

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, Jan. 6, 2012
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

- | | | | |
|----------------|-----------|--|------------------------------|
| 9:30 AM | 1. | Call to Order and Declaration of a Quorum | Elissa Gertler, Chair |
| 9:35 AM | 2. | Comments from the Chair and Committee Members | Elissa Gertler, Chair |
| | * | <ul style="list-style-type: none">• Active Transportation Plan | |
| 9:40 AM | 3. | Citizen Communications to TPAC on Non-Agenda Items | |
| 9:45 AM | 4. | CONSENT AGENDA | |
| | 4.1 | <ul style="list-style-type: none">* • Consideration of the TPAC Minutes for Nov. 18, 2011* • Resolution No. 12-XXXX, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the City of Portland Peer-to-Peer Carsharing Project -<u>RECOMMENDATION TO JPACT REQUESTED</u> | |
| | 5. | <u>ACTION ITEMS</u> | |
| 9:50 AM | 5.0 | Amendments to the 2035 Regional Transportation Plan (RTP) and 2010-13 Metropolitan Transportation Improvement Program (MTIP) - <u>RECOMMENDATIONS TO JPACT REQUESTED</u> | Kim Ellis |
| | | <ul style="list-style-type: none">• <u>Purpose</u>: TPAC consideration of proposed RTP and MTIP amendments.• <u>Outcome</u>: Recommendation to JPACT on proposed amendments to both the RTP and MTIP. | |
| | 5.1 | * RTP & MTIP Amendment 1 – Northbound Cornelius Pass Rd. to Eastbound US 26 Project (City of Hillsboro) | |
| | 5.2 | * RTP & MTIP Amendment 2 – Construction Phase of Sellwood Bridge Replacement Project (Multnomah County) | |
| | 5.3 | * RTP Amendment 3 – Bike Sharing Project (City of Portland) | |
| | 5.4 | * RTP Amendment 4 – Removing Allen Blvd. and Nimbus Ave. Extension Projects (City of Beaverton) | |

Continued on back...

- 10:20 AM** 5.5 * Climate Smart Communities Scenarios Project –Phase 1 Findings Report –RECOMMENDATION TO JPACT TO ACCEPT THE PHASE 1 FINDINGS REPORT REQUESTED **Kim Ellis**
- *Purpose:* TPAC consideration of accepting the Phase 1 Findings Report to receive officially and forward to JPACT.
 - *Outcome:* TPAC receives the Phase 1 Findings Report officially and forwards the report to JPACT to accept.
- 6. INFORMATION/DISCUSSION ITEMS**
- 11 AM** 6.1 * Growth Distribution (Population and Employment Forecast at Local Level) –INFORMATION **Gerry Uba
Denis Yee**
- *Purpose:* Describe Metro’s process to distribute regional population and employment forecasts to traffic analysis zones and project status.
 - *Outcome:* Understanding of project purpose, methodology, and schedule for completion of new TAZ forecasts, review and adoption and identification of issues to be raised for JPACT.
- 11:30 AM** 6.2 * Federal Authorization –INFORMATION / DISCUSSION **Andy Cotugno**
- *Purpose:* To review with TPAC federal authorization issues prior to consideration by JPACT.
 - *Outcome:* Understanding of the big issues associated with the federal authorization bill and input on a regional position.
- 12 PM** 7. ADJOURN **Elissa Gertler, Chair**

- * Material available electronically.
- ** Material will be provided in advance of the meeting.
- # Material will be available at the meeting.

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

Future TPAC discussion items:

- MOVES update
- High Speed Rail
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor’s *Tracking Transportation Project Outcomes* report
- Congestion Pricing Pilot Study

2011 TPAC Work Program
12/23/11

<p><u>October 28, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios: Briefing of Preliminary Results and Findings • Oregon Highway Plan (OHP) and Transportation Planning Rule (TPR) Action 	<p><u>November 18, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Discussion on Preliminary Results and Findings • 2014-15 Regional Flexible Fund Allocation – Recommendation to JPACT
	<p><u>January 6, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios - Findings Report and transmittal letter to accompany report – Recommendation to JPACT • Active Transportation Plan – comments from the chair
<p><u>January 27, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft 2012-13 UPWP – Discussion • 2012-15 MTIP/STIP Approval and Air Quality Conformity – Recommendation to JPACT • RTO Strategic Plan – Information/Discussion • Draft Regional Safety Plan – Discussion • Climate Smart Communities Scenarios Phase 2 work plan – Discussion • Oregon Sustainable Transportation Initiative (OSTI) - Information <ul style="list-style-type: none"> ○ Statewide Transportation Strategy (STS) ○ LCDC Rulemaking on selection of preferred scenario 	<p><u>February 17, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Airport Futures – Information • Climate Smart Communities Scenarios Phase 2 work plan – Discussion • Active Transportation Plan – Information
<p><u>March 30, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • FY2012-12 UPWP Action – Recommendation to JPACT • Climate Smart Communities Scenarios Phase 2 work plan – Recommendation to JPACT • RTO Strategic Plan – Recommendation to JPACT 	<p><u>April 27, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • OSTI draft Statewide Transportation Strategy (STS) – Discussion
<p><u>May 25, 2012 – Regular Meeting</u></p>	<p><u>June 29, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Discussion
<p><u>July 27, 2012 – Regular Meeting</u></p>	<p><u>August 31, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Oregon Sustainable Transportation Initiative (OSTI) - LCDC Rulemaking on selection of preferred scenario - Informational

<p><u>September 28, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Phase 2 scenarios analysis – Discussion • Oregon Sustainable Transportation Initiative (OSTI) - LCDC Rulemaking on selection of preferred scenario - Discussion 	<p><u>October 26, 2012 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Phase 2 scenarios analysis – Discussion
<p><u>November 30, 2012 – Regular Meeting</u></p>	

Parking Lot:

- MOVES update
- High Speed Rail
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report
- Congestion Pricing Pilot Study

An active transportation plan for the region

www.oregonmetro.gov/activetransport



Metro Council President
Tom Hughes

Metro Councilors
Shirley Craddick, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Barbara Roberts, District 6

Auditor
Suzanne Flynn



Getting started

Metro will begin working with partners on the region's first Active Transportation Plan in January 2012. Creating a regional Active Transportation Plan was identified as an implementation activity in the 2035 Regional Transportation Plan. The project will be completed by June, 2013.

The workplan for the project has been finalized and a stakeholder advisory committee has been formed. The Executive Council for Active Transportation will serve as a policy advisory committee.

The project is funded in part by a Transportation Growth Management grant from the Oregon Department of Transportation.

Why is this important?

An Active Transportation Plan will help make it easier to walk, ride a bike and take public transportation for daily trips. Active transportation is a healthy, efficient and cost effective way to travel. Walking, riding your bike and taking the bus or MAX reduces congestion on roads, helps keep the air and water clean, and is one way to get daily exercise.

Active transportation helps our region:

- promote a healthy environment
- reduce the causes of global climate change
- create safer streets
- limit adverse health impacts related to inactivity
- provide equity and access to viable, affordable transportation options
- support local businesses



What is active transportation?

Active transportation is daily travel powered by human energy, such as walking and riding a bike. Using public transportation is also active transportation because most trips involve walking or riding a bike.

What will the plan do?

- Identify a regional seamless, green network of on and off-street pathways connecting the region and integrating walking, biking and public transit.
- Develop guiding principles and criteria that include equity, health, safety, economic development and access.
- Develop policies that support active transportation.
- Prioritize projects and develop a phased implementation plan and funding strategy.

How can I get involved?

To schedule a presentation for your group or organization or get on the project mailing list, contact Lake Strongheart McTighe at:

lake.mctighe@oregonmetro.gov

503-797-1660

For more information visit:

www.oregonmetro.gov/activetransport

An active transportation plan for the region

Draft Project Timeline ~ December 2011

The Active Transportation Plan (ATP) will identify the Principal Active Transportation Network for the region, integrating walking, bicycling and public transportation and creating a seamless, green network. The ATP will develop guiding principles and criteria that include equity, health, safety, economic development and access and are consistent with the region's six desired outcomes to provide a framework for evaluating policies and prioritizing funding and projects in the Regional Transportation Plan and local Transportation System Plans. It will develop active transportation policies that will update existing regional pedestrian, bicycle and transit policies, performance targets and design concepts, and synthesizes policies and priorities from other pedestrian, bicycling and transit plans. And, it will prioritize projects and develop a phased implementation plan and funding strategy that clearly articulates state, regional and local roles and responsibilities.

Regional Active Transportation Action Plan Timeline of Major Tasks																									
		2011					2012												2013						
							Month 1			Month 6			Month 12			Month 18									
Task		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Jun
0	Project Chartering and Scoping	█	█	█	█	█																			
1	Project Management, Stakeholder Involvement and Meeting Coord.						█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
2	Document Format and Outline						█	█																	
3	Existing Conditions, Data Collection and Analysis						█	█	█	█	█	█													
4	Guiding Principles, Criteria and Evaluation Framework									█	█	█													
5	Network Concepts											█	█	█	█	█									
6	Alternative Networks, Modeling and Evaluation														█	█	█	█	█						
7	Select Principal Active Transportation Network and Focus Areas																		█	█	█	█			
8	RTP Network Visions & Maps, Policy Framework and Design Guidelines														█	█	█	█	█	█	█	█	█		
9	Data Protocols									█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
10	Prioritize projects, Phased Implementation Plan and Funding Strategy														█	█	█	█	█	█	█	█	█	█	█
11	Finalize Plan and Amendments																					█	█	█	█
12	Plan and Amendments Prepared for Adoption																						█	█	█

Project Chartering and Scoping

Establish staff team and Stakeholder Advisory Committee, develop work scope and execute intergovernmental agreement with the Oregon Department of Transportation. The regional work group will include planning and engineering staff from transportation and parks departments of local governments and park providers, TriMet, ODOT, advocacy groups and representatives from health and environmental justice communities. The Executive Council for Active Transportation will serve as leadership group.

1. Project Management, Stakeholder Involvement and Meeting Coordination

Implement a stakeholder involvement process that is inclusive and generates input from a cross-section of stakeholders involved with and impacted by active transportation. Provide jurisdictional partners with frequent opportunities for coordination and input into the planning process. Create an organizational, meeting and decision making structure that has clearly defined roles and responsibilities and enables efficient, clear communication.

2. Document Format and Outline

3. Existing Conditions, Data Collection and Analysis

Provide a thorough and accurate set of baseline information, analysis and data for the development of alternatives.

4. Guiding Principles, Criteria and Evaluation Framework

Develop a set of regionally agreed upon guiding principles and criteria that will be used to: 1) develop a set of network concepts, 2) evaluate those concepts, 3) identify the desired concept, 4) identify alternative networks, 5) evaluate the networks, 6) identify the preferred network, and 7) provide a framework to prioritize regional AT projects and funding.

5. Network Concepts

Develop a set of network concepts that explore both a variety of network structures (e.g. hub and spoke, spiderweb, grid) and approaches (e.g. serve all centers equally, access to transit, filling gaps, etc.). Understand the benefits, challenges and trade-offs of the different concepts associated with each of the concepts.

6. Alternative Networks, Modeling and Evaluation

From Network Concepts, identify alternative networks for evaluation and modeling. Evaluate the alternative networks using the AT Guiding Principles and Criteria, the regional bicycle model and pedestrian network analysis. Identify the recommended Regional Principal Active Transportation Network.

7. Select Principal Active Transportation Network and Focus Areas

Based on the evaluation and modeling of the alternative networks and stakeholder input, select the preferred Regional Principal Active Transportation Network. Identify focus areas for project prioritization and implementation of the ATP.

8. Regional Transportation Plan Network Visions and Maps Amendments, Policy Framework and Design Guidelines

Articulate the distinction between the regional active transportation network, the regional pedestrian, bicycle and transit systems in the 2035 RTP and the local pedestrian and bicycle systems. Provide design guidelines for the Regional Bicycle Parkway and pedestrian equivalent to guide implementation of recommended principal active transportation network and implementation of this network in local transportation system plans. Provide guidelines for project development through regional programs and allocation of funds. Develop a revised RTP policy framework including performance measures and targets, revised RTP Regional Bicycle and Pedestrian Network maps, and clarification of the distinction between the regional Active Transportation Network, the regional pedestrian and bicycle systems in the 2035 RTP, and local pedestrian and bicycle systems.

9. Data Protocols

Develop plans and recommendations for creating and managing robust regional datasets for bicycling and walking use and facilities, in response to Metro's recently completed Multi-Modal Inventory.

10. Prioritize Projects, Phased Implementation Plan and Funding Strategy

Prioritize projects, develop and implementable plan, develop a funding strategy for completing the regional network and describe regional and local roles and responsibilities for implementation.

11. Finalize Plan and Amendments

Develop the final plan document and prepare final proposed policy recommendations and amendments to RTP, RFTP, and UGMFP.

12. Plan and Amendments Prepared for Adoption

The Active Transportation Plan for the Region (ATP), with financing and implementation strategies, and policy recommendations and amendments to the RTP, RFTP, and UGMFP are finalized for adoption.



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 18, 2011
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Chris Beanes
Karen Buehrig
Elissa Gertler, Chair
Mara Gross
Heidi Guenin
Katherine Kelly
Scott King
Nancy Kraushaar
Dave Nordberg
Karen Schilling
Charlie Stephens
Tracy Ann Whalen
Rian Windsheimer
Sharon Zimmerman

AFFILIATION

Citizen
Clackamas County
Metro
Citizen
Citizen
City of Gresham, Representing Cities of Multnomah Co.
Port of Portland
City of Oregon City, Representing Cities of Clackamas Co.
Oregon Department of Environmental Quality
Multnomah County
Citizen
Citizen
Oregon Department of Transportation
Washington State Department of Transportation

MEMBERS EXCUSED

Brent Curtis
John Hoefs
Dean Lookingbill
Alan Lehto
Margaret Middleton
Satvinder Sandhu
Paul Smith
Jenny Weinstein

AFFILIATION

Washington County
C-TRAN
Southwest Washington Regional Transportation Committee
TriMet
City of Beaverton, Representing Cities of Washington Co.
Federal Highway Administration
City of Portland
Citizen

ALTERNATES PRESENT

Andy Back
Courtney Duke
Jessica Engelmann
Judith Gray

AFFILIATION

Washington County
City of Portland
TriMet
City of Tigard, Representing Cities of Washington Co.

STAFF: Janna Allgood, Heath Brackett, Aaron Brown, Nuin-Tara Key, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin, Kelsey Newell, Dylan Rivera, Amy Rose, Ray Valone

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Elissa Gertler declared a quorum and called the meeting to order at 10:07 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Gertler recognized Ms. Mara Gross, Ms. Tracy Ann Whalen, and Ms. Jenny Weinstein for their service as community representatives on TPAC. Ms. Carol Gossett, Mr. David Eatwell, and Ms. Carla Danley were recognized as the new, incoming TPAC community representatives, who will begin their two-year term of service in January 2012.

Ms. Kim Ellis of Metro announced that four jurisdictions – the cities of Beaverton, Portland, Hillsboro, and Multnomah County – had made requests to study potential amendments to the Regional Transportation Plan (RTP). TPAC will be asked to consider and vote on draft legislation at their January 6 meeting.

Mr. Ted Leybold of Metro noted that the Federal Highway Administration (FHWA) has released application forms for several small grant programs; he encouraged representatives to review and consider these grant opportunities. The (Handout is included in the meeting record.)

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Mr. Ty Schwoeffermann of the Urban League of Portland read to the committee a letter cosigned by six other organizations. The letter emphasized their concerns regarding the City of Portland's proposed use of Regional Flexible Funds for their bike share initiative; the Urban League of Portland stressed their concerns relating to equity and the desire of these groups not to "be left behind in the bike economy here in Portland."

