicators of the need for investments that will improve the quality of life and economic vitality for Aloha-Reedville residents. Opportunity Maps created for the 2010-2015 Washington County Consolidated Plan indicate that the area suffers for low and/or inconsistent opportunity in several respects, including inconsistent sidewalk coverage and transit access, limited nutritious food sources, inadequate access to child care, high numbers of children receiving free or reduced lunch, and low math and reading test scores. The 2010 Census and survey research conducted as part of this project will provide specific baseline information regarding which areas should be targeted for redevelopment, including improvements in housing, service levels, and infrastructure.

At this time, although some physical and economic decline has begun to occur in the community, we don't know why existing plans for Aloha-Reedville have not realized the area's full potential in terms of commercial, office and residential development, or why redevelopment of existing, aging structures has not occurred. There is not adequate data to clearly identify inequities in access to housing, transit, services, and employment opportunities, or develop strategies to effectively fill gaps in housing, service, and employment needs and provide meaningful programs to assist low-income and special-needs residents in becoming self-sufficient and stable community members.

The proposed study will work with economic analysts and the community to better understand the issues, needs, opportunities and constraints, and will develop potential alternatives for addressing the problem(s). These efforts will develop strategies to target public and private investment in developments, programs, and services that residents want and need. These efforts will pave the way for development and redevelopment requests and building permits, and new businesses, employment opportunities, and

services. The targeted nature of the plans will provide effective results by identifying strategic opportunities that would leverage multiple objectives.

**Objectives:**

- a. **Provide More Transportation Choices**  
The project will identify and develop plans for streetscape improvements in the study area that will create opportunities safer and more enjoyable bike and pedestrian travel and improved access to existing transit routes. Data to support this outcome will include the number of bicycle, pedestrian, and transit access improvements identified during the planning process and included in the final strategies.
- b. **Promote equitable, affordable housing**  
The project will identify and collect baseline data on number affordable housing units, their physical condition, and their surroundings. The project will also develop strategies for preserving the existing supply of affordable housing, as well as strategies for increasing and improving affordable housing opportunities in the study area. Data to support this outcome will track the project's impact on affordability and accessibility, and will include number of affordable housing units and the percent of total housing units that are affordable in the study area.
- c. **Enhance Economic Competitiveness**  
The project will enhance economic competitiveness by developing an economic development strategy for corridors and town centers that identifies market opportunities, targets sites for development and/or redevelopment, and creates plans to increase nearby residential opportunities and improve local streetscape and infrastructure to provide greater customer base and improved access for both customers and employees. Data to support this outcome will include number of economic development strategies developed during the planning process and included in the final plan.
- d. **Support Existing Communities**  
The project will identify the needs of the estimated 50,000 area residents and create plans and strategies to meet those needs and fulfill community aspirations. Data to support his outcome will include the number of improvements identified during the planning process and included in final plans, as well as number of new and/or updated Urban Service Agreements for the plan area.
- e. **Coordinate Policies and Leverage Investment**  
The project will coordinate with several existing and emerging local and regional plans and help maximize the impact of those efforts. One focus of the Aloha-Reedville Study is identifying strategies that will help the area meet its 2040 goals. The project will also develop a Housing Equity and Opportunity strategy that is compatible with the regional strategy that will be developed under the Sustainable Communities Regional Planning Grant Program activities. The Aloha-Reedville Study will also coordinate with the City of Hillsboro's Refinement Plan for Tualatin Valley Highway (funded by a \$331,000 Transportation Growth Management grant) and respond to High Capacity Transit planning concepts developed regionally. Data to support this outcome will include number of reports and/or strategies developed that can be incorporated into other plans, and the number of inputs from other projects that are used in the Aloha-Reedville Study process.
- f. **Value Communities and Neighborhoods**  
The project will include intensive public outreach and involvement efforts to engage the local business community and area residents, with targeted outreach to low-income, immigrant, minority, and special-needs communities. This effort will insure that the feedback, suggestions, and strategies developed are an accurate reflection of the unique values and aspirations of the Aloha-Reedville community. Data to support this outcome will track the project's increased participation and decision-making by traditionally marginalized populations, and will include

increase in number of traditionally-underrepresented populations that participate in the planning process.

**Previous Work:**

Metro's 2040 Growth Concept (adopted 1995) was developed to guide long-range growth in the Portland Metro region, including Multnomah, Clackamas, and Washington Counties. Metro 2040 policies are designed to encourage safe and stable neighborhoods for families, compact development, a healthy economy, protection of farms, forests, rivers, streams and natural areas, a balanced transportation system, and housing for people of all incomes in every community. The Urban Growth Management plan (adopted 1996) established specific tools and requirements for local governments to help communities meet the goals set forth in the 2040 plan. The Regional Framework Plan (adopted 1997) brings all of Metro's regional planning policies and requirements.

A hierarchy of mixed-use, pedestrian friendly Central, Regional, Town, and Neighborhood centers that are connected by transit corridors are fundamental to the 2040 Growth Plan. Corridors and Station Area Communities are intended to be higher-density areas with quality pedestrian environments, good transit access, and a mix of jobs, housing, and other uses that serve the needs of local residents as well as those passing through. The 2040 Housing Choice fundamental includes goals to provide diverse housing options and affordable homes in every jurisdiction.

In 2008, Washington County and its constituent cities, special districts and Metro participated in an Urbanization Forum to discuss governance and growth management issues for existing and future unincorporated urban areas. The Urbanization Forum formed a Steering Committee and a working group and conducted a series of public meetings to formulate proposed policies pertaining to the quality and delivery of public services by service providers and governing institutions, and the quality of urban life and amenities of residents and communities within existing and future urban areas. As a direct result of these discussions, the Board of County Commissioners adopted Resolution No. 09-68 in 2009, which outlines consensus provisions for growth management and governance of existing and future urban areas.

Recognizing the county's limited resources for and long-standing policies regarding the provision of municipal level planning services, the Urbanization Forum Steering Committee provided the following recommendations related to planning in the county's urban unincorporated areas:

- Concentrate on areas of greatest need and opportunity
- Evaluate service needs and options
- Work with the broader public to explore alternatives
- Pursue grant monies to support a project for the Aloha-Reedville area

The Aloha-Reedville Study and Livable Community Plan will build upon the resolution of the Urbanization Forum and advance its "big picture" objectives. The proposed 3-year project will benefit county jurisdictions and the region by supporting and advancing the achievement of regional development goals and outcomes for centers and corridors, specifically those articulated in Metro's Great Communities concepts.

**Methodology:**

The Aloha-Reedville Study and Livability Plan will begin by conducting extensive existing conditions research and establish baseline metrics that will be used evaluate program outcomes. The first phase of the project will also include significant outreach to a representative group of service districts, residents, businesses and community organizations to evaluate service needs and options in the Aloha-Reedville community, and develop a strategy for providing intensive public participation in the



**OTHER PROJECTS OF REGIONAL SIGNIFICANCE****WASHINGTON COUNTY  
ALOHA-REEDVILLE STUDY AND LIVABLE COMMUNITY PLAN**

project as it moves forward. Targeted outreach efforts will be directed at low-income, minority, and special-needs populations. Project Advisory and Technical Advisory Committees will also be established.

As the project moves forward, project staff will work with the broader public to explore alternatives for strategic infrastructure investment and partnerships for revitalization. Special outreach efforts will continue to insure that underrepresented communities are able to participate meaningfully through workshops and other engagement activities.

Areas of particular focus will be the Aloha town center and the corridors of Baseline Road, Tualatin Valley Highway, 185th Avenue and Farmington Road. Tualatin Valley Highway is the route of TriMet's eighth most-ridden bus line (#57), and is identified as a "Next Phase Regional Priority Corridor" in Metro's Regional High Capacity Transit (HCT) System Plan. The Aloha-Reedville Study project will set the stage for regional HCT planning along Tualatin Valley Highway by assessing the area's land use and population capacity to support HCT and by integrating changes to housing and other land use patterns to make the corridor more HCT supportive. This project will be a collaborative planning effort between Washington County, the Housing Authority of Washington County, the Cities of Beaverton and Hillsboro and other affected agencies (e.g. ODOT and TriMet), with the county acting as lead administrator.

**Tangible Products Expected in FY 2010-2011:**

- Detailed Scope-of-Work indicating tasks, staff assignments, anticipated TIGER II funding and County in-kind match for the projects three phases
- Consultant Requests for Proposals for Phase 1 identified tasks
- Consultant Contracts for Phase 1 identified tasks
- Project advisory groups formation (internal review and decision-making groups, key stakeholder project advisory group, technical advisory group)
- Coordinate efforts with City of Hillsboro TGM Tualatin Valley Highway Corridor Refinement Planning efforts (INITIATE and ONGOING)
- Develop and launch Aloha-Reedville website ([www.co.washington.or.us](http://www.co.washington.or.us))

**Entities Responsible for Activity:**

Washington County Department of Land Use and Transportation – Grantee and Project Management

Washington County Department of Housing Services – (HUD Grantee)

Federal Highway Administration – Grantor/Reporting

Department of Housing Services and Urban Development – Co-Grantor/Reporting

Oregon Department of Transportation – Coordinate/Collaborate

TriMet – Cooperate/Collaborate

Metro – Cooperate/Collaborate

City of Beaverton – Collaborate

City of Hillsboro – Coordinate/Collaborate

Other stakeholders:

Committee for Citizen Involvement (CCI) – OSU Extension

Citizen Participation Organizations 6 & 7

Organizations providing social services, healthcare

Aloha – Reedville Business Association

Aloha – Reedville Interfaith organization

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

WASHINGTON COUNTY  
ALOHA-REEDVILLE STUDY AND LIVABLE COMMUNITY PLAN

City of Hillsboro Chamber of Commerce  
 City of Hillsboro Hispanic Chamber of Commerce  
 City of Beaverton Chamber of Commerce  
 Beaverton School District  
 Hillsboro School District  
 Urban Roads Maintenance Advisory Committee (URMDAC) - Washington County  
 Washington County Department of Health and Human Services  
 Washington County Office of Community Development  
 Washington County Cooperative Library Services  
 Washington County Sheriffs Office  
 Tualatin Valley Fire and Rescue  
 Clean Water Services  
 Tualatin Hills Parks and Recreation District  
 Organizations serving minority, elderly, disabled, and non-English speaking residents needs  
 Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs

**Schedule for Completing Activities:**

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

**FY 2011 – 2013 Funding Sources**

	<b>Funding Source</b>	
<b>2010-13</b>	<i>Washington County In-kind Match (personnel)</i>	\$801,907.00
	<i>Metro Construction Excise Tax Award, June 2010</i>	\$442,000.00
	<i>Federal Highway Administration TIGER II Grant</i>	\$1,500,000.00
	<i>Department of Housing and Urban Development Community Challenge Grant</i>	\$500,000.00
	<b>TOTAL</b>	<b>\$3,243,907.00</b>

**I. TRANSPORTATION PLANNING****METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM****METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM****Description:**

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP is a multi-year program that allocates federal and state funds available for transportation system improvement purposes in the Metro region. Updated every two years, the MTIP allocates funds to specific projects, based upon technical and policy considerations that weigh the ability of individual projects to implement regional goals. The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality laws. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies, as well as significant public-involvement efforts, consistent with Metro's public involvement plan.

**Objectives:**

Work in a cooperative, continuous, and comprehensive process to prioritize projects from the RTP for funding. (ONGOING)

**MTIP/STIP Update:** Provide a transparent and technically rigorous process to prioritize projects and programs from the 2035 RTP to receive transportation funding to be programmed, pending air quality conformity, in the 2012-15 TIP. This includes regional flexible funds and funds administered by ODOT, TriMet and SMART. (Spring 2011)

**Database Maintenance:** Metro will track essential project programming, amendment, and obligation information as well as revenue information to better schedule project implementation activities and ensure a fiscally constrained MTIP is maintained. (ONGOING)

**2010-13 MTIP:** Effectively administer the existing MTIP, including:

- Programming transportation projects in the region consistent with Federal rules and regulations. (ONGOING)
- Ensure funding in the first two years of the MTIP is available or committed and that costs are programmed in year-of-expenditure dollars. (ONGOING)
- Continue to coordinate inter-agency consultation on air quality conformity. Conduct public outreach, reports, and public hearings required as part of the conformity process. (AMENDMENTS: ONGOING)
- Maintain a financial plan to balance project costs with expected revenues. (ONGOING)
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process. (ONGOING)
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process. (ONGOING)

**Previous Work:**

With the update of the 2035 RTP, a second major update of MTIP policies and review criteria was completed for the 2010-13 MTIP. The MTIP policy update and process to prioritize projects from the RTP for funding within the 2010-13 MTIP directed a new outcomes-based evaluation process for the allocation of regional flexible funds focused on four objectives: regional mobility corridors, mixed-use area implementation, industrial and employment area implementation, and environmental mitigation.

The allocation of regional flexible funds also included further refinements to improve the on-time, on-budget delivery of local projects funded with urban Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, stemming from recommendations of a 2006 TPAC analysis. This includes improved outreach and communication with implementing agencies and ODOT

**I. TRANSPORTATION PLANNING**

**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

local program staff on project delivery expectations and improvements to applicant project cost estimating methods.

Metro staff led the project selection process and programming of transportation funds in the Metro region allocated through the American Recovery and Reinvestment Act (ARRA) in 2009-10. This included \$38 million distributed through the MPO, \$44 million of transit funding administered by TriMet and SMART and \$63 million of funding administered by ODOT for projects in the Metro area. This was a substantial increase in workload without any additional funding allocated to Metro for administration of these funds.

FY2009-10 is expected to achieve the adoption of the 2010-13 MTIP and federal approval of its air quality conformity findings. The 2010-13 MTIP includes programming of new projects funded with \$65 million in regional flexible transportation funds, ODOT Administered funds, and TriMet and SMART administered funds in the Metro area.