Mr. Roger Aberbeck of the City of Portland's Bicycle Advisory Committee spoke to TPAC of the importance of holding a public comment period as Metro considers amendments to the RTP. He stated concern that any proposed project or amendment that was not already included in a regional jurisdiction's Transportation System Plan (TSP) have not been discussed by citizens, and therefore need to be vetted through a public comment period.

4. CONSIDERATION OF THE TPAC MINUTES FOR OCTOBER 28, 2011

Mr. Rian Windsheimer of ODOT noted that the draft TPAC minutes incorrectly attributed a comment by Mr. Ted Leybold to Mr. Jeff Flowers of the Oregon Department of Transportation (ODOT). He also asked that the reference to the Southwest Corridor in the discussion over the Oregon Highway Plan (OHP) extending to "Tualatin/Sherwood" be corrected to state that the corridor extends to "Sherwood."

Mr. Dave Norberg and Mr. Scott King were both marked as excused when both were present at the November TPAC meeting.

MOTION: Ms. Whalen moved, Ms. Karen Schilling seconded, to approve the TPAC minutes for October 28, 2011 with the amended language.

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

5. ACTION ITEMS

5.1 Metropolitan Transportation Improvement Program (MTIP) Amendments

Highway 217: Transportation System Management & Operations Project

Mr. Leybold explained the proposed project was to improve ramps, install variable message signs and wider shoulders on State Highway OR-217 using MTIP funds. Mr. Windsheimer provided a flyer detailing ODOT's ongoing study of the facility, noting that 60 percent of congestion on this facility is due to accidents and this amendment, in concert with funds from ODOT, would fund a project to reduce the likelihood of collisions. (Handout included as part of the meeting record.)

MOTION: Ms. Whalen moved, Mr. Andy Back seconded, for TPAC to recommend that the Joint Policy Advisory Committee on Transportation (JPACT) approve Resolution 11-XXXX which amends the MTIP to add the OR-217 Active Transit Management Project.

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

Division Street: Gresham – Fairview Trail to Wallula Pedestrian & Bicycle Improvements

Mr. Leybold summarized the second proposed MTIP amendment, which would recognize Gresham's usage of federal Transportation, Community and Service Preservation (TCSP) funds to construct a facility for bicycles and pedestrians on Division Street. The awarding of these funds is contingent upon this project being amended into the regional MTIP program.

MOTION: Ms. Karen Schilling moved, Mr. Andy Back seconded, for TPAC to recommend that JPACT approve Resolution 11-YYYY which amends the MTIP to add a TCSP-funded project on Division Street between the Gresham-Fairview Trail and Wallulua Avenue in Gresham.

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

5.2 2014-15 Regional Flexible Fund Allocation

Mr. Leybold introduced Ms. Amy Rose and Mr. Heath Brackett of Metro and gave a short presentation highlighting which projects across the region were chosen for the FY 2014-15 Regional Flexible Fund Allocation (RFFA) program and how these particular projects were chosen. Applications for these funds were received by Metro from jurisdictions in August; applicants were given the opportunity to refine their projects after comments from the public and from Metro staff were received this past Fall. (A report of all received public comments was made available to TPAC members and citizens in compact disc and written form, and are available in the meeting packet.)

Committee discussion included:

- The responsibility of RFFA applicants to raise additional funds. Mr. Leybold noted that applicants are required to undergo an amendment process with Metro should they request design modifications to their proposals, and TPAC members asked Metro staff to consider the possibility of undertaking a conformance review to ensure jurisdictions spend their money as their proposals indicated.
- Discussion of the amount of money given to projects between active transportation and green freight. Some TPAC members expressed frustration that the RFFA didn't fund more projects in the Green Economy/Freight Initiatives category; others noted that they wished the RFFA funds had supported more projects in the Active Transportation/Complete Streets category due to the RFFA's explicit goal of supporting regional equity and the lack of other programs that provide grants and funding for these modes of transportation.
- Comments celebrating the RFF allocation for electric vehicles. Mr. Nordberg stated that the Department of Environmental Quality (DEQ) is pleased with the \$500,000 allocation for the Vehicle Electrification Fund (VEF), noting the organization endorses the comments provided in the letter received by Mr. Leybold and included in the public comment document.
- A request that Metro staff consider revising and rewriting the 2040 Design Guidelines for increased clarity.
- The possibility of providing TPAC members a history of the region's allocation of flexible funds for greater context of these initiatives and the evolution of the program.
- Comments applauding Metro staff for the RFFA process. TPAC members stated that the ability for jurisdictions to receive feedback from the public and from Metro staff was valuable in helping write the proposals; further rounds of RFFA project management could also reconvene the Environmental Justice and underserved working group to ensure equity concerns have been met. TPAC members also asked Metro to consider how other conformance standards listed in the Draft Conditions of Approval can be enforced with cooperation with ODOT.

TPAC members also discussed at length the Portland Bike Share project. TPAC members asked questions regarding helmet use and asked for confirmation that the project was not currently included in the city's Transportation System Plan. Others expressed concern regarding the comments from various organizations that the Bike Share proposal did not directly address equity- and/or environmental justice- related issues. Ms. Courtney Duke of the City of Portland responded by stating that Metro staff were satisfied with the project's equity considerations, and that the City of Portland indicated that details about the Bike Share Proposal are dependent on the vendor selected through a Request for Proposal (RFP), a process scheduled for next year. Project staff, Ms. Duke stated, have been working towards a resolution with the organizations that wrote the aforementioned letter, and have been looking for opportunities to include equity concerns into workforce, public participation and vendor considerations of the proposal. Ms. Duke also clarified that while the Bike Share Proposal has not been included in the city's TSP, the concept has been included in Metro's Transportation System Management and Operations (TSMO) regional plan and in the City of Portland's 2030 Bike Plan, both of which included public process and were approved by elected officials.

MOTION #1: Mr. Andy Back moved, Ms. Karen Schilling seconded, to recommend to JPACT approval of Resolution No. 11-XXXX including all fourteen proposed FY 2014-15 RFFA projects with the following amended language and recommendations:

- Direct Metro staff to work with staff from the City of Portland prior to the forthcoming December JPACT meeting to draft conditions as appropriate for the Portland Bike Share project, and also to highlight the discussion and concerns raised by TPAC members and citizen comment at this November TPAC meeting in the staff report.
- Amend the language in the Draft Condition of Approval to state that “All projects will ~~meet~~ be consistent with street design guidelines as defined in the Creating Livable Streets guidebook (Metro; 2nd edition; June 2002 or subsequent edition), as determined by ~~the MTIP Manager~~ Metro’s Planning Director or designee.”
- The City of Portland is encouraged to include key stakeholders from these specific communities in the writing of the conditions of approval.
- Metro staff add a “total cost and overmatch” column on the “2014-15 RFFA project and program nominations” chart included in the Staff Report for Resolution 11-XXXX.

AMENDMENT#1: Ms. Mara Gross moved, Mr. Chris Beanes seconded, to amend Resolution No. 11-XXXX, to remove the City of Portland’s Bike Share Proposal to be considered at a later date when Portland has incorporated greater specificity as to how the city will adequately address the concerns of regional equity and the concerns of organizations such as the Urban League into their proposal.

ACTION TAKEN ON AMENDMENT #1: With four in favor (Beanes, Gross, Nordberg, Stephens), thirteen opposed (Back, Buehrig, Duke, Engelmann, Gray, Kelly, King, Kraushaar, Schilling, Whalen, Windsheimer, Zimmerman) and one abstention (Guenin), amendment #1 failed.

ACTION TAKEN ON MOTION: With sixteen in favor, two opposed (Beanes, Gross), the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Climate Smart Communities Scenarios: Discussion of Preliminary Results and Findings

Ms. Kim Ellis and Ms. Nuin-Tara Key of Metro provided a brief presentation of the initial findings of Phase 1 of the Climate Smart Communities Scenarios project. This report examines how far current plans for greenhouse gas emission reduction will take the region, and what are the choices and levers available to help the region meet the goals set forth by the Oregon Senate in 2009. Ms. Ellis stressed the importance of regional policymakers becoming familiar with the policy findings presented, noting that TPAC is scheduled to discuss these findings at the forthcoming January 6, 2012 meeting. The Climate Smart Communities Scenarios project plans to spend 2012 studying the economic, environmental and equity perspectives of these findings. She directed TPAC members with questions and comments to forward them to both herself and Ms. Key, and that Metro staff was continuing to meet with regional officials and staff in one-on-one meetings. (All handouts included as part of the meeting record.)

7. ADJOURN

Ms. Tracy Ann Whalen expressed that she enjoyed serving her term as a TPAC community representative.

Chair Gertler adjourned the meeting at 12:01 p.m.

Respectfully submitted,



Aaron Brown
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 18, 2011

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Flyer	11/18/11	Metro Research Center Open House Flyer	111811t-01
2.0	Flyer		Federal Grant Opportunities Announced	111811t-02
4.0	Minutes	10/28/11	10/28/11 TPAC Minutes	111811t-03
5.1	Resolution		Resolution No. 11-XXXX, MTIP Amendment - OR 217: Active Traffic Mngmt	111811t-04
5.1	Flyer	10/25/11	OR 217 Interchange Management Study: Project Update October 25, 2011	111811t-05
5.2	Memo	11/18/11	UPDATE: Proposed 2035 Regional Transportation Plan Project Amendments	111811t-06
5.2	Report		2014-15 Public Comment Report	111811t-07
5.2	Compact Disc		2014-15 Public Comment Report	111811t-08
5.2	Draft		2014-15 RFFA – Draft Conditions of Approval	111811t-09
5.2	Memo	11/14/11	2014-15 RFFA – Project scope clarifications	111811t-10
5.2	Powerpoint	11/18/11	2014-15 Regional Flexible Funds: Final Recommendation	111811t-11
6.1	Table	11/16/11	At a glance: Results from selected scenarios: CSC Selected Scenarios Discussion Draft	111811t-12

6.1	Handout	11/18/11	Climate Smart Community Scenarios Project	111811t-13
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DRAFT

Draft

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CITY OF PORTLAND PEER-TO-PEER CARSHARING PROJECT)	RESOLUTION NO. 12-XXXX
)	Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the City of Portland applied for and was awarded Value Pricing Pilot Program Federal Grant funding for the Peer-to-Peer Carsharing project.

WHEREAS, this project, as described in Exhibit A to this resolution, is not a surface transportation facility and therefore not required to be listed in the Regional Transportation Plan project list; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

WHEREAS, findings of air quality conformity were approved by staff from air quality regulating agencies and by the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, funding is available for this project within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution January 12, 2012; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Peer to Peer Carsharing project.

ADOPTED by the Metro Council this ____ day of January 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Draft Exhibit A to Resolution No. 12-XXXX

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment

Action: Add a new project to the MTIP using a Value Pricing Pilot Program Federal Grant.

Existing programming : None

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funding	Total Funding
Peer to Peer Carsharing	Design and deployment of car sharing program in Portland.	17955	City of Portland	Other	L88E	2012	\$1,725,000	\$431,250		\$2,156,250

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CITY OF PORTLAND PEER-TO-PEER CARSHARING PROJECT

Date: January, 2012

Prepared by: Amy Rose, 503-797-1776

BACKGROUND

\$1,725,000 of federal funding was awarded to the City of Portland through the federal Value Pricing Pilot Program to implement and evaluate a peer-to-peer car sharing program. This is a competitive, discretionary funding program whose award decisions are made by the Federal Highway Administration. To be eligible to receive these funds the project award must be amended into the Metropolitan Transportation Improvement Program (MTIP).

Project description

This project will study the effectiveness of peer-to-peer car sharing in altering travel behavior of participating vehicle owners and renters. This project will be performed in Portland, Oregon and will focus on neighborhoods that are poorly served by fixed route transit and existing car sharing services.

In peer-to-peer car sharing, vehicle owners submit their cars to a “virtual” fleet, and set the desired hourly rental rate and times of availability. Participating vehicles are equipped with technology that allows seamless and controlled access for renters and an ability to monitor elapsed time and miles driven during a given rental period.

The City of Portland will act as the local lead for this project, and through an Intergovernmental Agreement with the Oregon Department of Transportation, the City will administer the funds, manage the contracts, and work directly with Getaround to market the new program to residents through its demand management program, SmartTrips Portland. The Oregon Transportation Research and Education Consortium (OTREC) will perform all research tasks as a contractor to the City of Portland.

Project Components

1. *Program Design:* This project will focus initial marketing efforts in two neighborhoods west of I-205 and two east of I-205. This will allow for data collection in areas that have differing infrastructure and demographics.
2. *Recruiting/Marketing:* This element of the project entails the three phases of sign-up, activation, and retention. In general, sign-ups require the broadest and least predictable marketing effort, activation is the most direct and controllable, and retention is the least know at this point.
3. *Evaluation:* With a minimum enrollment target of roughly 330 vehicles (up to 670), the research scope will focus on equal shares of vehicles from two economically distinct neighborhoods. Travel behavior will be compared to a baseline, which will be established through surveys at point of enrollment. Variables will be tested to see how they influence behavior.

As the project is not a surface transportation facility, it is not required to be listed in the Regional Transportation Plan project list.

A conformity consultation was held on January 9, 2012 with air quality agency staff to review findings regarding conformity with the State Implementation Plan for air quality. As a unique pilot project, current air quality conformity rules do not specifically address this type of project. Findings demonstrated that the results of the pilot program would be studied and reported on by the Oregon Transportation Research Consortium and that the project is not expected to have any significant impact on vehicle emissions. These issues were discussed at the consultation meeting and the project was found to be consistent with conformity regulations proposed.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. The amendment will add this project to the 2010-13 MTIP with programming as shown in Exhibit A to Resolution No.12-XXXX

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available to the City of Portland Peer-to-Peer Carsharing project.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-XXXX

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. XX-XXXX
FINANCIALLY CONSTRAINED 2035)	
REGIONAL TRANSPORTATION PLAN (RTP))	Introduced by Councilor
AND THE 2010-13 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	
PROGRAM (MTIP) TO ADD THE)	
CONSTRUCTION PHASE OF THE SELLWOOD)	
BRIDGE REPLACEMENT PROJECT)	

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and any subsequent amendments to add or remove projects from the RTP; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Metro Council adopted the 2035 RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved by Resolution the 2010-13 MTIP on September 16, 2010; and

WHEREAS, Multnomah County recently initiated a local vehicle registration fee and received a federal TIGER III grant to fund the construction of the Sellwood Bridge Replacement Project; and

WHEREAS, the construction phase of the Sellwood Bridge Replacement Project was not included in the 2035 financially constrained RTP or the 2010-13 MTIP; and

WHEREAS, Multnomah County requests that the 2035 RTP and 2010-13 MTIP be amended to include the construction of the Sellwood Bridge Replacement Project; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the 2035 RTP and the 2010-13 MTIP;

WHEREAS, 30-day public comment period was held on the proposed amendments and the air quality conformity analysis; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the 2035 financially constrained RTP project list to include the construction phase of the Sellwood Bridge Replacement Project as shown in Exhibit A.
2. Amend the 2010-13 MTIP to include the construction phase of the Sellwood Bridge Replacement Project as shown in Exhibit B.

ADOPTED by the Metro Council this _____ day of January 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 12-XXXX

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to include the Sellwood Bridge Replacement project.

New RTP Project:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11360	Multnomah County	Sellwood Bridge Replacement	SE Tacoma St.	OR 43	Minor Arterial	Construction phase of bridge replacement.	\$263,800,000	2008 - 2017	X	Roads / Bridges

Exhibit B to Resolution No. 12-XXXX

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment

Action: Amend MTIP to add construction phase to Sellwood Bridge project.