Improved CMAQ eligibility and annual reporting processes have been developed in cooperation with the ODOT environmental division and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) staff. An improved project and financial plan database has been created and Metro staff has been loading historical and current data into the database. Metro staff has been working with partner agency staff to establish protocols for the exchange and management of data, as well as confirming existing data as it is loaded into the database.

MTIP staff also participated in the update to the RTP in 2008-10 in order to ensure strong linkages between the plan and programming of funds through the MTIP. Metro staff participated in the development of a detailed statewide template for an agreement between ODOT, MPO's and Public Transit Agencies for the development and maintenance of financial plans and obligation reports. This will serve as the basis for updating the existing Planning agreement between ODOT, Metro, TriMet and SMART with the more specific protocols from the statewide template in the coming year. Metro staff also participated in the review of the ODOT Local Government Section's relationship to MPO's in the state and the development of a potential MPO-ODOT LGS agreement for further improvement to project delivery of local federal-aid projects.

Metro also provides support to ODOT and local agencies on the planning phase of local project delivery to help prepare local projects for successful implementation during the preliminary engineering through construction phases. This support is in the form of review and recommendations for approval of scope, schedule and budget of agency and consultant work and review of invoices for reasonable progress. Metro and ODOT are updating the regional planning agreement to document this support role. Roles and responsibilities for administering these project development activities are summarized below in the "Entities Responsible for Activity" section. This language applies to all project development planning activities included in the "Other Projects of Regional Significance" in this UPWP unless superseded by an Intergovernmental Agreement that specifies different administrative responsibilities.

**Methodology:**

The MTIP is updated and maintained through extensive cooperation and collaboration with partner agencies, a rigorous public involvement process, and administrative procedures such as the maintenance of TransTracker, the new project and financial database.

**Schedule for Completing Activities:**

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

**Tangible Products Expected in FY 2010-11:**

- Update 2012-15 MTIP Policy Report to reflect new financial strategies and policies from the 2035 Regional Transportation Plan.

**I. TRANSPORTATION PLANNING METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

- Allocate regional flexible funds (Urban-STP and CMAQ funds) to local projects and programs with funding authority from FFY 2014 and 2015. (Spring 2011)
- Collaborate with ODOT, TriMet and SMART on the selection of projects and programs with funding authority from FFY 2014 and 2015. (Spring 2011)
- Establish eligibility of projects for CMAQ funds prior to programming in the MTIP. (Summer 2011)
- Publish an annual obligation report utilizing visualization techniques. (DECEMBER 2010)
- Report on CMAQ project progress and resultant emission reduction benefits. (DECEMBER 2010)
- Update the regional Planning agreement to include detailed protocols from the statewide financial plan and obligation report agreement template.
- Negotiate a new agreement with the ODOT Local Government Section office on roles, responsibilities and protocols for the improved delivery of federal local program projects.

**Entity/ies Responsible for Activity:**

Metro – Product Owner / Lead Agency  
Oregon Department of Transportation – Cooperate / Collaborate  
TriMet – Cooperate/Collaborate  
South Metro Area Regional Transit – Cooperate / Collaborate

**Other Stakeholders:**

Local partner agencies and members of the public  
Federal Highway Administration (FHWA)  
Federal Transit Administration (FTA)  
Metro Committee for Citizen Involvement (MCCI)  
Joint Policy Advisory Committee on Transportation (JPACT)  
Transportation Policy Alternatives Committee (TPAC)  
Oregon Transportation Commission (OTC)  
Oregon DEQ  
US Environmental Protection Agency (EPA)  
Organizations involved with minority and non-English speaking residents

For project development planning activities summarized in the "Corridor Plans and Projects of Regional Significance" section of the UPWP, the following administrative roles and responsibilities apply. Metro Planning & Development shall:

- Ensure project development planning activity is properly included in the UPWP
- Ensure the scope and budget addresses relevant contingencies of the project development award
- Assign a Project Manager to all project development plans
- Coordinate with ODOT project development manager on the programming of project development plan funding and assignment of work to ODOT project manager.

Metro Project Manager shall:

- Participate in meetings as necessary for development of plan scope, schedule and budget.
- Organize Metro staff participation in project development planning activities as defined in the scope and budget.
- Communicate to ODOT project manager:
  - Recommendation of approval of the Local Agency's scope, schedule, and budget
  - Recommendation of approval of the Consultant scope, schedule, and budget
  - Review of tasks/work invoiced for payment is consistent with scope, schedule and budget and provide recommendation of payment based on consistency

**I. TRANSPORTATION PLANNING METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

- Approval of all amendments/change orders
- Approval of the Quarterly Reports as submitted by the local agency project manager

ODOT shall:

- Assign a Project Manager from Local Agency Liaison Section to be lead project manager on all project development plans
- Ensure all project development plans have a consistent administrative process at ODOT

ODOT Project Manager shall:

- Carry-out the project development plans in a process similar to that which already exists for capital projects, with the exception of the following:
  - Approve billing invoices upon Metro recommendation and review of eligibility and ODOT contract rules
  - Include Metro project manager on all project related correspondence and meetings
  - Ensure Metro project manager approves Local Agencies scope, schedule, and budget
  - Ensure Metro project manager verifies adequacy of implementing scope, schedule, and budget and recommends payment of billing invoices
  - Ensure Metro project manager approves all amendments/change orders
  - Ensure Metro project manager receives a copy of Quarterly Report

Lead Agency/Product Owner shall:

- Assign a Project Manager
- Enter into an intergovernmental agreement with ODOT for administration of the project

Lead Agency/Product Owner Project Manager shall:

- Propose a project scope, schedule and budget consistent with the original application for project funds
- If using consultant services, propose a project scope, schedule and budget for those services and comply with state and federal procurement rules
- Manage consultant services for completion of tasks within scope, schedule, budget and eligible expenses
- Submit invoices for payment (agency and consultant) to Metro and ODOT project managers
- Submit Quarterly reports on time to Metro and ODOT project managers
- Submit change orders to Metro and ODOT project managers
- Include Metro project manager on all project related correspondence and meeting announcements

**Cost and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 525,690	PL	\$ 357,711
Interfund Transfers	\$ 142,835	STP	\$ 100,159
Materials & Services	\$ 34,535	Section 5303	\$ 82,076
Printing/Supplies \$20,000		ODOT Support	\$ 7,035
Ads & Legal Notices \$6,000		TriMet	\$ 90,478
Miscellaneous \$8,535		Metro	\$ 31,938
Computer	\$ 1,338	Other	\$ 35,000
<b>TOTAL</b>	<b>\$ 704,397</b>	<b>TOTAL</b>	<b>\$ 704,397</b>

**Full-Time Equivalent Staffing:**

Regular Full-Time FTE	5.07
<b>TOTAL</b>	<b>5.07</b>

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 11-4235, FOR THE PURPOSE OF AMENDING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM TO ADD THE COUNCIL CREEK TRAIL, MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS, AND THE ALOHA-REEDVILLE STUDY AND LIVABILITY COMMUNITY PLAN PROJECTS AND MODIFY PROJECT DEVELOPMENT LANGUAGE FOR THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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Date: April 7, 2011

Prepared by: Josh Naramore  
(503) 797-1825

### **BACKGROUND**

On April 15, 2010, the Metro Council adopted the FY 2010-11 Unified Planning Work Program (“UPWP”) via Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM “).

This resolution is a package of amendments to the FY 2010-11 Unified Planning Work Program (UPWP). It adds the following three projects: Council Creek Trail, Multimodal Arterial Performance Regional Concept of Transportation Operations, and the Aloha-Reedville Study and Livability Community Plan. The resolution would also modify the project development language of the Metropolitan Transportation Improvement Program (MTIP) UPWP narrative.

The Council Creek Trail was awarded regional funds as part of the 2012-13 regional flexible funds allocation process. As part of Resolution 10-4150A adopting the 2010-13 MTIP, the Council Creek Trail funds were programmed for fiscal year 2010-11 that runs from October 1, 2010 – September 30, 2011. The FY 2010-11 UPWP had already been adopted and does not include Council Creek Trail project. This project is included as part of the draft FY 2011-12. The proposed UPWP narrative for the Council Creek Trail is included in Exhibit A.

A natural expansion of the region’s performance measurement capabilities, beyond PORTAL and other freeway-based facilities, is to the major arterials across the region. Arterial performance measurement in the form of travel times, travel speed, and potentially origin-destination data will support engineering, and planning decision-makers, enabling more efficient investment of limited funds. The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by Metro Council Ordinance No. 10-1241B includes the Regional Transportation Systems Management and Operations (TSMO) Action Plan. One of the high priority actions in the plan is to begin work on developing a regional concept of transportation operations (RCTO) for multimodal arterial performance. Funds allocated as part of the regional TSMO programs share of the regional flexible funds have been prioritized to fund the beginning of this work. The proposed UPWP narrative for the multimodal arterial performance RCTO are included in Exhibit B.

In October 2010, Washington County was awarded a Community Challenge/TIGER II grant from the Federal Highway Administration and the Department of Housing and Urban Development for the Aloha-Reedville Study and Livability Community Plan. This project will examine how existing conditions, community aspirations and emerging urban service and planning opportunities provide prospects for fulfilling regional sustainability objectives, and develop strategies that address livability issues impacting the local community. The project will explore the area’s potential to achieve its 2040 regional objectives

and prosper through improved infrastructure, preservation and targeted investment in affordable housing, cohesive governance and private redevelopment investments. This project will develop a local plan and strategies for housing, redevelopment, corridors and town centers, and transportation for the Aloha-Reedville area that promote livability and sustainability, with a focus on affordable housing and addressing inequities in access to local opportunities and resources. The proposed UPWP narrative for the Aloha-Reedville Study and Livability Community Plan are included in Exhibit C.

Additionally, Metro staff has prepared clarifying language intended to simplify Metro's administration of the project development process. The proposed new language is underlined in Exhibit D.

## **ANALYSIS/INFORMATION**

1. **Known Opposition** – No known opposition

2. **Legal Antecedents**

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

Metro Council Resolution No. 10-4150A: FOR THE PURPOSE OF ADOPTING THE CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted by the Metro Council June 10, 2010.

Metro Council Ordinance No. 10-1241B: FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN, AND THE HIGH CAPACITY TRANSIT PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted by the Metro Council June 10, 2010.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence work on these projects between now and June 30, 2011, in accordance with established Metro priorities.

4. **Budget Impacts** – None anticipated.

## **RECOMMENDED ACTION**

Approve Resolution No. 11-4235 and amend the FY 2010-11 UPWP.



 Metro | Memo

Date: April 6, 2011  
To: JPACT and interested parties  
From: Kim Ellis, Principal Transportation Planner  
Dylan Rivera, Public Affairs Specialist  
Re: Climate Leadership Summit and Public Perspectives on Climate Strategies

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### **PURPOSE**

The purpose of this agenda item is to brief members on the Climate Leadership Summit proceedings and recent opinion research conducted by Davis, Hibbitts, & Midghall, Inc. for the region's Climate Smart Communities scenario planning effort.

### **ACTION REQUESTED**

- Learn about public perspectives on land use and transportation strategies that will help the region meet state carbon emissions reduction targets.
- Discuss implications of the recent opinion research for climate communications and the region's scenario planning effort.

### **BACKGROUND**

On April 1, Metro convened nearly 300 participants at a Climate Leadership Summit to identify strategies and policies that could help the region create livable, prosperous and equitable communities and reduce the region's carbon emissions. This was a joint meeting of the Metro Policy Advisory Committee and JPACT but also included other elected officials, local government staff, and leaders from minority and underserved communities, community groups and the business community.

At the summit, Adam Davis of Davis, Hibbitts, & Midghall, Inc. presented the results of public opinion research, which included focus groups, telephone polls and an Opt In survey. He was not able to complete his presentation at the event, so he will discuss the results of his research and implications for communications.

In addition, staff will provide an overview of the input received on April 1 at the work session. A report summarizing the summit's proceedings, keypad polling results and comment card responses will be available in late April. Materials from the summit will be posted on Metro's website.

The Portland metropolitan area will be the first in Oregon to create land use and transportation scenarios designed to meet the state carbon emissions reduction targets, as required by House Bill 2001. The scenarios haven't been designed yet; local leaders who attended the summit provided input on what political, economic, social equity and other factors Metro should consider as it studies the issue and forms scenarios for the region to test this summer and in 2012. The scenarios must be in place by 2014.

In May, staff will seek input from JPACT on the scenarios to be tested. JPACT action on the scenario planning approach will be requested in June.

### **/Attachments**

- Draft – Climate Smart Communities messaging recommendations
- Climate Smart Communities Scenarios project factsheet (April 2011)



# Climate Smart Communities

Working together to build livable, prosperous, equitable and climate smart communities

Residents of the Portland metropolitan area want livable, smart communities that:

- protect clean air and water
- provide jobs close to home
- preserve farm, forest land and natural areas
- promote healthy lifestyles that include walking, biking and taking transit
- pioneer green technology to reduce energy use and create new jobs.

Ask anyone why they choose to live and work in this region and they won't hesitate in their answer: because of the lush, green beauty, proximity to natural areas and wildlife, clean air and water, and communities close to transit, schools and jobs. Because these are the things we value, it just makes sense to protect the air and water, conserve energy, grow food locally and choose transportation options that don't rely as much on fossil fuels. It costs less, keeps money in the local economy and supports a healthier lifestyle.

Research conducted by Davis, Hibbitts & Midghall and Carlson Communications reveals that though a majority of residents are concerned about climate change and believe it should be a priority for local governments, it remains a much lower priority relative to other issues. Effective communication shouldn't lead with climate change but, instead, tie it to other values and priorities for the region. People are already making personal choices that impact the amount of carbon in our atmosphere – they carpool or take transit to work, walk to the store and choose local products whenever possible. They support investments that are needed to create climate smart communities – thriving downtowns supported by transit, safe sidewalks and bike trails, new technology like electric vehicles and signal timing. These choices support their personal values, with a secondary benefit of addressing climate change.