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Sellwood Bridge	Construct a new bridge across the Willamette River, replacing existing structure.	13762	Multnomah County	\$	PE	STP	2010	\$1,265,984	\$0	\$0	\$1,265,984
					ROW	HPP	2011	\$6,278,920	\$718,650		\$12,997,570
						HBRR Local	2011	\$5,383,800	\$616,200		

Exhibit B to Resolution No. 12-XXXX

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding	
Sellwood Bridge	Construct a new bridge across the Willamette River, replacing existing structure.	13762	Multnomah County	\$263.8 M	PE	STP	2010	\$1,265,984	\$0	\$0	\$1,265,984	
					ROW	HPP	2011	\$6,278,920	\$718,650		\$12,997,570	
						HBRR Local	2011	\$5,383,800	\$616,200			
					Con	State HB 2001					\$30,000,000	\$248,200,000
						Mult. Co. VRF					\$127,000,000	
						Portland					\$73,500,000	
						TIGER III			\$17,700,000			

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. XX-XXXX, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SELLWOOD BRIDGE REPLACEMENT PROJECT

Date: December 28, 2011

Prepared by: Josh Naramore

BACKGROUND

Multnomah County has requested that the construction phase of the Sellwood Bridge project be amended to the 2035 Financially Constrained RTP and the 2010-2013 MTIP. The request letter is included in Attachment 1. The Joint Policy Advisory Committee on Transportation and the Metro Council together have the authority to approve amendments to both the RTP and the MTIP.

During the development of the 2035 RTP, Multnomah had only sufficient revenue to fund the preliminary engineering and right-of-way acquisition phases of the project as part of the financially constrained RTP. The passage of House Bill 2001 allowed Multnomah County to initiate a local vehicle registration fee that will provide \$127 million in revenue. The City of Portland is also using \$73.5 million in revenues identified in House Bill 2001 as a contribution to the project. House Bill 2001 also dedicated \$30 million to be used on the OR 43 interchange with the Sellwood Bridge. Additionally, Multnomah County was recently awarded a federal TIGER III discretionary grant of \$17.7 million. These new revenues were not available at the time of the 2035 RTP adoption. The Sellwood Bridge Replacement Project now has sufficient funding to jointly add the construction phase to the 2035 financially constrained RTP and the 2010-13 MTIP.

An air quality conformity analysis was completed on the proposed amendment and indicates that adding the projects to the 2035 financially constrained RTP and the 2010-13 MTIP will not result in any change in status to air quality conformity. A copy of the air quality conformity report findings is included as Attachment 2.

Metro's Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that "involve additions or deletions of projects or a significant change in scope of the project location or function." Staff determined that the amendments requested by these four jurisdictions meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from Dec. 7 2011 to 5 p.m. Thursday, Jan. 5. The comment period was advertized with a legal notice in The Oregonian on Dec. 7 and a newsfeed posted to Metro's News web site on Dec. 9. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments. Because of the limited scope of the amendments, recent JPACT approval of some of the projects in other contexts, and constrained time period for review, staff determined that translation and specific environmental justice outreach were not required. No comments have been received as of this date relating to the proposed Sellwood Bridge Replacement Project amendment.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** 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 System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System 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.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. XX-XXXX.



DEPARTMENT OF COMMUNITY SERVICES
MULTNOMAH COUNTY OREGON

LAND USE AND TRANSPORTATION PROGRAM
1600 SE 190th Avenue
Portland, Oregon 97233-5910
(503) 988-3043

To: Joshua Naramore, Metro
 From: Karen Schilling *KS*
 Date: November 2, 2011

Re: RTP Amendment for Sellwood Bridge Construction

Multnomah County requests an amendment to the Regional Transportation Plan for the construction of the Sellwood Bridge. Early construction of the shoofly bridge (a temporary detour bridge) will begin in December 2011, with completion of the bridge expected in December 2015.

The current cost estimate of the bridge is \$268.8 million, including the final design and construction of the bridge. The funding plan is reflected in the table below.

Source	Amount (millions)
Multnomah County	\$127.0
City of Portland	\$ 73.5
State of Oregon	\$ 30.0
Previously secured federal funds	\$ 15.6
Federal TIGER grant application	\$ 22.7
Total	\$268.8

The amendment for construction of the Sellwood Bridge replacement project is needed due to available funds. The County implemented a local vehicle registration fee, as allowed in HB 2001, that will provide \$127 million in funding. In addition, the City of Portland will use \$73.5 million from new revenues identified in HB 2001 as a contribution to the replacement project. HB 2001 also dedicated \$30 million to be used on the Hwy 43 interchange with the Sellwood Bridge. With our previously secured \$15.6 million federal funds, the County is still looking to secure the remaining \$22.7 million for full construction through the federal TIGER grant.



Date: November 22, 2011

To: Wayne Elson, EPA; Jazmin Casas, FHWA; Ned Conroy, FTA; Dave Nordberg, DEQ, Marina Orlando, ODOT; Alan Lehto, TriMet

From: Matt Bihn

Subject: Proposed RTP Amendments and Air Quality

Proposal

Four jurisdictions have requested amendments to the Metro 2035 Regional Transportation Plan (RTP) and to the Metropolitan Transportation Improvement Program (MTIP). We are requesting that you review and comment on the region-wide air quality recommendation at the end of this memo by November 29, 2011.

- The City of Hillsboro has requested that two projects be amended to the 2035 RTP and 2010-2013 MTIP. These related projects address transportation issues associated with Intel's planned expansion at their Ronler Acres campus and will improve existing deficiencies in area.

In October 2010, Intel announced plans to construct a new fabricating facility on its campus. Funding for these projects became available in June 2011, when the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1,000,000. IOF funds are awarded to support primary economic development in Oregon through the construction and improvement of streets and roads. Inclusion of these projects in the Metro 2035 RTP and MTIP, with demonstration of air quality conformity, will support job creation, economic benefits, and transportation benefits in the region.

- The City of Beaverton has requested that two projects, RTP #10632 and RTP #10640, be deleted from the 2035 Financially Constrained RTP. During the final adoption of Beaverton's TSP and after the RTP was adopted in June 2010, the City Council made changes to the project list and removed these two projects as priorities.
- Multnomah County has requested that the construction phase of the Sellwood Bridge project be amended to the 2035 Financially Constrained RTP and the 2010-2013 MTIP. With the initiation of the local vehicle registration fee, the project has sufficient funding to add the construction phase to the financially constrained RTP.
- The City of Portland has requested to add the bike share project that is currently part of the Regional Flexible Funds allocation process to the 2035 financially constrained RTP project list. If this project is awarded funding through the Regional Flexible Funds Allocation process, this project would be incorporated in the 2012-2015 MTIP.

These projects include the following new or revised elements from what was modeled for air quality conformity of the 2010 RTP.

City of Hillsboro, Project 1A. This project constructs a new local street between 229th Avenue and Cornelius Pass Road. The connection addresses traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including Evergreen Parkway.

Design update from 2035 RTP Conformity Model Assumptions: adds 1 lane each direction, with a center turn lane, with a capacity of 900 vehicles per hour in each direction.

City of Hillsboro, Project 1B. This project widens northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound. This additional turn lane increases the storage capacity for vehicles entering US 26 (eastbound) from Cornelius Pass Road (northbound) and addresses congestion issues for northbound through vehicles on Cornelius Pass Road. The project also includes relocation/and or modification of the traffic signal at the intersection of Cornelius Pass Road and US 26 eastbound ramp, relocation of the ramp meter on Cornelius Pass Road northbound to US 26 eastbound ramp, and relocation of bike and pedestrian facilities along northbound Cornelius Pass Road. No change to the ramp signal timing is planned.

Design update from 2035 RTP Conformity Model Assumptions: adds one auxiliary turn lane to existing turn lane on northbound Cornelius Pass Road, increasing capacity from 1800 to 2000; adds one lane to existing lane on eastbound ramp to US-26, with no change in capacity because the modeled ramp capacity is determined by the ramp metering rate. Signal, ramp meter, and pedestrian facility work has no impact on the model.

City of Beaverton, remove RTP #10632. This project widens Allen Boulevard between Murray Boulevard and Highway 217, including the addition of turn lanes and signals where needed, and constructs bike lanes and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in reduction of capacity of 400 vehicles per hour per direction (from 1,800 vehicles per hour to 1,400 vehicles per hour) from Allen Boulevard between Murray Boulevard and Highway 217, a distance of approximately 1.75 miles. Signals, bike lanes, and sidewalks are not represented in the model network.

City of Beaverton, remove RTP #10640. This project extends two-lane Nimbus Avenue from Hall Boulevard to Denney Road, including construction of turn lanes, bike lanes, and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in elimination of Nimbus Avenue between Hall Boulevard and Denney Road, representing less than .7 miles of roadway with a capacity of 700 vehicles per hour per direction. Bike lanes and sidewalks are not represented in the model network.

Multnomah County, add RTP #10414. This project amends the construction phase of the Sellwood Bridge to the financially constrained RTP.

Design update from 2035 RTP Conformity Model Assumptions: Projects in right-of-way phase are included in Metro’s air quality conformity model networks. Therefore, the Sellwood Bridge project was included in the 2035 RTP air quality analysis performed in 2010, and there would be no change in model assumptions with the project’s amendment to the financially constrained RTP.

City of Portland, add RFFA #50213. The bike share project provides short-term bike rentals to members through an automated system. Bike sharing increases mobility by providing an additional flexible transportation mode, with the goals of increasing the number of bicycling trips, reducing peak-hour pressure on transit and providing the “last mile” connection between transit stop and final destination, reducing automobile trips, and improving livability.

The project would be exempt from air quality conformity determination.

Air Quality Conformity Determination Considerations

The Metro area is in compliance with all air quality standards. However, it still must consider carbon monoxide and must demonstrate compliance with regulations. There are two carbon monoxide conformity determinations that any federally funded project must complete. One is the “burden” analysis which adds the proposed project to the existing and planned future transportation metropolitan area network, as well as future population and employment.

With regard to the burden, or region-wide analysis, the region must consider those projects which are considered “regionally significant”. These are defined as:

“...’Regionally significant project’ means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum:

- (a) All principal arterial highways;*
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and*
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.*

[NOTE: *A project that is included in the modeling of an area’s transportation network may not, subject to interagency consultation, be considered regionally significant because it is not on a facility which serves regional transportation need.”*

In completing region-wide burden analysis for the Metro 2035 Regional Transportation Plan and 2010-2013 MTIP, the projected future emissions were compared with the maximum allowable carbon monoxide emissions from motor vehicles (on road) as follows:

Table 1. 2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

The region is projected to emit substantially less carbon monoxide than the maximum allowed. That is, there is a range of between 155,634 pounds (year 2010) and 471,713 pounds (year 2017) and 346,450 pounds (year 2035) of “cushion” between the maximum allowed limit and forecast emissions. This cushion could also be expressed as a percent of the total allowed emissions as follows:

Table 2. 2035 Regional Transportation Plan (Federal Component) Difference Between Projected Emissions and Maximum Allowed carbon monoxide

Year	“Cushion”	% of Emission Budget
2010	155,634	15%
2017	471,713	40%
2035	346,450	29%

The proposed City of Hillsboro changes include approximately 1.1 lane miles added to the transportation network, and the City of Beaverton’s removal of two projects would reduce the network by approximately 3.15 lane miles. The net change is a network reduction of just over 2 lane miles, which represents approximately .04% of the total lane miles within the UGB in either the 2005 or 2035 networks (4,895 and 5,289 lane miles, respectively). The potential emissions impacts of the changes are extremely small relative to emissions region-wide and would use a miniscule portion of the “cushion” available. The Multnomah County and City of Portland projects would have no impact on the existing air quality conformity transportation network.

Using the Metro transportation model and the air quality model is both costly and time consuming. An estimate of the dollar cost of running the model is between \$6,000 and \$9,000. The time cost would be about two to three weeks – once the project was able to be initiated – there is a substantial queue for a variety of Metro area project development and planning activities.

Alternatives

There are several alternatives that could be used to address the air quality conformity determination question including:

- Conclude that the projects are regionally significant and that Metro transportation model and air quality model runs should be completed before considering RTP and MTIP amendments;
- Conclude that the projects are regionally significant, but that they are not likely to cause the region to exceed region-wide carbon monoxide emission levels for motor vehicles, and the RTP and MTIP can be amended;

Recommendation

It is recommended that the City of Hillsboro and City of Beaverton projects are regionally significant, but air quality modeling is not needed and that the region is not likely to exceed carbon monoxide levels from motor vehicle sources now or in the foreseeable future as a result of approving these projects. The Multnomah County and City of Portland projects would have no effect on modeled carbon monoxide emissions.

The additional capacity on the Cornelius Pass Road turn lane and on the US 26 eastbound ramp would serve to increase storage for vehicles in the queue for the US 26 to benefit through trips on Cornelius Pass Road. The metering of traffic from the ramp onto US 26, which is accounted for in the travel demand model, is not anticipated to change. As a result, the modeled demand for trips using US 26 eastbound would be restricted despite the additional capacity, so the expected change in carbon monoxide emissions would be minimal. Together, the two Hillsboro projects add only approximately 1.1 lane miles to a system of over 4,895 lane miles.

The City of Beaverton's removal of the Allen Boulevard project would reduce capacity of the street as modeled from 1,800 vehicles to 1,400 vehicles per hour in each direction over a length of just under 1.75 miles. In the current 2035 model, nearly all of the affected links (at 1,800 per hour capacity) carry volumes of less than 1,400 vehicles per hour over the two-hour peak. The removal of the extension of Nimbus Avenue would remove nearly 0.75 miles of roadway with a modeled capacity of 700 vehicles per hour per direction. Reduction of capacity from the network reduces demand for the affected links, though it may cause nearby links to incur greater vehicle volumes. While the net effect could either increase or decrease carbon monoxide emissions, the change would be anticipated to be very small relative to regional emissions.

The region is well under the carbon monoxide emission budget; the addition of the Hillsboro projects and subtraction of the Beaverton projects would be expected to only minimally change the modeled regional emissions, and would not cause the region to approach the emission budget.

All of the changes will be included in the travel forecasting modeling network for the next air quality conformity analysis.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. XX-XXXX
FINANCIALLY CONSTRAINED 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Councilor
AND THE 2010-13 METROPOLITAN)
TRANSPORTATION IMPROVEMENT)
PROGRAM (MTIP) TO ADD THE)
NORTHBOUND CORNELIUS PASS ROAD TO)
US 26 EASTBOUND PROJECT)

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and any subsequent amendments to add or remove projects from the RTP; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Metro Council adopted the 2035 RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved by Resolution the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1 million to fund the Northbound Cornelius Pass Road to US 26 Eastbound Project.

WHEREAS, these IOF funds were not included as part of the 2035 financially constrained RTP or 2010-2013 MTIP; and

WHEREAS, the City of Hillsboro requests that the 2035 RTP and 2010-13 MTIP be amended to include the Northbound Cornelius Pass Road to US 26 Eastbound Project; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the 2035 RTP and the 2010-13 MTIP;

WHEREAS, 30-day public comment period was held on the proposed amendments and the air quality conformity analysis; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the 2035 financially constrained RTP project list to include the Cornelius Pass Road to US 26 Eastbound project as shown in Exhibit A.

2. Amend the 2010-13 MTIP to include the Cornelius Pass Road to US 26 Eastbound Project as shown in Exhibit B.

ADOPTED by the Metro Council this _____ day of January 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 12-XXXX

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to include the Sellwood Bridge Replacement project.

New RTP Project:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11359	Hillsboro / ODOT	Northbound Cornelius Pass Road to US 26 Eastbound	Cornelius Pass Rd and US 26 Eastbound	Cornelius Pass Rd and US 26 Eastbound	Major Arterial	Widen northbound Cornelius Pass Road to provide a second right turn lane to US 26 Eastbound.	\$1,000,000	2008 - 2017	X	Roads / Bridges

Exhibit B to Resolution No. 12-XXXX

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment

Action: Amend MTIP to add the Northbound Cornelius Pass Road to US 26 Eastbound Project.