## Recommendations

Based on this research, the following recommendations apply to Metro's climate change communications:

- Climate change should not be discussed in isolation or as a sole desired outcome, but framed around and tied to local values and priorities.
- Research has shown that education about climate change will not change people's opinion. Resources should be focused on behavior related to regional values rather than changing people's minds about or influencing behavior because of climate change.

## Excerpts from recent research and survey data

Opinion data from telephone survey:<sup>1</sup>

- 58 percent support legislation reducing greenhouse gas emissions
- 53 percent are certain the GHG emissions are causing climate change and that climate change is caused by human activities
- 67 percent feel it should be an urgent priority for local governments to address climate change
- 67 percent are likely to make lifestyle changes to support a more sustainable future for Oregon
- The majority surveyed opposes or strongly opposes raising fees and taxes to change transportation behavior.
- The majority surveyed supports or strongly supports government providing incentives to encourage people to drive less.
- The top concerns about potential climate change impacts are (first and second concerns combined):
  - changes in food prices and loss of agricultural crops (40 percent)
  - loss of native fish, wildlife and plant species (36 percent)
  - reduced snowpack in the mountains causing drought and water supply shortages (31 percent).

Responses of interviewed stakeholders (35 elected officials, community and business leaders):<sup>2</sup>

- About half feel climate change is a relevant issue for their communities (1/3 somewhat relevant, remainder not very relevant)
- Two-thirds stated a need for more information – data based on science and economics and from credible sources – and more information about what their constituents are willing to do to address climate change
- 80 percent of respondents stated that their organization has made decisions or taken actions to address climate change (need to get those to use as local examples)
- Identified Metro's primary role as providing coordination and communication support

Climate change communications research report:<sup>3</sup>

- focus on livability and environmental benefits (economic benefits may require more research)
- make climate change and solutions local, relevant and urgent
- focus on carbon – people are putting too much carbon into the atmosphere
- connect climate change with the economy – quantify economic benefits of addressing climate change (data gap here) and cost of doing nothing
- tap into residents' identities and values
- provide specific examples of actions that people can take
- communicate through or with trusted local sources
- celebrate local success and make benefits tangible

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<sup>1</sup> Metro Climate Change Telephone Survey – annotated, March, 2011. Davis, Hibbitts & Midghall, Inc.

<sup>2</sup> Metro Climate Smart Communities Stakeholder Interviews, Feb. 28, 2011. Cogan Owens Cogan.

<sup>3</sup> Metro Climate Smart Communities Report Final March 2, 2011. Carlson Communications.



The region's six desired outcomes

# Climate Smart Communities Scenarios

## Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – calling for stopping increases in emissions by 2010, a 10 percent reduction below 1990 levels by 2020, and a 75 percent reduction below 1990 levels by 2050. The goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Oregon Legislature passed House Bill 2001, directing the region to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce carbon emissions from cars, small trucks and SUVs. The legislation also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios effort responds to these mandates and Senate Bill 1059, which provided further direction to scenario planning in the Portland metropolitan area and the other five metropolitan areas in Oregon.

Metro’s Making the Greatest Place initiative resulted in a set of policies and investment decisions adopted in the fall of 2009 and throughout 2010. These policies and investments focused on six desired outcomes for a successful region, endorsed by the Metro Council and Metro Policy Advisory Committee in 2008: vibrant communities, economic prosperity, safe and reliable transportation, environmental leadership, clean air and water, and equity. Making the Greatest Place included the adoption of the 2035 Regional Transportation Plan and the designation of urban and rural reserves. Together these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.



The 2040 Growth Concept - the region's adopted growth management strategy

## State response Oregon Sustainable Transportation Initiative

The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

## Regional response Climate Smart Communities Scenarios

The Climate Smart Communities Scenarios effort will build on the state-level work and existing plans and efforts underway in the Portland metropolitan area. The project presents an opportunity to learn what will be required to meet the state carbon goals and how well the strategies support the region’s desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans and the public and private investments needed to create jobs, build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration, partnerships and focused policy and investment discussions and decisions by elected leaders, stakeholders and the public to identify equitable and effective solutions through strategies that create livable, prosperous and healthy communities.

Metro’s policy and technical advisory committees will guide the project, leading to Metro Council adoption of a “preferred” land use and transportation strategy in 2014.

## About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)

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Tom Hughes

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Carl Hosticka,  
District 3

Kathryn Harrington,  
District 4

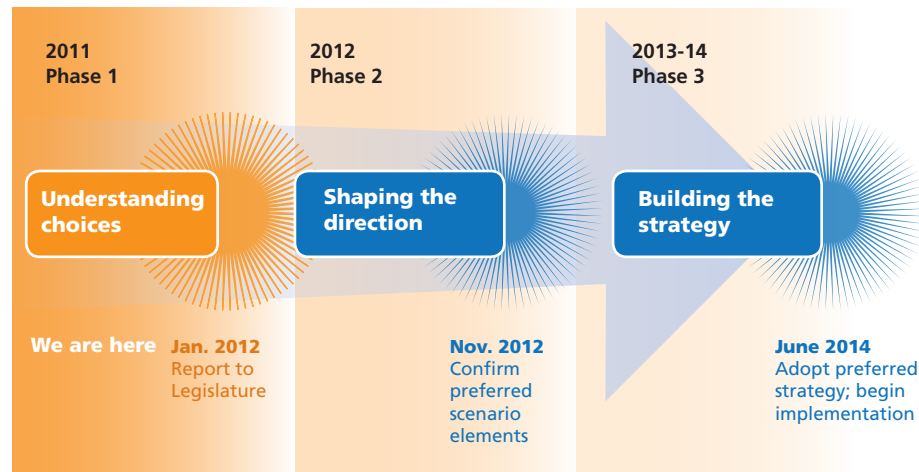
Rex Burkholder,  
District 5

Barbara Roberts,  
District 6

Auditor

Suzanne Flynn

## Climate Smart Communities Scenarios planning process



### Phase 1

#### Understanding the choices (We are here)

The first phase of regional-level scenario analysis will occur during summer 2011 and focus on learning what combinations of land use and transportation strategies are required to meet the state greenhouse gas emissions targets. Strategies will include transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and transit corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Potential impacts and benefits will be weighed against the region's six desired outcomes. Findings and recommendations from the analysis will be reported to Metro's policy committees in fall 2011 before being finalized for submittal to the Legislature in January 2012.

### Phase 2

#### Shaping the direction

In 2012, the region will analyze more refined alternative regional-level scenarios that apply the lessons learned from phase 1 to develop a "draft" preferred land use and transportation scenario. This phase provides an opportunity to incorporate strategies and new policies identified through local and regional planning efforts

that are underway in the region (e.g., SW Corridor Plan, East Metro Connections Plan, Portland Plan, and other local land use and transportation plan updates).

By the end of 2012, Metro's policy committees will be asked to confirm a "draft" preferred scenario that will be brought forward to the final phase of the process.

### Phase 3

#### Building the strategy and implementation

The final project phase during 2013 and 2014 will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – the regional travel demand model, MetroScope and regional emissions model, MOVES. Additional scoping of this phase will occur in 2012 to better align this effort with mandated regional planning and growth management decisions.

This phase will identify needed changes to regional policies and functional plans, and include updates to the Regional Transportation Plan and region's growth management strategy. Implementation of approved changes to policies, investments, and other actions would begin in 2014 at the regional and local levels to realize the adopted strategy.

Materials following this page were distributed at the meeting.



Climate Leadership Summit

Metro April 14, 2011

## Climate Leadership Summit

Dylan Rivera,  
Public affairs specialist

April 2011



Metro | Making a great place

1

The image shows a stage during the Climate Leadership Summit. A large screen in the background displays the event title and the Metro logo. Five people are seated on the stage in front of the screen. The slide includes the event title, the speaker's name and title, the date, and the Metro logo with its slogan.

## Record attendance for JPACT/ MPAC event

- 250 attended
- 160 keypad users
- 55 comment cards returned
- Oral comments



2

The image shows a collage of photos from the JPACT/MPAC event. It includes a man speaking at a podium, a woman in a yellow shirt, and other attendees. The slide lists the event title and four key statistics: 250 attendees, 160 keypad users, 55 comment cards returned, and oral comments. It also features a small number '2' in the bottom right corner.

## Keypad input on strategies

1	<i>Climate Strategies</i>
2	Signal timing/transit at intersectio
3	Mixed-use development in center
4	Mileage-based fees
5	Household-based indiv. marketin
6	Commuter trip reduction program
7	Fuel-based taxes
8	Carsharing, carpooling & vanpoo
9	Congestion pricing/tolling
10	Electric charging stations/infrastr
11	Public transit

To prompt discussion

- Not scientific
- Everyone learning
- Forced choices
- Opportunities, challenges

## Opportunities

- Mixed use, TOD
- Mileage based fees
- Marketing
- Signal timing





## Challenges

- Equity
- Affordable housing
- Unfamiliar strategies
  - individualized marketing
  - incident management



5

## Next steps: Test & Report

Late April	Summarize summit input
May-June	JPACT/MPAC direction
Summer	Metro & local staff test
Fall	Report back to JPACT/MPAC
January 2012	Report to legislature



6

## Scenarios schedule



## Questions?

For more information, contact:  
Dylan Rivera, Public Affairs Specialist  
[dylan.rivera@oregonmetro.gov](mailto:dylan.rivera@oregonmetro.gov)

# Metro Area Residents' Attitudes about Climate Change and Related Land Use and Transportation Issues

April 14, 2011

Prepared for:  
Joint Policy Advisory Committee on Transportation

**DHM** | Davis, Hibbitts & Midghall Inc. | Opinion Research and Consultation



**THE PUBLIC:**  
What are their feelings?

Why do they feel that way?  
(Communications Considerations)

## **Research Methodologies**

- **Focus Groups—Urban/Suburban, Rural, Youth, Business**
- **Scientific Random Sample Survey**

3

Davis, Hibbitts & Midghall, Inc.

## **Survey Results: Climate Change**

4

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**Keypad:** There is strong evidence that the earth's climate has warmed over the last few decades but different opinions about why. What do you believe is the primary reason for this rise in global temperatures?

Response Category	Summit	Public
It is primarily caused by human activities	86%	53%
It is primarily caused by natural conditions	5%	33%
Disagree that climate is changing (vol.)	---	3%
Don't know	9%	11%

5

Davis, Hibbitts & Midghall, Inc.

## Summit Demographics

- **Gender**
  - 55% male, 45% female
- **County of Residence**
  - 51% Multnomah, 21% Washington, 19% Clackamas, 9% other
- **Age**
  - 0% 18-24, 15% 25-34, 47% 35-54, 30% 55-64, 9% 65+
- **Who is here?**
  - 12% MPAC, 5% JPACT, 12% Other elected official, 39% Government agency, 19% Community organization, Non-profit, 13% Other
- **Primary Community Focus/Interest?**
  - 4% neighborhood, 12% Cities under 25,000, 27% cities above 25,000, 18% County, 26% Region, 9% State, 4% Other

6

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**Keypad:** Oregon has a law that has set firm commitments on reducing greenhouse gas emissions, which many believe are responsible for causing climate change. The law requires that Oregon reduce its greenhouse gas emissions to 10% below what we produced as a state in 1990 by 2020 and 75% below 1990 levels in 2050. Knowing this, would you. . . ?

Response Category	Summit	Public
Strongly support	69%	33%
Somewhat support	22%	25%
Neither support or oppose	4%	15%
Somewhat oppose	3%	8%
Strongly oppose	1%	15%
Don't know	--	4%

7

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**Keypad:** How urgent of a priority, if at all, do you believe addressing climate change should be for your local government?

Response Category	Summit	Public
Very urgent	50%	28%
Somewhat urgent	40%	39%
Not too urgent	8%	14%
Not at all urgent	2%	16%
Don't know	--	3%

8

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## Telephone Survey Validation

### Results from PEW National Telephone Survey (n=1000)

How important is it for Congress to pass legislation to address climate change?

- 32% very important
- 33% somewhat important
- 13% not too important
- 16% not at all important
- 1% not needed
- 4% Don't know

National Telephone Survey, 2010

9

## SURVEY RESULTS

Looking out into the future, over the next 25 years or so, please think about the kind of place you want the Portland metropolitan area to be to live, work, and play in.

For each of the following please tell me if you would strongly support, somewhat support, neither support or oppose, somewhat oppose, or strongly oppose your local government making it a priority?

10

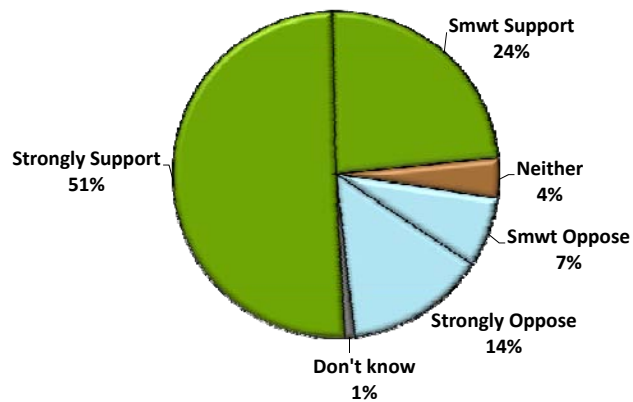
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## Survey Results: Transportation

11

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### Transportation: Encourage the development of more public transit



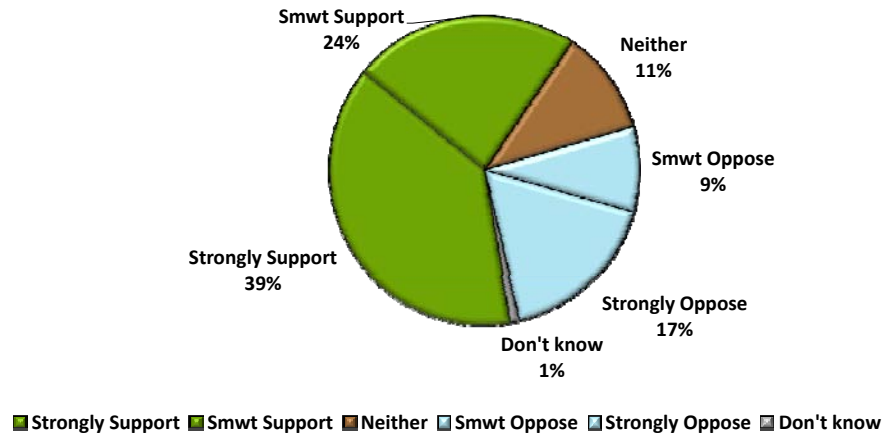
■ Strongly Support ■ Smwt Support ■ Neither ■ Smwt Oppose ■ Strongly Oppose ■ Don't know

12

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## Transportation: Encourage more people to get around on bicycles



13

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## Survey Results: Land Use

14

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**Results:** Requiring more housing in areas that are well served by public transit?