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Northbound Cornelius Pass Road to US 26 Eastbound Project	Widen northbound Cornelius Pass Road to provide a second right turn lane to US 26 Eastbound.		Hillsboro	\$1,000,000	PE	IOF	2012	\$0	\$0	\$130,000	\$130,000
					ROW	IOF	2012	\$0	\$0	\$100,000	\$100,000
					Con	IOF	2013	\$0	\$0	\$770,000	\$770,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. XX-XXXX, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE NORTHBOUND CORNELIUS PASS ROAD TO US 26 EASTBOUND PROJECT

Date: December 28, 2011

Prepared by: Josh Naramore

BACKGROUND

The City of Hillsboro has requested an amendment to the 2035 Regional Transportation Plan (RTP) and to the 2010-13 Metropolitan Transportation Improvement Program (MTIP). The Joint Policy Advisory Committee on Transportation and the Metro Council together have the authority to approve amendments to both the RTP and the MTIP.

In October 2010, Intel announced plans to construct a new fabricating facility on its campus. Funding for these projects became available in June 2011, when the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1 million. IOF funds are awarded to support primary economic development in Oregon through the construction and improvement of streets and roads. Inclusion of these projects in the Metro 2035 RTP and 2010-13 MTIP, with demonstration of air quality conformity, will support job creation, economic benefits, and transportation benefits in the region.

The City of Hillsboro has requested that two projects be amended to the 2035 RTP and 2010-2013 MTIP. The original request letter from the City of Hillsboro is included as Attachment 1. These related projects address transportation issues associated with Intel's planned expansion at its Ronler Acres campus and will improve existing deficiencies in area.

- **City of Hillsboro, Project 1A.** This project constructs a new local street between 229th Avenue and Cornelius Pass Road. The connection addresses traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including Evergreen Parkway.
- **City of Hillsboro, Project 1B.** This project widens northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound. This additional turn lane increases the storage capacity for vehicles entering US 26 (eastbound) from Cornelius Pass Road (northbound) and addresses congestion issues for northbound through vehicles on Cornelius Pass Road. The project also includes relocation/and or modification of the traffic signal at the intersection of Cornelius Pass Road and US 26 eastbound ramp, relocation of the ramp meter on Cornelius Pass Road northbound to US 26 eastbound ramp, and relocation of bike and pedestrian facilities along northbound Cornelius Pass Road. No change to the ramp signal timing is planned.

Project 1A is on a local street and is not considered part of the regional network and is not regionally significant. Therefore, it does not need to be included in the 2035 RTP or the 2010-13 MTIP. Project 1B is the subject of the City of Hillsboro's amendment request and this subsequent resolution. The City is jointly requesting an amendment to the 2035 financially constrained RTP and 2010-2013 MTIP to add the Northbound Cornelius Pass Road to US 26 Eastbound Project.

An air quality conformity analysis was completed on the proposed amendment and indicates that adding the projects to the 2035 financially constrained RTP and the 2010-13 MTIP will not result in any change in status to air quality conformity. A copy of the air quality report summarizing the findings is included as Attachment 2.

Metro's Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that "involve additions or deletions of projects or a significant change in scope of the project location or function." Staff determined that the amendments requested by these four jurisdictions meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from Dec. 7 2011 to 5 p.m. Thursday, Jan. 5. The comment period was advertized with a legal notice in The Oregonian on Dec. 7 and a newsfeed posted to Metro's News web site on Dec. 9. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments. Because of the limited scope of the amendments, recent JPACT approval of some of the projects in other contexts, and constrained time period for review, staff determined that translation and specific environmental justice outreach were not required. No comments have been received as of this date relating to the proposed Northbound Cornelius Pass Road to US 26 Eastbound Project amendment.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** 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 System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System 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.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. XX-XXXX.

CITY OF HILLSBORO



October 21, 2011

Tom Kloster and Kim Ellis
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Re: RTP Amendment Request: Cornelius Pass Road to US 26 Eastbound – Double Right Turn Lanes and Ramp Meter Storage Improvements

Dear Mr. Kloster and Ms. Ellis:

This is a request to initiate an amendment to include the above-mentioned project in the fiscally constrained Regional Transportation Plan (RTP).

In June 2011, the City in partnership with Intel Corporation was awarded a Type A Immediate Opportunity Fund (IOF) in the amount of \$1,000,000 to aid with necessary transportation improvements in conjunction with Intel's multi-billion dollar expansion at their Ronler Acres, Hillsboro facilities. As this funding source was not considered in the establishment by the City or the Region as a likely revenue stream in formulating the RTP financially constrained "budget", the City recommends Metro not require removal of a separate project of equal value from the City's financially constrained RTP project list.

In October 2010, Intel announced that the company will invest \$6-\$8 billion on future generation manufacturing technology in its American facilities, with the majority of that occurring at their Ronler Acres Campus in Hillsboro. Intel's brand-new fabrication facility in Oregon – to be called "D1X" – is scheduled for R&D startup in 2013. Concurrent upgrades are also planned for two existing factories at the Hillsboro Ronler Acres Campus (known as D1C and D1D).

Project Background

City of Hillsboro and Washington County staff have coordinated, with both Intel and Oregon Department of Transportation (ODOT), two separate projects (referred to as Project 1A and 1B respectively as shown in attached Exhibits) to address the immediate transportation issues associated with Intel's expansion at their Ronler Acres campus. The solutions being implemented by Intel and the City not only mitigate Intel's impacts to the County arterial system on Evergreen Parkway, but improve existing deficiencies in the immediate area. Project 1A would build a new public roadway connection between 229th Avenue and Cornelius Pass Road to address traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including at Evergreen Parkway and reflect an investment of approximately \$2.44 million by Intel and the City of Hillsboro. Project 1B which is the subject of this communication would ensure that the Intel expansion does not adversely affect the operation at the interchange of US Highway 26 and

Cornelius Pass Road. Transportation improvements proposed on Cornelius Pass Road are illustrated in the attached Exhibits as Project 1B, and specifically, they include:

- Widen northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound.
- Relocate and/or modify the traffic signal at the Cornelius Pass Road intersection with the US 26 eastbound ramp terminals and the ramp meter on the Cornelius Pass Road northbound to US 26 eastbound on-ramp.
- Relocate the bike and pedestrian facilities along northbound Cornelius Pass Road as necessary to accommodate the above improvements.

The improvements relating to Project 1B are consistent with the Washington County and City of Hillsboro Transportation System Plans but however would need to be amended into Metro's financially constrained Regional Transportation Plan. The improvements are compliant with local land use regulations and ODOT Region 1 staff have reviewed the traffic study conducted as part of Intel's DIX construction project and have specifically recommended these improvements. Maintenance of the improvements at the onramp would be provided by ODOT, while maintenance of the double right turn lanes on Cornelius Pass Road would be provided by Washington County.

Project Budget

The cost of the onramp and double right turn lane public roadway improvements on Cornelius Pass Road and US-26 (Project 1B), including right of way, is estimated to be \$1,000,000. The cost of improvements to the public surface street network (Project 1A), including the value of right of way being dedicated by Intel, is estimated at approximately \$2,440,000. Project administration and management services for the IOF funded improvements on Cornelius Pass Road and the US Highway 26 onramp would be provided by the City of Hillsboro.

Use of Funds

Task	Project 1A and 1B Estimated Costs	City/Intel Project 1A Match Funds	Project 1B IOF Funds
Engineering, Surveying, Project Management	\$380,000	\$250,000	\$130,000
Right-of-Way	\$610,000	\$510,000	\$100,000
Construction	\$2,450,000	1,680,000	\$770,000
Total	\$3,440,000	\$2,440,000	\$1,000,000

The Immediate Opportunity Fund (IOF) grant will augment the \$2.44 million of Intel/City funding and will reflect nearly a 2.5:1 leverage of the IOF grant funds.

Source of Funds

	Amount
City/Intel – Transportation Development Tax Funds	\$2,440,000
ODOT – IOF Grant Funds	\$1,000,000
Total	\$3,440,000

Project Timeline

Based on known issues the following timetable is estimated, commencing upon award of the proposed IOF grant:

Project 1B: (Northbound Cornelius Pass Rd to US 26 Eastbound)

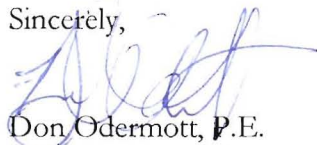
- Intergovernmental Agreements: September 2011 – January 2012
- RTP and STIP Amendments: October 2011 – January 2012
- Request for Proposals for Design Services Issued: February 2012
- Award of Consultant Services Contract: March 2012
- Survey and Design: April 2012 – July 2012
- Permitting: July 2012 – August 2012
- Advertise for Construction Bids: September 2012
- Award of Construction Contract: October 2012
- Construction: November 2012 – February 2013

This request for the RTP amendment is with the understanding that the right turn lane at Cornelius Pass Road feeding the Eastbound ramp at US Highway 26 will provide capacity increase at the intersection but that increase is only warranted at the morning and afternoon peak hours which coincides with when the ramp meters are operational. Since the overall transportation system capacity is regulated by the ramp meters, and we do not anticipate a dispersal rate modification in conjunction with this project, we do not expect an environmental impact significant enough to justify air quality modeling as the ramp meters would still restrict final capacity during peak times.

We are therefore requesting an RTP amendment for the said project. Your timely consideration of this request would help us in moving this project forward in order to meet the projected schedule and fulfill the much needed improvements in advance of Intel's opening of their new facility. We would also appreciate your guidance and suggestions with regard to the RTP amendment process as this is our first time through this process on a project specific basis.

If you have any questions or need additional information please do not hesitate to contact me at 503-681-6451 or Amica Bose at 503-681-5218.

Sincerely,



Don Odermott, P.E.

Transportation Planning Engineer

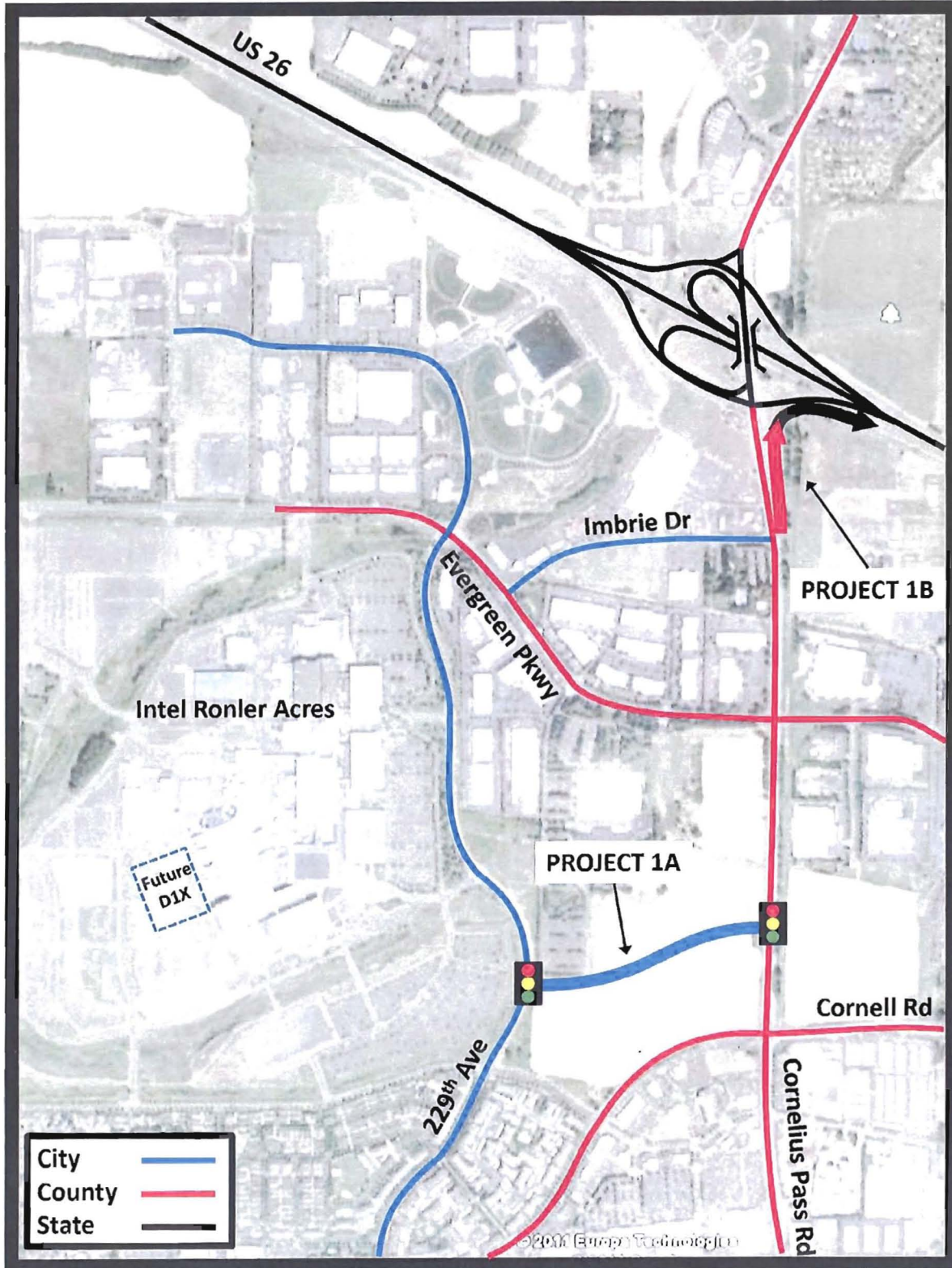
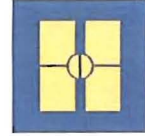
Encl: Exhibits

- c: Amica Bose, City of Hillsboro
Andy Back, Washington County
Gary Stockhoff, Washington County
Akin Owosekun, Oregon Department of Transportation
Rian Windsheimer, Oregon Department of Transportation

City of Hillsboro

Immediate Opportunity Grant Request

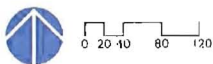
Proposed Transportation Improvements/Intel Ronler Acres Expansion





CORNELIUS PASS ROAD
AND HIGHWAY 26 IMPROVEMENTS

EXHIBIT A



MAY 6, 2011

GROUP
MACKENZIE



Date: November 22, 2011

To: Wayne Elson, EPA; Jazmin Casas, FHWA; Ned Conroy, FTA; Dave Nordberg, DEQ, Marina Orlando, ODOT; Alan Lehto, TriMet

From: Matt Bihn

Subject: Proposed RTP Amendments and Air Quality

Proposal

Four jurisdictions have requested amendments to the Metro 2035 Regional Transportation Plan (RTP) and to the Metropolitan Transportation Improvement Program (MTIP). We are requesting that you review and comment on the region-wide air quality recommendation at the end of this memo by November 29, 2011.

- The City of Hillsboro has requested that two projects be amended to the 2035 RTP and 2010-2013 MTIP. These related projects address transportation issues associated with Intel's planned expansion at their Ronler Acres campus and will improve existing deficiencies in area.

In October 2010, Intel announced plans to construct a new fabricating facility on its campus. Funding for these projects became available in June 2011, when the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1,000,000. IOF funds are awarded to support primary economic development in Oregon through the construction and improvement of streets and roads. Inclusion of these projects in the Metro 2035 RTP and MTIP, with demonstration of air quality conformity, will support job creation, economic benefits, and transportation benefits in the region.

- The City of Beaverton has requested that two projects, RTP #10632 and RTP #10640, be deleted from the 2035 Financially Constrained RTP. During the final adoption of Beaverton's TSP and after the RTP was adopted in June 2010, the City Council made changes to the project list and removed these two projects as priorities.
- Multnomah County has requested that the construction phase of the Sellwood Bridge project be amended to the 2035 Financially Constrained RTP and the 2010-2013 MTIP. With the initiation of the local vehicle registration fee, the project has sufficient funding to add the construction phase to the financially constrained RTP.
- The City of Portland has requested to add the bike share project that is currently part of the Regional Flexible Funds allocation process to the 2035 financially constrained RTP project list. If this project is awarded funding through the Regional Flexible Funds Allocation process, this project would be incorporated in the 2012-2015 MTIP.

These projects include the following new or revised elements from what was modeled for air quality conformity of the 2010 RTP.

City of Hillsboro, Project 1A. This project constructs a new local street between 229th Avenue and Cornelius Pass Road. The connection addresses traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including Evergreen Parkway.

Design update from 2035 RTP Conformity Model Assumptions: adds 1 lane each direction, with a center turn lane, with a capacity of 900 vehicles per hour in each direction.

City of Hillsboro, Project 1B. This project widens northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound. This additional turn lane increases the storage capacity for vehicles entering US 26 (eastbound) from Cornelius Pass Road (northbound) and addresses congestion issues for northbound through vehicles on Cornelius Pass Road. The project also includes relocation/and or modification of the traffic signal at the intersection of Cornelius Pass Road and US 26 eastbound ramp, relocation of the ramp meter on Cornelius Pass Road northbound to US 26 eastbound ramp, and relocation of bike and pedestrian facilities along northbound Cornelius Pass Road. No change to the ramp signal timing is planned.

Design update from 2035 RTP Conformity Model Assumptions: adds one auxiliary turn lane to existing turn lane on northbound Cornelius Pass Road, increasing capacity from 1800 to 2000; adds one lane to existing lane on eastbound ramp to US-26, with no change in capacity because the modeled ramp capacity is determined by the ramp metering rate. Signal, ramp meter, and pedestrian facility work has no impact on the model.

City of Beaverton, remove RTP #10632. This project widens Allen Boulevard between Murray Boulevard and Highway 217, including the addition of turn lanes and signals where needed, and constructs bike lanes and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in reduction of capacity of 400 vehicles per hour per direction (from 1,800 vehicles per hour to 1,400 vehicles per hour) from Allen Boulevard between Murray Boulevard and Highway 217, a distance of approximately 1.75 miles. Signals, bike lanes, and sidewalks are not represented in the model network.

City of Beaverton, remove RTP #10640. This project extends two-lane Nimbus Avenue from Hall Boulevard to Denney Road, including construction of turn lanes, bike lanes, and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in elimination of Nimbus Avenue between Hall Boulevard and Denney Road, representing less than .7 miles of roadway with a capacity of 700 vehicles per hour per direction. Bike lanes and sidewalks are not represented in the model network.

Multnomah County, add RTP #10414. This project amends the construction phase of the Sellwood Bridge to the financially constrained RTP.

Design update from 2035 RTP Conformity Model Assumptions: Projects in right-of-way phase are included in Metro’s air quality conformity model networks. Therefore, the Sellwood Bridge project was included in the 2035 RTP air quality analysis performed in 2010, and there would be no change in model assumptions with the project’s amendment to the financially constrained RTP.

City of Portland, add RFFA #50213. The bike share project provides short-term bike rentals to members through an automated system. Bike sharing increases mobility by providing an additional flexible transportation mode, with the goals of increasing the number of bicycling trips, reducing peak-hour pressure on transit and providing the “last mile” connection between transit stop and final destination, reducing automobile trips, and improving livability.

The project would be exempt from air quality conformity determination.

Air Quality Conformity Determination Considerations

The Metro area is in compliance with all air quality standards. However, it still must consider carbon monoxide and must demonstrate compliance with regulations. There are two carbon monoxide conformity determinations that any federally funded project must complete. One is the “burden” analysis which adds the proposed project to the existing and planned future transportation metropolitan area network, as well as future population and employment.

With regard to the burden, or region-wide analysis, the region must consider those projects which are considered “regionally significant”. These are defined as:

“...’Regionally significant project’ means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum:

- (a) All principal arterial highways;*
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and*
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.*

[NOTE: *A project that is included in the modeling of an area’s transportation network may not, subject to interagency consultation, be considered regionally significant because it is not on a facility which serves regional transportation need.”*

In completing region-wide burden analysis for the Metro 2035 Regional Transportation Plan and 2010-2013 MTIP, the projected future emissions were compared with the maximum allowable carbon monoxide emissions from motor vehicles (on road) as follows:

Table 1. 2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

The region is projected to emit substantially less carbon monoxide than the maximum allowed. That is, there is a range of between 155,634 pounds (year 2010) and 471,713 pounds (year 2017) and 346,450 pounds (year 2035) of “cushion” between the maximum allowed limit and forecast emissions. This cushion could also be expressed as a percent of the total allowed emissions as follows:

Table 2. 2035 Regional Transportation Plan (Federal Component) Difference Between Projected Emissions and Maximum Allowed carbon monoxide

<u>Year</u>	<u>“Cushion”</u>	<u>% of Emission Budget</u>	
2010	155,634	15%	
2017	471,713	40%	2035
346,450	29%		

The proposed City of Hillsboro changes include approximately 1.1 lane miles added to the transportation network, and the City of Beaverton’s removal of two projects would reduce the network by approximately 3.15 lane miles. The net change is a network reduction of just over 2 lane miles, which represents approximately .04% of the total lane miles within the UGB in either the 2005 or 2035 networks (4,895 and 5,289 lane miles, respectively). The potential emissions impacts of the changes are extremely small relative to emissions region-wide and would use a miniscule portion of the “cushion” available. The Multnomah County and City of Portland projects would have no impact on the existing air quality conformity transportation network.

Using the Metro transportation model and the air quality model is both costly and time consuming. An estimate of the dollar cost of running the model is between \$6,000 and \$9,000. The time cost would be about two to three weeks – once the project was able to be initiated – there is a substantial queue for a variety of Metro area project development and planning activities.

Alternatives

There are several alternatives that could be used to address the air quality conformity determination question including:

- Conclude that the projects are regionally significant and that Metro transportation model and air quality model runs should be completed before considering RTP and MTIP amendments;
- Conclude that the projects are regionally significant, but that they are not likely to cause the region to exceed region-wide carbon monoxide emission levels for motor vehicles, and the RTP and MTIP can be amended;

Recommendation

It is recommended that the City of Hillsboro and City of Beaverton projects are regionally significant, but air quality modeling is not needed and that the region is not likely to exceed carbon monoxide levels from motor vehicle sources now or in the foreseeable future as a result of approving these projects. The Multnomah County and City of Portland projects would have no effect on modeled carbon monoxide emissions.

The additional capacity on the Cornelius Pass Road turn lane and on the US 26 eastbound ramp would serve to increase storage for vehicles in the queue for the US 26 to benefit through trips on Cornelius Pass Road. The metering of traffic from the ramp onto US 26, which is accounted for in the travel demand model, is not anticipated to change. As a result, the modeled demand for trips using US 26 eastbound would be restricted despite the additional capacity, so the expected change in carbon monoxide emissions would be minimal. Together, the two Hillsboro projects add only approximately 1.1 lane miles to a system of over 4,895 lane miles.

The City of Beaverton's removal of the Allen Boulevard project would reduce capacity of the street as modeled from 1,800 vehicles to 1,400 vehicles per hour in each direction over a length of just under 1.75 miles. In the current 2035 model, nearly all of the affected links (at 1,800 per hour capacity) carry volumes of less than 1,400 vehicles per hour over the two-hour peak. The removal of the extension of Nimbus Avenue would remove nearly 0.75 miles of roadway with a modeled capacity of 700 vehicles per hour per direction. Reduction of capacity from the network reduces demand for the affected links, though it may cause nearby links to incur greater vehicle volumes. While the net effect could either increase or decrease carbon monoxide emissions, the change would be anticipated to be very small relative to regional emissions.

The region is well under the carbon monoxide emission budget; the addition of the Hillsboro projects and subtraction of the Beaverton projects would be expected to only minimally change the modeled regional emissions, and would not cause the region to approach the emission budget.

All of the changes will be included in the travel forecasting modeling network for the next air quality conformity analysis.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. XX-XXXX
FINANCIALLY CONSTRAINED 2035)
REGIONAL TRANSPORTATION PLAN (RTP)) Introduced by Councilor
TO ADD THE CITY OF PORTLAND)
BIKESHARE PROJECT AND TO REMOVE THE)
ALLEN BOULEVARD AND NIMBUS AVENUE)
EXTENSION PROJECTS)

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the RTP and any subsequent amendments to add or remove projects from the RTP; and

WHEREAS, the Metro Council adopted the 2035 RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the City of Portland has recently been awarded federal funding through the Regional Flexible Funds Allocation process for the Bike Sharing Project; and

WHEREAS, the Bike Sharing project was not included in the 2035 financially constrained RTP; and

WHEREAS, the City of Portland requests that the 2035 RTP be amended to include the Bike Sharing Project; and

WHEREAS, during the final adoption of the City of Beaverton's Transportation System Plan (TSP) and after the adoption of the 2035 RTP, the Beaverton City Council revised the TSP project list and removed the Allen Boulevard and Nimbus Avenue Extension projects as priorities; and

WHEREAS, the City of Beaverton requests that the 2035 RTP be amended to remove these projects from the financially constrained project list; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the 2035 RTP;

WHEREAS, 30-day public comment period was held on the proposed amendments and the air quality conformity analysis; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the 2035 financially constrained RTP project list to include the Bike Sharing Project as shown in Exhibit A.
2. Amend the 2035 RTP to remove the Allen Boulevard and Nimbus Avenue Extension projects from the financially constrained project list as shown in Exhibit B.

ADOPTED by the Metro Council this _____ day of January 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 12-XXXX

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Portland Bike Share project.

New RTP Project:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11361	City of Portland	Portland Bike Share	Central City	Central City		Portland Bike Share's primary goals are to attract Portlanders to bicycling, increase the number of bicycling trips, reduce the number of single occupancy vehicle trips.	\$4,000,000	2008 - 2017	X	Bicycle

Exhibit B to Resolution No. 12-XXXX

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to remove the Allen Boulevard and Nimbus Avenue projects.

Existing RTP projects:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
10632	Beaverton	Allen Blvd. Safety, Bicycle and Pedestrian Improvements	OR 217	Murray Blvd.	Arterial	Widen street adding turn lanes and signals where needed, construct bike lanes and sidewalks.	\$41,600,000	2026 - 2035	X	Roads/ Bridges
10640	Beaverton	Nimbus Ave. 2 lane multimodal Extension	Hall Blvd.	Denney Rd.	Collector	Extend 2 lane street with turn lanes, sidewalks and bike lanes.	\$21,500,000	2018 - 2025	X	Roads/ Bridges

Exhibit B to Resolution No. 12-XXXX

Amending RTP Projects to remove from financially constrained project list:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
10632	Beaverton	Allen Blvd. Safety, Bicycle and Pedestrian Improvements	OR 217	Murray Blvd.	Arterial	Widen street adding turn lanes and signals where needed, construct bike lanes and sidewalks.	\$41,600,000	2026 - 2035	X	Roads/ Bridges
10640	Beaverton	Nimbus Ave. 2 lane multimodal Extension	Hall Blvd.	Denney Rd.	Collector	Extend 2 lane street with turn lanes, sidewalks and bike lanes.	\$21,500,000	2018 - 2025	X	Roads/ Bridges

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. XX-XXXX, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) TO ADD THE CITY OF PORTLAND BIKESHARE PROJECT AND TO REMOVE THE ALLEN BOULEVARD AND NIMBUS AVENUE EXTENSION PROJECTS

Date: December 28, 2011

Prepared by: Josh Naramore

BACKGROUND

The City of Beaverton and City of Portland have requested amendments to the 2035 Regional Transportation Plan (RTP). The Joint Policy Advisory Committee on Transportation and the Metro Council together have the authority to approve amendments to the RTP.

The City of Portland has requested to add the Portland Bike Sharing project to the 2035 financially constrained RTP project list. The project provides short-term bike rentals to members through an automated system. Bike sharing increases mobility by providing an additional flexible transportation mode, with the goals of increasing the number of bicycling trips, reducing peak-hour pressure on transit and providing the “last mile” connection between transit stop and final destination, reducing automobile trips, and improving livability.

Because this project has been awarded funding through the Regional Flexible Funds Allocation process, it will be incorporated in the 2012-2015 MTIP. However, the project is not currently included in the 2035 RTP and it needs to be added to the 2035 financially constrained RTP for federal funding eligibility.

The City of Beaverton has requested that two projects, RTP project #10632 Allen Boulevard Improvements and RTP project #10640 Nimbus Avenue Extension, be deleted from the 2035 Financially Constrained RTP. RTP project #10632 widens Allen Boulevard between Murray Boulevard and Highway 217, including the addition of turn lanes and signals where needed, and constructs bike lanes and sidewalks. RTP Project #10640 extends two-lane Nimbus Avenue from Hall Boulevard to Denney Road, including construction of turn lanes, bike lanes, and sidewalks. During the final adoption of Beaverton’s TSP and after the RTP was adopted in June 2010, the Beaverton City Council revised the City’s TSP project list, removing these two projects as priorities.

An air quality conformity analysis was completed on the proposed amendments and indicates that adding the projects to the 2035 financially constrained RTP will not result in any change in status to air quality conformity. A copy of the air quality conformity report findings are included in Attachment 1.

Metro’s Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that “involve additions or deletions of projects or a significant change in scope of the project location or function.” Staff determined that the amendments requested by these four jurisdictions meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from Dec. 7 2011 to 5 p.m. Thursday, Jan. 5. The comment period was advertized with a legal notice in The Oregonian on Dec. 7 and a newsfeed posted to Metro’s News web site on Dec. 9. Both the advertisement and the newsfeed

directed the public to a web page that provided detailed information on the requested amendments. Because of the limited scope of the amendments, recent JPACT approval of some of the projects in other contexts, and constrained time period for review, staff determined that translation and specific environmental justice outreach were not required.

During the comment period, Metro received two comments by email, both in favor of the Portland Bike Sharing project.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** 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 System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System 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** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. XX-XXXX.



Date: November 22, 2011

To: Wayne Elson, EPA; Jazmin Casas, FHWA; Ned Conroy, FTA; Dave Nordberg, DEQ, Marina Orlando, ODOT; Alan Lehto, TriMet

From: Matt Bihn

Subject: Proposed RTP Amendments and Air Quality

Proposal

Four jurisdictions have requested amendments to the Metro 2035 Regional Transportation Plan (RTP) and to the Metropolitan Transportation Improvement Program (MTIP). We are requesting that you review and comment on the region-wide air quality recommendation at the end of this memo by November 29, 2011.

- The City of Hillsboro has requested that two projects be amended to the 2035 RTP and 2010-2013 MTIP. These related projects address transportation issues associated with Intel's planned expansion at their Ronler Acres campus and will improve existing deficiencies in area.

In October 2010, Intel announced plans to construct a new fabricating facility on its campus. Funding for these projects became available in June 2011, when the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1,000,000. IOF funds are awarded to support primary economic development in Oregon through the construction and improvement of streets and roads. Inclusion of these projects in the Metro 2035 RTP and MTIP, with demonstration of air quality conformity, will support job creation, economic benefits, and transportation benefits in the region.

- The City of Beaverton has requested that two projects, RTP #10632 and RTP #10640, be deleted from the 2035 Financially Constrained RTP. During the final adoption of Beaverton's TSP and after the RTP was adopted in June 2010, the City Council made changes to the project list and removed these two projects as priorities.
- Multnomah County has requested that the construction phase of the Sellwood Bridge project be amended to the 2035 Financially Constrained RTP and the 2010-2013 MTIP. With the initiation of the local vehicle registration fee, the project has sufficient funding to add the construction phase to the financially constrained RTP.
- The City of Portland has requested to add the bike share project that is currently part of the Regional Flexible Funds allocation process to the 2035 financially constrained RTP project list. If this project is awarded funding through the Regional Flexible Funds Allocation process, this project would be incorporated in the 2012-2015 MTIP.

These projects include the following new or revised elements from what was modeled for air quality conformity of the 2010 RTP.