N=600						
Response Category	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't know
Summit	69%	23%	4%	2%	1%	--
<b>Public</b>	<b>33%</b>	<b>35%</b>	<b>11%</b>	<b>9%</b>	<b>10%</b>	<b>2%</b>

15

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**Results:** Requiring more housing near employment centers?

N=600						
Response Category	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't know
Summit	65%	28%	5%	1%	1%	--
<b>Public</b>	<b>26%</b>	<b>32%</b>	<b>17%</b>	<b>11%</b>	<b>12%</b>	<b>2%</b>

16

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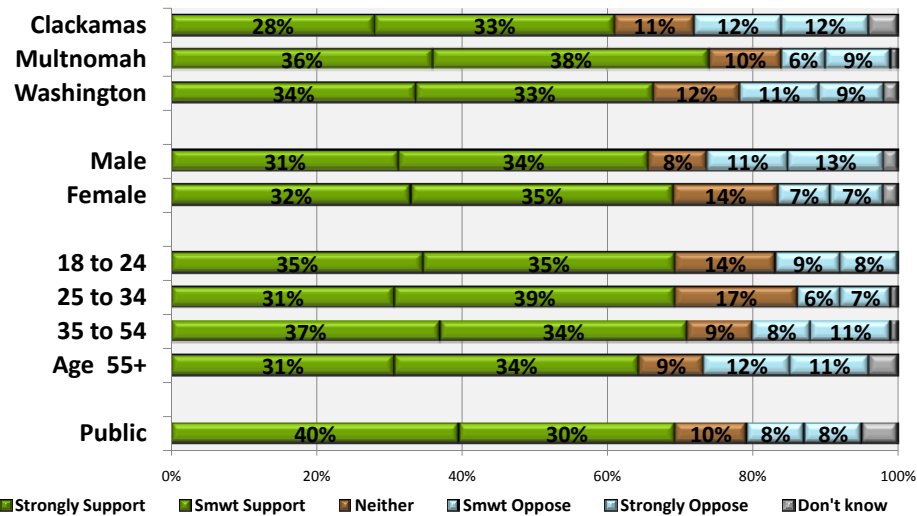
## Results: Keeping a tight Urban Growth Boundary.

N=600						
Response Category	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't know
Summit	71%	19%	4%	5%	1%	--
Public	40%	30%	10%	8%	8%	5%

17

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## Tight Urban Growth Boundary:



18

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## Telephone Survey Validation

### Results from National Telephone Survey (n=1,026)

- **58%** prefer to live in a neighborhood that has a mix of houses, stores, and other businesses that are easy to walk to
- **66%** think it's important to be within an easy walking distance of a mix of places near their homes

National Association of Realtors,  
National Online Survey, 2011

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## Other Survey Findings

20

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## **Strongly oppose raising taxes/charging fees to discourage some behaviors related to transportation?**

- **Raising the gas tax**
- **Charging higher tax rates for parking in commercial areas**
- **Replacing the gas tax for a tax on the number of miles driven**

### **Considerations**

- **Weak economy**
- **Amount/mechanism for collecting not specified**
- **How money used/monitoring not specified**

21

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## **Support of incentive programs to encourage people to drive less**

22

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**Offering incentive for people to enroll in car sharing programs that allow people to borrow cars from a fleet located near their home or work**

N=600						
Response Category	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't know
Public	31%	30%	13%	10%	14%	2%
Opt-In	39%	37%	15%	5%	3%	1%

23

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**Offering tax incentives to business that offer programs that encourage their workers to carpool**

N=600						
Response Category	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't know
Public	46%	34%	6%	7%	8%	1%
Opt-In	34%	41%	15%	6%	4%	1%

24

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**Offering tax incentives to business that offer telecommuting and flexible work hours**

N=600						
Response Category	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't know
Public	45%	32%	8%	6%	8%	1%
Opt-In	43%	36%	12%	5%	3%	1%

**We've seen support for doing something about climate change and for certain kinds of transportation investments and land use. But, why?**



**The content analysis of the focus group written exercises and discussions revealed many different reasons:**

- **Economic**
- **Environmental**
- **Social**
- **Health**



**The survey and focus groups also suggest how best to communicate about more compact or dense development—  
Things to Consider:**

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## **Consideration No. 1**

### **1) Avoid using problematic semantics and imagery**

#### **Issues:**

- **“Compact neighborhoods”**
- **“Higher density development”**
- **“Government”**

30

Davis, Hibbitts & Midghall, Inc.

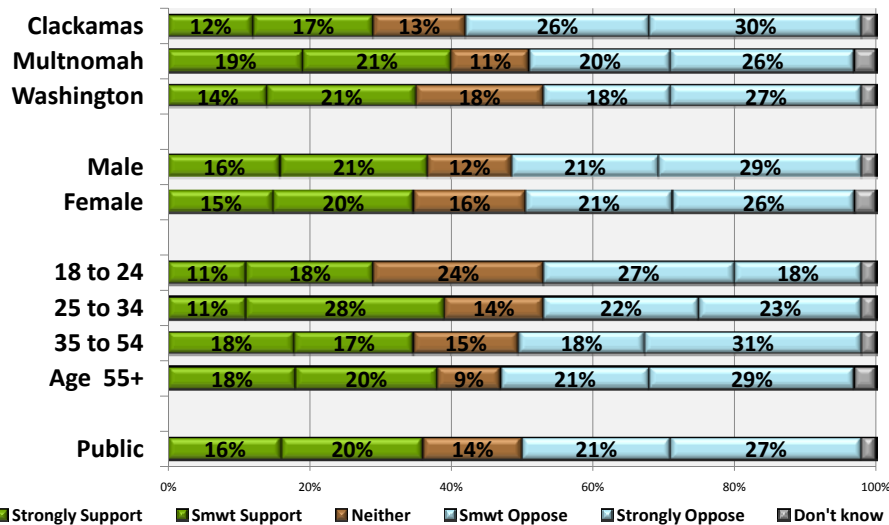
Looking out in the future, over the next 25 years or so, please think about the kind of place you want the Portland metropolitan area to be to live, work, and play in. For each of the following please tell me if you would strongly support, somewhat support, neither support or oppose, somewhat oppose, or strongly oppose your local government making it a priority?