City of Hillsboro, Project 1A. This project constructs a new local street between 229th Avenue and Cornelius Pass Road. The connection addresses traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including Evergreen Parkway.

Design update from 2035 RTP Conformity Model Assumptions: adds 1 lane each direction, with a center turn lane, with a capacity of 900 vehicles per hour in each direction.

City of Hillsboro, Project 1B. This project widens northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound. This additional turn lane increases the storage capacity for vehicles entering US 26 (eastbound) from Cornelius Pass Road (northbound) and addresses congestion issues for northbound through vehicles on Cornelius Pass Road. The project also includes relocation/and or modification of the traffic signal at the intersection of Cornelius Pass Road and US 26 eastbound ramp, relocation of the ramp meter on Cornelius Pass Road northbound to US 26 eastbound ramp, and relocation of bike and pedestrian facilities along northbound Cornelius Pass Road. No change to the ramp signal timing is planned.

Design update from 2035 RTP Conformity Model Assumptions: adds one auxiliary turn lane to existing turn lane on northbound Cornelius Pass Road, increasing capacity from 1800 to 2000; adds one lane to existing lane on eastbound ramp to US-26, with no change in capacity because the modeled ramp capacity is determined by the ramp metering rate. Signal, ramp meter, and pedestrian facility work has no impact on the model.

City of Beaverton, remove RTP #10632. This project widens Allen Boulevard between Murray Boulevard and Highway 217, including the addition of turn lanes and signals where needed, and constructs bike lanes and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in reduction of capacity of 400 vehicles per hour per direction (from 1,800 vehicles per hour to 1,400 vehicles per hour) from Allen Boulevard between Murray Boulevard and Highway 217, a distance of approximately 1.75 miles. Signals, bike lanes, and sidewalks are not represented in the model network.

City of Beaverton, remove RTP #10640. This project extends two-lane Nimbus Avenue from Hall Boulevard to Denney Road, including construction of turn lanes, bike lanes, and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in elimination of Nimbus Avenue between Hall Boulevard and Denney Road, representing less than .7 miles of roadway with a capacity of 700 vehicles per hour per direction. Bike lanes and sidewalks are not represented in the model network.

Multnomah County, add RTP #10414. This project amends the construction phase of the Sellwood Bridge to the financially constrained RTP.

Design update from 2035 RTP Conformity Model Assumptions: Projects in right-of-way phase are included in Metro’s air quality conformity model networks. Therefore, the Sellwood Bridge project was included in the 2035 RTP air quality analysis performed in 2010, and there would be no change in model assumptions with the project’s amendment to the financially constrained RTP.

City of Portland, add RFFA #50213. The bike share project provides short-term bike rentals to members through an automated system. Bike sharing increases mobility by providing an additional flexible transportation mode, with the goals of increasing the number of bicycling trips, reducing peak-hour pressure on transit and providing the “last mile” connection between transit stop and final destination, reducing automobile trips, and improving livability.

The project would be exempt from air quality conformity determination.

Air Quality Conformity Determination Considerations

The Metro area is in compliance with all air quality standards. However, it still must consider carbon monoxide and must demonstrate compliance with regulations. There are two carbon monoxide conformity determinations that any federally funded project must complete. One is the “burden” analysis which adds the proposed project to the existing and planned future transportation metropolitan area network, as well as future population and employment.

With regard to the burden, or region-wide analysis, the region must consider those projects which are considered “regionally significant”. These are defined as:

“...’Regionally significant project’ means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum:

- (a) All principal arterial highways;*
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and*
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.*

[NOTE: *A project that is included in the modeling of an area’s transportation network may not, subject to interagency consultation, be considered regionally significant because it is not on a facility which serves regional transportation need.”*

In completing region-wide burden analysis for the Metro 2035 Regional Transportation Plan and 2010-2013 MTIP, the projected future emissions were compared with the maximum allowable carbon monoxide emissions from motor vehicles (on road) as follows:

Table 1. 2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

The region is projected to emit substantially less carbon monoxide than the maximum allowed. That is, there is a range of between 155,634 pounds (year 2010) and 471,713 pounds (year 2017) and 346,450 pounds (year 2035) of “cushion” between the maximum allowed limit and forecast emissions. This cushion could also be expressed as a percent of the total allowed emissions as follows:

Table 2. 2035 Regional Transportation Plan (Federal Component) Difference Between Projected Emissions and Maximum Allowed carbon monoxide

Year	“Cushion”	% of Emission Budget
2010	155,634	15%
2017	471,713	40%
2035	346,450	29%

The proposed City of Hillsboro changes include approximately 1.1 lane miles added to the transportation network, and the City of Beaverton’s removal of two projects would reduce the network by approximately 3.15 lane miles. The net change is a network reduction of just over 2 lane miles, which represents approximately .04% of the total lane miles within the UGB in either the 2005 or 2035 networks (4,895 and 5,289 lane miles, respectively). The potential emissions impacts of the changes are extremely small relative to emissions region-wide and would use a miniscule portion of the “cushion” available. The Multnomah County and City of Portland projects would have no impact on the existing air quality conformity transportation network.

Using the Metro transportation model and the air quality model is both costly and time consuming. An estimate of the dollar cost of running the model is between \$6,000 and \$9,000. The time cost would be about two to three weeks – once the project was able to be initiated – there is a substantial queue for a variety of Metro area project development and planning activities.

Alternatives

There are several alternatives that could be used to address the air quality conformity determination question including:

- Conclude that the projects are regionally significant and that Metro transportation model and air quality model runs should be completed before considering RTP and MTIP amendments;
- Conclude that the projects are regionally significant, but that they are not likely to cause the region to exceed region-wide carbon monoxide emission levels for motor vehicles, and the RTP and MTIP can be amended;

Recommendation

It is recommended that the City of Hillsboro and City of Beaverton projects are regionally significant, but air quality modeling is not needed and that the region is not likely to exceed carbon monoxide levels from motor vehicle sources now or in the foreseeable future as a result of approving these projects. The Multnomah County and City of Portland projects would have no effect on modeled carbon monoxide emissions.

The additional capacity on the Cornelius Pass Road turn lane and on the US 26 eastbound ramp would serve to increase storage for vehicles in the queue for the US 26 to benefit through trips on Cornelius Pass Road. The metering of traffic from the ramp onto US 26, which is accounted for in the travel demand model, is not anticipated to change. As a result, the modeled demand for trips using US 26 eastbound would be restricted despite the additional capacity, so the expected change in carbon monoxide emissions would be minimal. Together, the two Hillsboro projects add only approximately 1.1 lane miles to a system of over 4,895 lane miles.

The City of Beaverton's removal of the Allen Boulevard project would reduce capacity of the street as modeled from 1,800 vehicles to 1,400 vehicles per hour in each direction over a length of just under 1.75 miles. In the current 2035 model, nearly all of the affected links (at 1,800 per hour capacity) carry volumes of less than 1,400 vehicles per hour over the two-hour peak. The removal of the extension of Nimbus Avenue would remove nearly 0.75 miles of roadway with a modeled capacity of 700 vehicles per hour per direction. Reduction of capacity from the network reduces demand for the affected links, though it may cause nearby links to incur greater vehicle volumes. While the net effect could either increase or decrease carbon monoxide emissions, the change would be anticipated to be very small relative to regional emissions.

The region is well under the carbon monoxide emission budget; the addition of the Hillsboro projects and subtraction of the Beaverton projects would be expected to only minimally change the modeled regional emissions, and would not cause the region to approach the emission budget.

All of the changes will be included in the travel forecasting modeling network for the next air quality conformity analysis.



Date: December 28, 2011
To: TPAC and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Climate Smart Communities Scenarios Project – Final Draft Phase 1 Findings

PURPOSE

TPAC consideration of accepting the Phase 1 Findings (Understanding Our Land Use and Transportation Choices) to receive officially and forward to the Joint Policy Advisory Committee on Transportation (JPACT) to accept.

ACTION REQUESTED

Recommendation to JPACT to accept the Phase 1 Findings (Understanding Our Land Use and Transportation Choices) requested. Acceptance of the findings will acknowledge the work completed to date and initiate Phase 2 of the Scenarios Project.

BACKGROUND

Joining other states around the country, Oregon has been a leader in addressing climate change with ambitious goals to reduce greenhouse gas (GHG) emissions from all sources to 75 percent below 1990 levels by the year 2050. In 2009, the Oregon Legislature passed the Jobs and Transportation Act (also known as House Bill 2001). Section 37 of the Act requires Metro to develop two or more alternative land use and transportation scenarios designed to accommodate planned population and job growth for the year 2035 and reduce GHG emissions from light vehicles. Section 37 also requires Metro to adopt a preferred scenario after public review and consultation with local governments, and calls for local governments in the Portland metropolitan region to implement the adopted scenario.

To guide Metro's scenario planning work, the Land Conservation and Development Commission (LCDC) adopted the Metropolitan Greenhouse Gas Reduction Targets Rule in May 2011. Also required by section 37 of the JTA, the rule identifies GHG emissions reduction targets for each of Oregon's six metropolitan areas for the year 2035. The targets identify the percentage reduction in per capita GHG emissions from light vehicle travel that is needed to help Oregon meet its GHG emissions reduction goals. The adopted target for the region is the equivalent of 1.2 MT CO₂e per capita by the year 2035.

The Portland metropolitan region is undertaking greenhouse gas scenario planning in three phases as part of the Climate Smart Communities Scenarios Project to demonstrate climate change leadership and respond to the Oregon Jobs and Transportation Act (also known as House Bill 2001). The Scenarios Project is building on the land use and transportation strategies contained in the 2040 Growth Concept adopted in 1995, as well as the 2035 Regional Transportation Plan and the Community Investment Strategy adopted in 2010.

Since 1995, Metro and its partners have collaborated to help communities realize their local aspirations while moving the region toward its goals for making a great place: vibrant communities, economic prosperity, transportation choices, equity, clean air and water, and regional climate change leadership.

Local and regional efforts to implement the 2040 Growth Concept, 2035 RTP and the Community Investment Strategy provide a good basis for the GHG scenario planning work required of the region.

The region has completed the first of three phases of the Scenarios Project – Understanding Choices. Phase 1 focused on understanding the region’s land use and transportation choices by conducting a review of published research and testing 144 regional scenarios.

The Strategy Toolbox summarizes published local, national and international research on strategies that can help reduce transportation-related GHG emissions and meet other policy objectives. The report documents benefits of different strategies to a community, synergies between strategies and implementation opportunities and challenges to be addressed in Phases 2 and 3.

While some strategies are new to the region, many of the strategies tested are already being implemented to varying degrees in the region to realize the 2040 Growth Concept and the aspirations of communities across the region. The Phase 1 scenarios tested demonstrate the GHG emissions reduction potential of current plans and policies, as well as which combinations of more ambitious land use and transportation strategies are needed to meet the state target. The assumptions used in the Phase 1 scenarios are ambitious and were based on the need to create a starting point to test scenarios.

The region’s decision-makers will use the Phase 1 research and subsequent stakeholder engagement to direct development and evaluation of additional scenarios in Phases 2 and 3. In Phase 2, the level of implementation of these strategies as well as their timing and sequencing will be explored and further refined to develop alternative scenarios. Future project phases will likely identify additional policies and strategies needed to achieve the needed GHG emissions reductions while meeting other economic, social and environmental goals and supporting the individual needs and aspirations of communities in the region.

NEXT STEPS

A summary of upcoming discussions and milestones is provided for reference:

Jan. 4	MTAC recommendation to MPAC on acceptance of the Phase 1 findings
Jan. 6	TPAC recommendation to JPACT on acceptance of the Phase 1 findings
Jan. 11	MPAC considers acceptance of the Phase 1 findings
Jan. 12	JPACT considers acceptance of the Phase 1 findings
Jan. 26	Metro Council considers acceptance of the Phase 1 findings and the Strategy Toolbox
Jan. 27	Phase 1 Findings and the Strategy Toolbox submitted to ODOT and DLC
Feb. – April	Staff initiates Phase 2 and finalizes Phase 2 and Phase 3 work plan and engagement strategy in collaboration with Metro’s technical and policy advisory committees

JPACT action to officially accept the Phase 1 Findings would acknowledge the work completed to date, and marks the end of Phase 1. The Phase 1 Findings report provides a vehicle for engaging project stakeholders during Phase 2. The findings and Strategy Toolbox will also be submitted to the Oregon Department of Transportation and the Department of Land Conservation and Development in January for inclusion in their joint progress report to the 2012 Legislature by February 1, 2012.

From February to April 2012, staff will work with Metro’s technical and policy advisory committees to finalize the Phase 2 and Phase 3 work plan and engagement strategy. In addition, upcoming Metro Council, MPAC and JPACT discussions will focus on the Phase 1 findings and policy choices presented by the research. Planning is also underway for a JPACT/MPAC/Council work session in April 2012 to more formally kick-off Phase 2 of the process.



Climate Smart Communities Scenarios Project

Understanding Our Land Use and Transportation Choices

FINAL DRAFT PHASE 1 FINDINGS | DECEMBER 27, 2011

[PLEASE CLICK HERE TO ACCESS THE CLIMATE SMART COMMUNITIES REPORT ONLINE.](#)



Date: Friday, December 23, 2011
To: TPAC
From: Gerry Uba, Planning and Development Department
Dennis Yee, Research Center
Subject: Growth Distribution Update (Population and Employment Forecast at Local Level)

At your January 6, 2012 meeting, we will update you on the distribution of the regional population and employment forecast to the transportation analysis zone (TAZ). Oregon law (ORS 195.036; 195.025) requires Metro to coordinate population forecast for planning purposes for the Metro area. Metro regularly updates these forecasts upon completion of major growth management actions. The last update was in 2005. Compared to previous updates, this process has involved more extensive review of data inputs and will seek action from MPAC and Council of the final distribution. The process was begun in October 2010 with review and comment on the approach by the region's planning directors and is expected to be completed by summer of 2012. The update to TPAC is part of a schedule for updates which include:

- Metro Council -- January 3, 2012
- MTAC -- January 4, 2012
- TPAC -- January 6, 2012
- MPAC -- January 25, 2012.

As you know, the forecast distribution information is essential for local and regional planning, such as updating local comprehensive plans (through periodic review), local transportation system plans, and the Regional Transportation Plan. The information is also essential for corridor planning and for planning by special districts such as water, sewer, school, fire and emergency management.

Process and accomplishments

The first phase of the project involves estimation of land supply (also called buildable land inventory or development capacity). The land supply is estimated by analysis of local zoning information and redevelopment thresholds in Metro's Metroscope model. The estimation of land supply has included significant local government review. The second phase of the project involves analysis of the land supply data, base year 2010 census data, and travel times/access data in both the Metro's Metroscope model and Transportation model to distribute the forecast demand to the TAZs.

The development capacity analysis for this distribution process differs from the development capacity analysis for the 2009 Urban Growth Report in level of detail. The Urban Growth Report capacity analysis was based on the regional vacant and buildable land inventory, regional refill rate and MetroScope's embedded transportation model results. While the assumptions and methodology for that development capacity analysis were reviewed by local governments at the regional level, they were not available for review at the local and parcel level. The current (2011/2012) development capacity

analysis for the forecast distribution is an enhanced process based on local, parcel-based vacant and buildable land, redevelopment estimates, and MetroScope model and full Transportation model results.

Metro is now well into the second phase of the project – forecast demand. Significant local government review is also vital to reaching the end of the second phase. Metro will release a mid-term MetroScope distribution for 5 year increments between 2015 and 2025 for local governments to review in January and February 2012. Metro will release a long-term MetroScope distribution for 5 year increments between 2030 and 2045 for local governments to review in spring 2012. The outcome of local governments reviews and comment and Metro’s responses will result in the final distribution information that will be presented to policy groups in the summer.

Overview of the concerns raised by local partners and Metro’s response:

Estimates of the land supply and the methodology developed with assistance of local staff were presented to the regional planning directors on July 22, 2011 for review and final comments. Comments from local governments acknowledged improvement in the current distribution process. Their comments also emphasized areas where the distribution methodology could be further improved, however, there are concerns that Metro cannot fully address at this time.

In response, Metro staff has identified additional research, pending funding availability, that would further refine the redevelopment assumptions, and provide valuable data on the housing and transportation trade-offs, and differentiation of the full range of housing needs in the region. The results of the research would inform the next Urban Growth Report.

Outcome expected

As we stated earlier in this memo, the final forecast distribution will be presented to the Metro Council for adoption in summer 2012. As a result of this presentation, staff expects that TPAC has a better understanding of the growth distribution process and the timing and will help identify future research needs and policy questions for JPAC and Metro Council.

To: JPACT
From: Andy Cotugno
Re.: Federal Authorization Priorities
Date: December 21, 2011

In the past, the region has adopted a substantial federal authorization position on both policy and programmatic changes as well as project earmarking. This year, after significant delay and indecision by Congress, it is evident that neither is feasible. In the past, it has been possible to consider substantial policy decisions and earmarking based upon the expectation of significant funding levels (consistent with increases adopted in the past three 6-year bills). However, the funding level in the next authorization is expected to be status quo plus inflation at best, resulting in no earmarks or programmatic expansion. In addition, there is a strong move to consolidate multiple programs into a few broad categories with decision-making delegated to state DOTs and MPOs and new emphasis on performance measures and accountability rather than certain categories of projects tied to specific funding amounts in specific programs.

In this changing federal environment, it is important to focus the region's priorities on the issues of highest regional importance where there is a prospect of impacting the results. An evaluation of the region's past priorities and their status under the new bill that has emerged from the Senate Committee on Environment and Public Works is provided in Attachment 1. An identification of new issues in that bill is provided in Attachment 2. Further issues may arise as the Senate Banking Committee releases the transit portion and the House Transportation and Infrastructure Committee releases their bill.

In consideration of these, staff recommends the key priorities be as follows:

1. **Clear federal policy direction:** There is an urgent need to end the indecision of the past few years and establish a clear federal policy direction. Transportation improvement and rehabilitation requires significant lead time tied to clear and reliable policy and funding. A stop-gap 2-year bill in light of limited resources is preferred to a bad 6-year bill, but above all, Congress must move to demonstrate its commitment to investing in America's economic prosperity through improved transportation.
2. **Funding level for transit and highways:** Continued and increased federal investment in transportation infrastructure is essential to national economic prosperity and competitiveness. While reduced tax collections in the highway trust fund may limit the size of the program, supplemental funding is needed just to maintain status quo funding targeted at addressing both the condition and performance of the nation's transportation system. It is critical to identify the funding mechanism to address the gap in the trust fund between revenues and spending levels at the proposed status quo plus inflation level. It is equally important to position the program to invest at a higher

level needed for economic prosperity in the future as economic conditions improve.

Equal in importance to the overall funding level is the compact maintained over the past two decades to invest in both highways and transit. The long-standing commitment to an 80/20 balance between dedicated highway and transit funding needs to at least be maintained.

3. **Collaborative decision-making:** The federal transportation program has been built since the 1970's on the principle of collaborative decision-making in metropolitan areas. The proposed Senate bill includes a number of adjustments to ensure metropolitan planning organizations (MPOs) meet a minimum level of capability and employ the best practices in evaluation of transportation issues, which are welcome additions. However, the bill also includes a shift in decision-making from the MPO to the state DOTs. It is important to maintain the decision-making structure of metropolitan planning organizations in urban areas to include the effective participation by the various transportation jurisdictions (the state DOT, the transit operators, the port districts and the local governments) and ensure integration with the land use jurisdictions (cities, counties and regions).
4. **Flexibility with accountability:** The proposed program structure that establishes a few broad programs, sets performance standards to measure progress and sets a minimum spending level for certain types of projects (particularly bridge and pavement conditions and safety) is a good approach. It establishes clear expected outcomes, provides the needed flexibility for states and MPOs to determine how to best meet those outcomes and ensures accountability. The basic program structure is as follows:
 - a. National Highway Performance Program – this is the centerpiece of the national highway program, establishing a clear primary mission of the federal-aid program. It emphasizes maintaining the current system in a state of good repair while allowing flexibility to address expansion. Particularly in urban areas, it includes sufficient flexibility to integrate alternate modes and adjacent corridors that benefit the national highway route. It also recognizes the contribution of demand management and system management.
 - b. Transportation Mobility Program – this is the key program to address the multi-modal needs of the rest of the transportation system beyond the national highway system. It retains the broad flexibility needed to address the complexity of a multi-modal metropolitan system, including the sub-allocation of 50% of the program to the metropolitan area.
 - c. Safety - this program establishes a comprehensive approach to safety improvement that goes beyond the national highway system and encompasses such efforts as enforcement and education, not just engineering solutions.
 - d. Congestion Mitigation/Air Quality – this program retains the link between vehicle emissions and air quality and includes an added focus on particulates, particularly related to diesel engines.

e. Freight – this is a new core program that ensures a focused attention on freight movement through funding dedicated to the primary freight system. Since this region’s economy is disproportionately trade dependent, this is a good addition.

However, fundamental program structure concerns associated with the relationship between the National Highway Program and the Transportation Mobility Program need to be addressed:

- Funding for bridges off the National Highway System and on the Federal Aid System needs to follow the assignment of responsibility. Specifically, funding that has historically been used to address this need should be shifted from the NHPP to the TMP where the responsibility for addressing these needs has been assigned.
- The requirement to meet the minimum standard for NHS bridge and pavement conditions should be funded by shifting spending from NHS expansion rather than by shifting funds from the TMP to the NHPP.

5. **Major transportation projects:** It is important that the federal program be structured to support implementation of large projects, addressing critical needs that are beyond the capacity of the region to fund. The core formula programs cannot be used to implement these mega-projects without doing so at the expense of transportation needs throughout the rest of the region and state.

- a. For the transit program, the New Starts/Small Starts program is critical to expand and streamline to make project delivery more efficient. Continued implementation of the regional light rail and streetcar system is dependent upon this commitment.
- b. For the highway program, the Projects of National Significance and TIFIA Programs are important to maintain and expand. Projects of National Significance should be funded at a higher level and be based upon very rigorous and competitive criteria. TIFIA should be awarded competitively, not on a first-come-first-served basis. Implementation of the Columbia River Crossing (CRC) Project is dependent upon these programs.
- c. With a model track record for a competitive program, the TIGER program should be maintained and expanded for multi-modal projects. The region has submitted a number of high priorities that are beyond the scale of the region to implement.

6. **Passenger Rail:** The federal interest in intercity passenger rail service should not be stymied based upon the high cost of achieving high speed rail. Rather, a more modest approach to incrementally improving rail capacity, speed and frequency should be pursued on the most effective corridors like Eugene, OR to Vancouver, BC.

7. **Sustainable Communities Partnership:** The federal partnership between USDOT, HUD and EPA to coordinate their programs toward the goal of achieving sustainable communities should be applauded and reinforced. Unless our federal partners work together, it is difficult for the region to advance efforts to integrate programs locally and regionally.

8. **Project Earmarks:** It is **not** proposed that the region develop a list of possible project earmarks. However, there are a few instances in the future that will need some Congressional intervention, including Full-Funding Grant Agreements for New Starts projects (most immediately Portland to Milwaukie and CRC), application for TIFIA funds and Projects of National Significance funds for the Columbia River Crossing project and significant competitive applications like TIGER funds.

Outstanding issues:

- The transit title in Senate Banking is still pending as is the House Bill.

Proposed federal action	To support the following regional objective
Sustain, increase and streamline the New Starts Program	To facilitate securing a Full Funding Grant Agreement for Portland to Milwaukie Light Rail and facilitate the needed New Starts funding contribution toward the Columbia River Crossing Light Rail project
Maintain the 50% set-aside of TMP and CMAQ funds and correct the program structure to assign non-NHS bridge funding to the TMP and shift the NHPP pavement and bridge condition penalty from the TMP to the expansion component of the NHPP	<p>To sustain the region's investment in expansion of the light rail system, demand management programs, system management and operation projects, transit oriented development projects, bike and pedestrian projects, freight projects</p> <p>To ensure bridge repair and replacement on the non-NHS bridges is adequately funded</p> <p>To link the consequence of inadequate expenditure on NHS system pavement and bridge condition to decisions to invest in NHS expansion</p>
Increase the maximum amount of Small Starts funding to \$100 million	<p>To support closing the eastside loop (at OMSI)</p> <p>To help build the streetcar production market for Oregon Ironworks as a regional economic development strategy</p>
Allow for a Documented Categorical Exclusion in the Small Starts program	To facilitate streamlined delivery of future streetcar projects in the right-of-way
Allow the MPO planning funds to be used as match against university research funds (like the state planning funds)	To increase the partnership between the MPOs and OTREC
Increase the funding level for Projects of National Significance	To ensure the needed federal highway funding contribution to CRC is feasible
Maintain competitive criteria for the TIFIA program	To ensure TIFIA is a viable source for the Columbia River Crossing project
Retain an intercity rail passenger program	To support improvement to rail passenger service between Eugene, OR and Vancouver, BC

Portland Region Federal Transportation Authorization Priorities

How the Region's Adopted Priorities Are Addressed in MAP-21:

- Metropolitan Mobility – marginally addressed. New NHPP limits expansion to 40% of the funds; Transportation Mobility Program provides very broad eligibility for everything beyond the NHS system.
- Sustaining and improving the New Starts/Small Starts Program – No transit bill yet.
- Projects of Regional and National Significance – Program included but funding level is modest at \$1 billion per year.
- Freight – New core program at \$2 billion per year; broadened eligibility for freight rail projects.
- State of Good Repair – strong emphasis in National Highway Performance Program with no more than 40% of funds available for expansion while 100% are available for NHS bridge and pavement preservation.
- Adequate funding – status quo plus inflation (better than 30% cut!).
- Link to climate change, energy conservation and energy security – not.
- Take steps toward a VMT fee – not.
- System and Demand Management – eligible under both TMP and NHPP.
- Transit Oriented Development – benefitted by stronger HUD/DOT/EPA Partnership.
- Bridges – non-NHS bridges merged into new Transportation Mobility Program without adequate transfer of resources (see page 2).
- Intercity Passenger Rail – no transit bill yet; there appears to be a backing off of support for high speed rail; needs to shift to a more modest and incremental approach to “higher” speed rail.
- Transit Funding – no transit bill yet.
- Active Transportation/Cycling and Walking – eligible but not set-aside.
- Earmarks – not.

New issues

- Support Senate Bill – MAP-21 – which is organized around the following core programs:
 - National Highway Performance Program (NHPP) – up to 40 % can be used for expansion.
 - Transportation Mobility Program (TMP)
 - Congestion Mitigation Air Quality (CMAQ)
 - Safety
 - Freight

Core programs consolidate numerous smaller programs with broadened flexibility and penalties for not meeting performance standards – establishes minimum spending requirement for NHS bridges and pavement and safety funds if performance standards are not met.
- Penalty for bridge and pavement condition in the NHPP involves minimum spending level on pavement and bridge repair and transfer of 10% of TMP to NHPP for bridge and pavement repair. Recommend changing provision to require shift from the expansion component of the NHPP rather than from the TMP.
- Non-NHS bridge responsibility assigned to TMP while non-NHS on-system bridge funding assigned to NHPP. Recommend shifting resources to follow responsibility.
- MAP-21 requires \$12 billion to close the funding gap (out of a 2-year \$109 billion bill) with mandatory obligation limits if the revenues fall short. Strongly support fully funding the bill.
- Support Performance Management targets in MAP – 21 for bridge and pavement condition and safety.
- Support two tiers of MPOs in MAP – 21 to ensure technical adequacy; Tier 1 selects CMAQ projects; Tier 1 and 2 select TMP projects.
- Support the coordination of HUD/DOT/EPA programs. In particular, support Senator Menendez and Representative Perlmutter’s “Livable Communities Act” – co-sponsored by Senators Merkley and Wyden and Representative Blumenauer.
- Support expanded TIFIA from \$122 million to \$1 billion (good for CRC) but with more rigorous criteria than “first come, first served.”

- Transportation Enhancement set-aside dropped from STP but included as an add-on to CMAQ with added eligibility for Safe Routes to Schools, Recreational Trails and street livability projects. Funds can be diverted from this program if unobligated balance exceeds 150%.
- Broadened CMAQ eligibility for particulates and diesel emission reductions
- New, limited eligibility for freight rail projects.
- A Projects of National and Regional Significance program is included in MAP – 21 (good for CRC) but only funded at \$1 billion/year (needs to be higher).
- Streamlining highway project delivery incorporated into bill.
- Practical Design called for when appropriate; need to emphasize this as a streamlining and cost saving tool.
- Support continued research program based upon 15 large centers @ \$3.5 million each with a 100% match requirement and 20 smaller centers @ \$2.0 million each with a 50% match requirement. Competitive program structure is good but allowing MPO funding to be used as match like the state planning and research funds would be better.
- Small Starts program needs allowance for defining a project as a “Documented Categorical Exclusion” for NEPA purposes for projects within the right-of-way.
- Funding maximum for Small Starts should be increased to \$100 million.

Materials following this page were distributed at the meeting.

Susan Patterson-Sale

From: Tigue Howe [tigueh@theppigroup.com]
Sent: Monday, December 12, 2011 2:10 PM
To: Trans System Accounts
Cc: Tigue Howe
Subject: RTP Comments

Councilors;

I strongly support the Bike Share Program from a business perspective.

BIKE SHARE = JOBS

WHY?

It is the only RFF proposal that actual can help employ local people over a long period of time. (Logistics, Admin staffing etc.) which are private employees.

It promotes tourism in the metro area.

It is estimated that the tourists themselves will account for about 40% of the ridership. So they'll "pay to play".

The cost to local government for this winning idea is \$0. No brainer. (Paid by the RFF, Users, Sponsors)

Combined with the street car developments and the PMLR this bike share will complete a true multi modal transportation system for the central city. Tourists as well as local suburbanites will be able to travel to the city center with absolutely no need for a car.

When considering the whole ecosystem of jobs, neighborhoods, race, class etc. This helps EVERYONE over the long haul

Thank You.

Tigue Howe
President, PPI Group
6015 NE 80th Ave.
Portland, Or 97218
503-231-1576
tigueh@theppigroup.com

I am a lifelong resident of the City of Portland.

Disclaimer: I am an alternate member of the City of Portland Bicycle Advisory Committee. However these opinions are my own and I do not represent or speak for the BAC.

Susan Patterson-Sale

From: Ian Stude [istude@pdx.edu]
Sent: Tuesday, December 20, 2011 6:09 PM
To: Trans System Accounts
Subject: Comment of support for Portland BikeShare Project

Hello,

I would like to offer my comment of support for the amendment to the Portland Bike Share Project. This innovative project will bring permanent jobs and a new low-cost form of mobility to the central city.

Furthermore, it stands to dramatically lower the barrier to utilizing a bicycle for simple, short trips in the most dense and congested part of the city. Please continue to support this important project and see that it is implemented as soon as possible.