Response Category N=600	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't know
Building more compact neighborhoods	16%	20%	14%	21%	27%	2%
Building more neighborhoods where people can get where they need to go by walking, biking, or taking public transit	55%	25%	5%	6%	8%	1%

31

Davis, Hibbitts & Midghall, Inc.

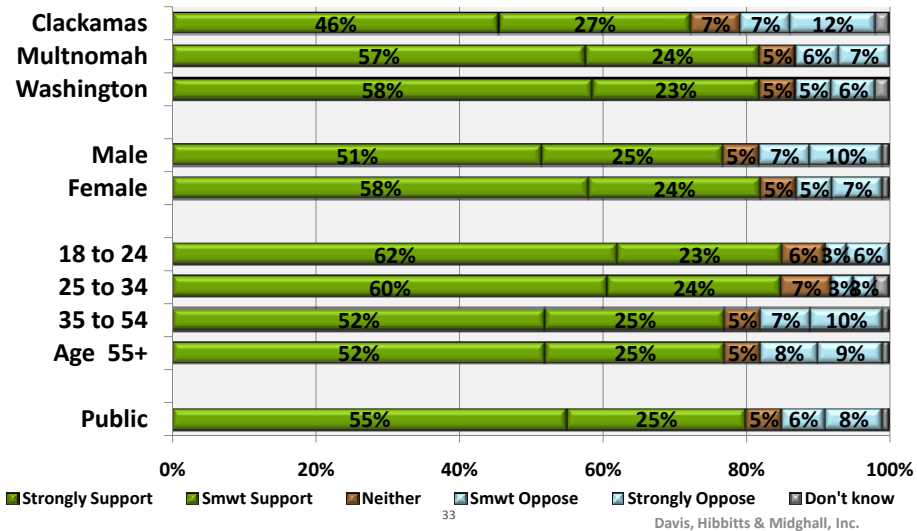
### Building more compact neighborhoods



32

Davis, Hibbitts & Midghall, Inc.

## Building more neighborhoods where people can get where they need to go by walking, biking, or taking public transit



## Consideration No. 2

### 2) Need to “upstream”-- link to land use and transportation proposals from issues that relate to core values and beliefs\*

#### Issues:

- Preservation of farm land
- Building sense of community
- More active living-better health
- Less sitting in traffic congestion - less stress, more time for other things
- Better air quality, less cars using the road
- Save money-car related expenses, extending infrastructure
- Help low income (equity)
- Increased property values
- People should have options
- Help small neighborhood businesses
- Accommodate aging, less mobile population

\*What the issues are and the best ones to use will vary by location and population subgroup

34

Davis, Hibbitts & Midghall, Inc.

**But, what about climate change?**

**Not as strong. Mention other at same time.**

35

Davis, Hibbitts & Midghall, Inc.

### Consideration No. 3

#### 3) Use positive semantics and imagery\*

##### Issues:

- “Prevent urban sprawl”
  - “Preservation of farm and forest land”
  - “Community health”
  - “Getting to know your neighbors”
  - “Increased property values”
  - “Choice”
  - “Options”
  - Examples that people have seen and like – Orenco Station, The Crossings, Portland neighborhoods (Sellwood, Mississippi, Lloyd Center/Irvington)
- \*Will vary by location—know the best semantics and imagery for your area

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## Consideration No. 4

### 4) Need to specify, quantify, and qualify the nature of the development (pre-empt objections)

#### Issues:

- Parks & open space (counter no backyards)
- Access to public transportation
- Specific services within walking distance
- Safety at intersections and cross-walks
- The number and location of additional units
- The design of units - aesthetics
- Public safety features (e.g., sidewalks, street lighting, park safety, etc.)

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## Consideration No. 4 (continued)

### 4) Need to specify, quantify, and qualify the nature of the development (pre-empt objections)

#### Issues:

- Consequences for public school classroom sizes
- Noise impact
- Parking
- Community gardens
- Farmers markets

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**THANK YOU!**

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Please Join Us at

# The Intertwine Alliance 2011 Spring Summit

Wednesday, April 27th  
KEEN Footwear, 926 NW 13<sup>th</sup> Avenue  
Portland  
5:00 to 7:00 pm

- ~ Keynote by David Fisher \*
- ~ Share your successes
- ~ Hear a status report on The Intertwine Alliance
- ~ Network with your peers

\* David Fisher led two of the most innovative and successful parks districts in the US, in St. Louis and Minneapolis / St. Paul. He now consults and speaks nationally.

Light hors d'oeuvres will be provided and a no host bar will be available.

*The Intertwine Alliance is a broad coalition of strong and independent organizations working to preserve land, water and habitat and to create opportunities for residents to connect with nature. By joining forces, Alliance partners boost their effectiveness and increase investment in parks, trails and conservation activities.*



Is there light at the end of the tunnel? Cautious optimism exists that the Portland area real estate market is showing signs of life. But as projects and deals begin to move forward, new policies, thinking, and market realities have taken root that may alter their character. Directly or indirectly, climate change and carbon mitigation issues are shaping market trends and providing the backdrop for decisions regarding infrastructure, development, transportation, and the region's economic trajectory. Surprising information is emerging on what these changes mean for development and how they will affect our community.

This dialogue will explore, challenge, and test these new realities and their impact on local real estate, infrastructure, transportation, and community investments.

### Keynote

**Ed McMahon**, *Senior Resident Fellow, ULI - the Urban Land Institute*

Ed McMahon holds the Charles E. Fraser Chair on Sustainable Development at the Urban Land Institute in Washington, DC, where he is nationally known as an inspiring and thought-provoking speaker and leading authority on topics related to sustainable development, land conservation, smart growth, and historic preservation. ULI is the publisher of *Land Use and Driving*, a synthesis of *Moving Cooler*, *Growing Cooler* and *Driving and the Built Environment*.

McMahon is the author or co-author of 15 books and more than 200 articles. During the past 20 years, McMahon has drafted numerous local land use plans and ordinances. He will speak to national smart growth trends and economic forces that have implications for public and private urban development policies and investments in the Portland region.

### Moderator

**Gene Grant**, *Principal, Davis Wright Tremaine LLP*

### Panelists

**Mark Edlen**, *CEO, Gerding Edlen*

**David Siegel**, *Principal, Otak, Inc.*

**Lisa Adatto**, *Oregon Director, Climate Solutions*

**Michael Armstrong**, *Senior Sustainability Manager, City of Portland*



Event Details	
Date	Wednesday, April 27, 2011
Time	7:00-7:30 AM - Registration and Networking 7:30-9:00 AM - Breakfast Program
Location	Metro - Council Chambers 600 NE Grand Avenue Portland, Oregon
Cost	\$35 for ULI members; \$45 for non-members (includes continental breakfast)
Registration	Register online at <a href="http://oregon.uli.org">oregon.uli.org</a> or by phone at 1-800-321-5011 Deadline: Monday, April 25, 2011

*ULI's mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.*