Many thanks,
Ian Stude

Susan Patterson-Sale

From: Roger Averbeck [roger.averbeck@gmail.com]
Sent: Thursday, January 05, 2012 4:37 PM
To: Trans System Accounts
Cc: Roger Averbeck
Subject: RTP Comments

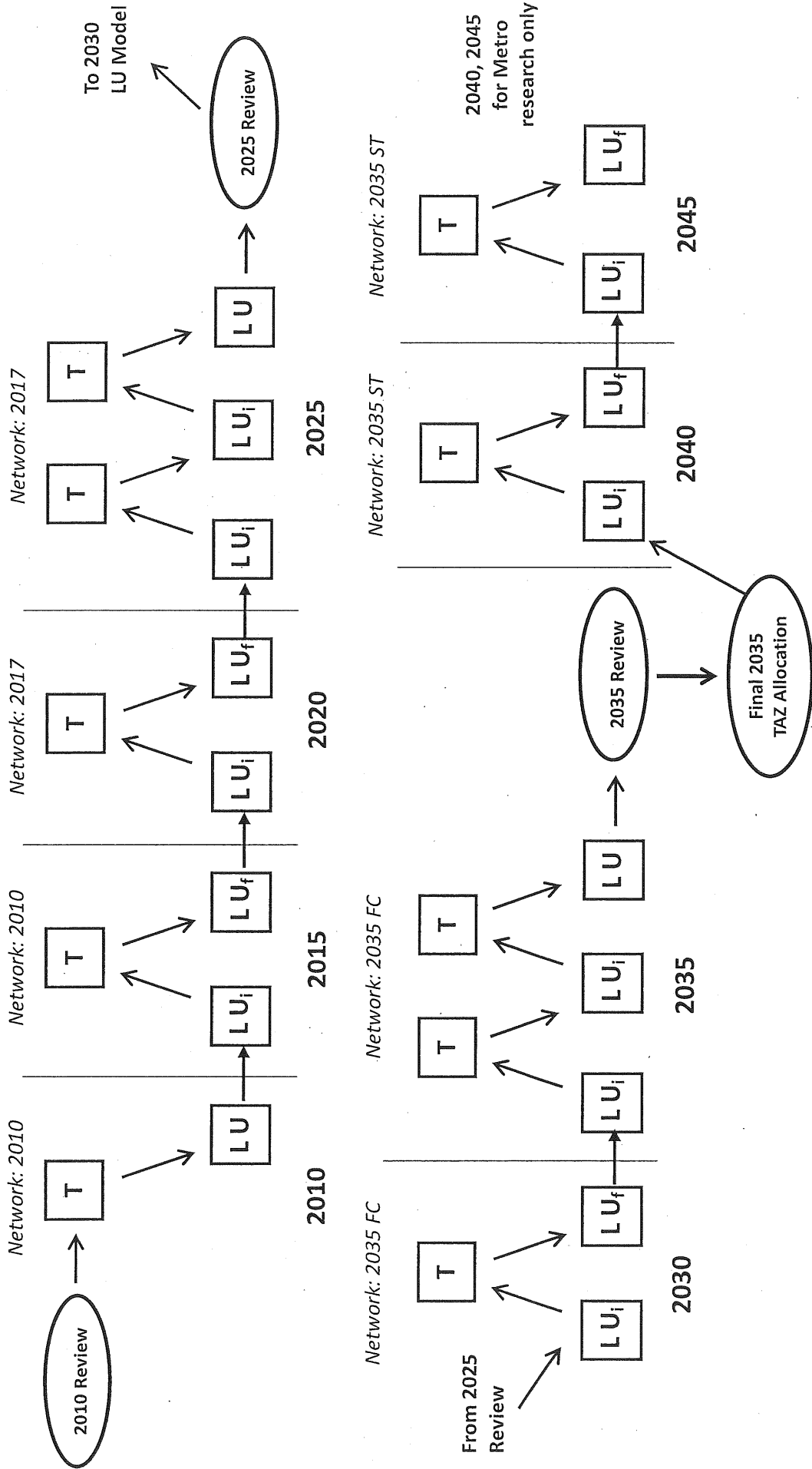
I object to the addition of Portland Bike Share to the RTP. There are many bicycle & pedestrian projects already on this list that have been waiting for many years for funding, a new project such as bike share does not deserve to be implemented at this time. This project should not have been approved by TPAC and JPACT. Portland Bike Share should not be approved by Metro Council on Jan. 19th.

Bike Share does not adequately address the equity criteria for the 2014-2015 regional flex funds and the public involvement for this project to date has been inadequate: As noted on the Metro website: "More details will be known when the city selects a private company to run the program". It's unacceptable to provide the funding and add this project to the RTP - Portland should determine the details, meet the criteria, and try again in the next round of RFF's.

In this era of declining transportation revenues, with severe gaps and deficiencies in bicycle & pedestrian infrastructure on major arterials, critical safety improvements should be prioritized over questionable innovations like bike share, especially those that only invest more in Portland's central city, already well served with regard to active transportation. Thanks for the opportunity to comment on additions to the RTP.

Roger Averbeck
PO Box 19893
Portland, OR 97219
503-679-1447
roger.averbeck@gmail.com

Data Transfer Protocol for MetroScope TAZ "Gamma" Forecast Model Runs



010612t-02

Logsums to Land Use Model (PM peak travel time matrix)

T

Households by HIA, Employment by Type to Transport Model
subscript i = preliminary
subscript f = final

LU

2040, 2045 for Metro research only

Metro 2010-2045 Growth Distribution Process

Project Update to TPAC

January 6, 2012

Presentation Overview

- Importance of this update
 - Coordination of population forecast
 - Benefactors of growth distribution information
 - Review and comment process
 - How to get the growth distribution data
- Project schedule (*next slide*)
- Technical process

Project Schedule – page1

Timing	Activity Description
Oct. 2010	Planning directors meeting to kick-off TAZ Forecast
Nov. 2010 - Feb. 2011	Update the crosswalk table between local zoning districts and MetroScope zone class (incorporate local review)
Jan. – July 2011	Develop MetroScope Supply Modules (TAZ subcommittee) (Capacity estimates for residential and employment)
June 2011	Release MetroScope Beta 2010-35 TAZ Forecast (agile version) (limited release of interim forecast product for EMCP and SW Corridor projects)
July 2011	Planning directors meeting to begin review of Supply Modules
Aug. – Sep. 2011	Finalize MetroScope Supply Modules (incorporates final recommendations of supply assumptions of Portland and suburban areas)
Oct. 2011	MetroScope Gamma TAZ Forecast starts now (tandem version) (land-use and transportation modeling are fully engaged in TAZ forecast)
Nov. 2011	Limited Release of Gamma 1.0 TAZ Forecast (agile) (interim forecast presented to Portland planning for comp plan review task)

2010-45 Regional TAZ Forecast Distribution

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Project Schedule – page2

Dec. 2011-Mar. 2012	1st preview of MetroScope Gamma Forecast (local governments can begin reviewing preliminary forecast data)
Apr. 2012	MetroScope Gamma TAZ Forecast restarts (tandem)
June-July 2012	Final Review of MetroScope Gamma Forecast
Aug 2012	Metro Council hearing and adoption of Official TAZ Forecast
	Next Steps?
Mid-2012	Commit work program to research supply and demand unresolved supply and demand issues identified during this TAZ forecast

2010-45 Regional TAZ Forecast Distribution

4

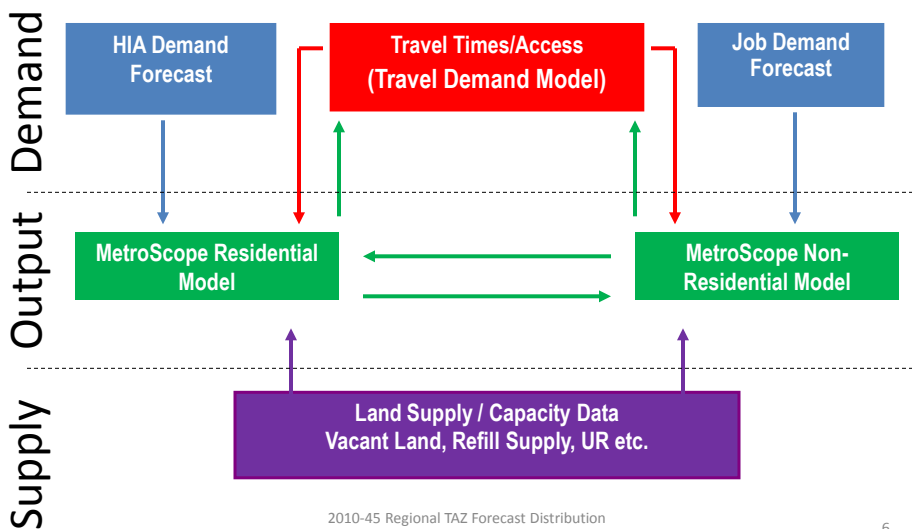
UGR/Growth Distribution – Two Step Process

Urban Growth Report	Growth (TAZ) Distribution
<ul style="list-style-type: none"> • 2030 planning horizon 	<ul style="list-style-type: none"> • 2045 planning horizon
<ul style="list-style-type: none"> • UGB level 	<ul style="list-style-type: none"> • TAZ level
<ul style="list-style-type: none"> • MetroScope only modeling 	<ul style="list-style-type: none"> • Iterative MetroScope and Transportation modeling
<ul style="list-style-type: none"> • Limited review of inputs and outputs 	<ul style="list-style-type: none"> • Expanded review of model inputs with local governments
	<ul style="list-style-type: none"> • Incorporates recent Council decisions
	<ul style="list-style-type: none"> • More attention to market redevelopment potential
	<ul style="list-style-type: none"> • More attention to housing market segments by tenure, type, and location

2010-45 Regional TAZ Forecast Distribution

5

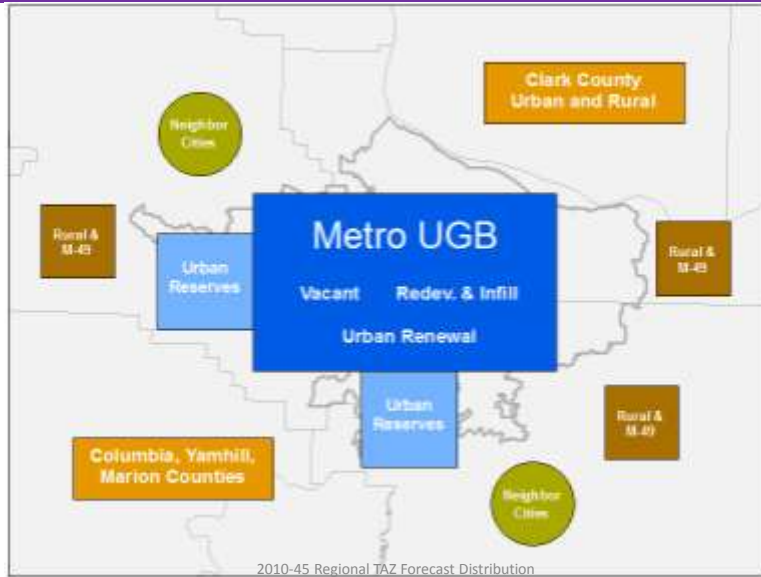
MetroScope Model Schematic



2010-45 Regional TAZ Forecast Distribution

6

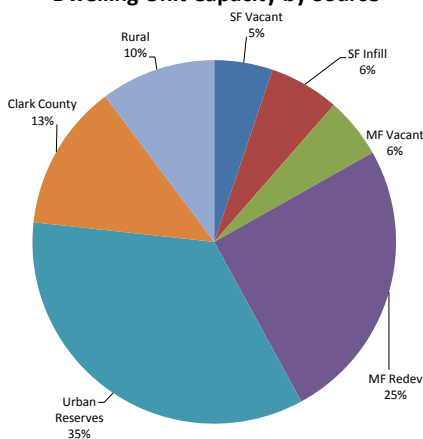
Supply Data: MetroScope Capacity Concepts



8

Supply Data: Residential Capacity (PMSA)

Dwelling Unit Capacity by Source

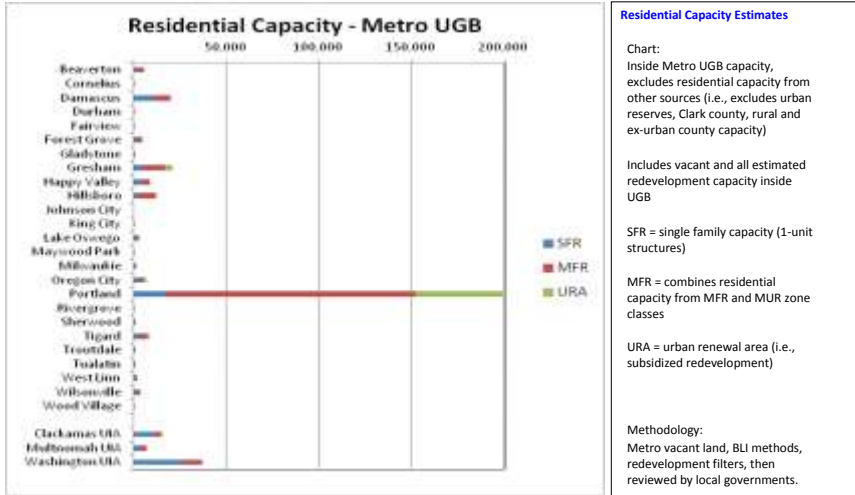


	net units (rounded)	
Total Capacity:	864,000	100%
(for greater-Portland metropolitan region)		
Metro UGB:	363,300	42%
Vacant in UGB:	91,600	11%
Redev in UGB:	271,700	31%
Prospective Capacity in Urban Reserves (Metro):	299,600	35%
Single Family (est.)	75,800	9%
Multi-family (est.)	223,800	26%
(MFR includes MUR capacity)		
Clark County:	112,700	13%
Single Family	67,000	8%
Multi-family	45,700	5%
Rural Tri-counties (part)	33,200	4%
Columbia, Marion, Yamhill (parts):	55,200	6%

2010-45 Regional TAZ Forecast Distribution

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Supply Data: Capacity by Type (UGB)



2010-45 Regional TAZ Forecast Distribution

Travel Demand Data: Travel Networks

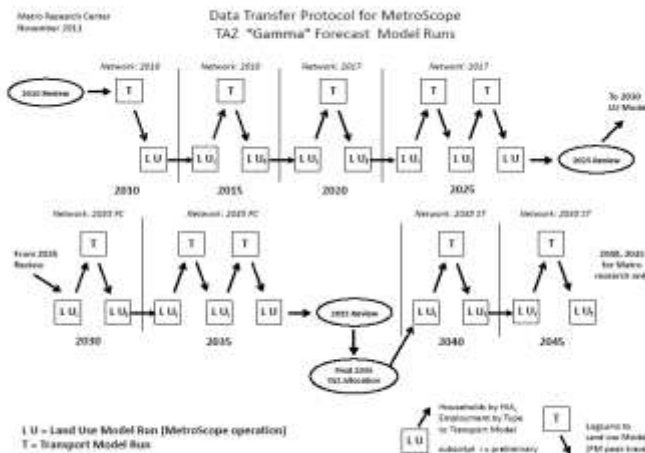
Networks in TAZ GAMMA Forecast

2010 existing

2017 network

2035 RTP Federal (Constrained)

2035 RTP State (Strategic)



2010-45 Regional TAZ Forecast Distribution

Recap and Next Steps

- Progress to date
 - Limited release of a Beta TAZ forecast
 - July 22: planning directors meeting to review capacity assumptions
 - Nov: final confirmation of capacity assumptions with each local government staff
 - Limited release of a revised Beta TAZ forecast
 - Release midterm Gamma TAZ forecast (2010 to 2025) for local inspection
- Concerns (*next slide*)
- Research agenda to address concerns

2010-45 Regional TAZ Forecast Distribution

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Gamma 1.0 TAZ Forecast: Preliminary Forecast

Key Concerns - Forecast Inputs and Assumptions:

- Single family housing supply
- Equity and price effects (economic dislocations)
- Redevelopment (economic thresholds)
- Redevelopment of relatively new development
- Mixed use residential (horizontal districts)
anticipated development vs. assumed capacity
- Mixed use residential density assumptions (MUR 9-10)
- Market differentiation by household type, tenure and location

2010-45 Regional TAZ Forecast Distribution

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Research Agenda

- Proposed improvements to the forecast distribution process:
 - Residential choice study enhanced with market segmentation
 - Redevelopment supply assumption refinement
 - Review actual development densities in high density multifamily and mixed use residential zone classes

*depending on funding availability