600 NE Grand Ave.
Portland, OR 97232-2736 

# Metro | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Jan. 12, 2012
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

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**7:30 AM** **1.** **CALL TO ORDER & DECLARATION OF A QUORUM** **Carlotta Collette, Chair**

**7:32 AM** **2.** **INTRODUCTIONS** **Carlotta Collette, Chair**

**7:35 AM** **3.** **CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS** **Carlotta Collette, Chair**

**7:38 AM** **4.** **COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**

- Report Back on Dec. 15 JPACT Regional Funding Subcommittee Meeting
- TIGER III and Sellwood Bridge Update

**CONSENT AGENDA**

**7:43 AM** **5.** * • Consideration of the JPACT Minutes for Dec. 8, 2011

* • Resolution No. 12-4323, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the City of Portland Peer-to-Peer Carsharing Project – APPROVAL REQUESTED

* • Amendments to the 2035 Regional Transportation Plan (RTP)and 2010-13 Metropolitan Transportation Improvement Program (MTIP)– APPROVAL REQUESTED

o RTP & MTIP Amendment 1
Resolution No. 12-4319, 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

o RTP & MTIP Amendment 2
Resolution No. 12-4319, 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 Construction Phase of the Sellwood Bridge Replacement Project

o RTP Amendment 3 & 4
Resolution No. 12-4321, 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

*Continued on back…*

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| | **6.** | | **ACTION ITEMS** | |
| **7:50 AM** | 6.1 | * | Climate Smart Communities Scenarios Project –Phase 1 Findings Report – ACCEPT THE PHASE 1 FINDINGS REPORT REQUESTED | **Kim Ellis** |
| | **7.** | | **INFORMATION/DISCUSSION ITEMS** | |
| **8:10 AM** | 7.1 | * | Update on the Transportation Electrification Executive Council (TEEC) and Drive Oregon – INFORMATION | **Charlie Allcock, PGE**<br>**Jeff Allen, Drive Oregon** |
| **8:30 AM** | 7.2 | * | Comments on ODOT's Congestion Pricing Policy – INFORMATION / DISCUSSION | **Andy Cotugno** |
| **8:45 AM** | 7.3 | * | Federal Authorization Priorities – DISCUSSION | **Andy Cotugno** |
| **9 AM** | **8.** | | **ADJOURN** | **Carlotta Collette, Chair** |

* Material available electronically.
# Material will be sent in a supplemental mailing.

*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.

**2012 JPACT Work Program**
**12/23/11**

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|---|---|
| **January 12, 2012 – Regular Meeting**<br>• 2010-13 MTIP Amendment to add the City of Portland Peer-to-Peer Carsharing Project – Action<br>• RTP & MTIP amendments – Action<br>o Northbound Cornelius Pass Rd. to Eastbound US 26 Project (City of Hillsboro)<br>o Construction Phase of Sellwood Bridge Replacement Project (Multnomah County)<br>o Bike Sharing Project (City of Portland)<br>o Removing Allen Blvd. and Nimbus Ave. Extension Projects (City of Beaverton)<br>• Climate Smart Communities Scenarios – Accept of the Phase 1 Findings<br>• Transportation Electrification Executive Council (TEEC) and Drive Oregon – Information<br>• ODOT Congestion Pricing – Discussion<br>• Federal Authorization Priorities – Discussion | **February 9, 2012 – Regular Meeting**<br>• Draft Regional Safety Plan Discussion<br>• Climate Smart Communities Scenarios Phase 2 work plan – Discussion<br>• Oregon Sustainable Transportation Initiative (OSTI) - Information<br>o Statewide Transportation Strategy (STS)<br>• LCDC Rulemaking on selection of preferred scenario<br>• Federal Authorization Priorities – Action<br>• ODOT Congestion Pricing – Comments/Action<br>• Briefing on RTO Strategic Plan – Information |
| **March 1, 2012 – Regular Meeting**<br>• Regional Safety Plan – Action<br>• 2012-15 MTIP/STIP Approval and Air Quality Conformity – Action<br><br>**March 5 to 8, 2012 – Annual Washington, DC Trip** | **April 12, 2012 – Regular Meeting**<br>• FY2012-13 UPWP – Action<br>RTO Strategic Plan – Action |
| **May 10, 2012 – Regular Meeting**<br>• OSTI draft Statewide Transportation Strategy (STS) – Discussion<br>• Climate Smart Communities Scenarios Phase 2 – Discussion | **June 14, 2012 – Regular Meeting** |
| **July 12, 2012 – Regular Meeting**<br>• Climate Smart Communities Scenarios – Discussion | **August 9, 2012 – Regular Meeting** |
| **September 13, 2012 – Regular Meeting** | **October 11, 2012 – Regular Meeting**<br>• Climate Smart Communities Scenarios Phase 2 scenarios analysis – Discussion<br>• Oregon Sustainable Transportation Initiative |
| **November 8, 2012 – Regular Meeting**<br>Climate Smart Communities Scenarios Phase 2 scenarios analysis – Discussion | **December 13, 2012 – Regular Meeting** |

Parking Lot:

- Regional Indicators briefing in mid 2011.
- Portland to Lake Oswego Transit Project (Winter 2012)

BEFORE THE METRO COUNCIL

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| 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. 12-4323<br><br>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, this project will not affect the conformity status of the 2035 RTP and the 2010-13 MTIP because it will not have a significant impact on vehicle emissions in the region; 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

**Exhibit A to Resolution No. 12-4323**

## 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

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Date: January 12, 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.

**Regulatory considerations**

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. The air quality consultation group includes staff from Department of Environmental Quality (DEQ), Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), TriMet, and Oregon Department of Transportation (ODOT).

TPAC as the standing committee designated for interagency consultation by state rule (OAR 340 Division 252) has also agreed with these findings.

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.

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.12-4323

**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. 12-4323

600 NE Grand Ave.
Portland, OR 97232-2736
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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
December 8, 2011
Metro Regional Center, Council Chamber

| MEMBERS PRESENT | AFFILIATION |
|---|---|
| Sam Adams | City of Portland |
| Shane Bemis | City of Gresham, representing Cities of Multnomah Co. |
| Rex Burkholder | Metro Council |
| Carlotta Collette, Chair | Metro Council |
| Shirley Craddick | Metro Council |
| Nina DeConcini | Oregon Department of Environmental Quality |
| Craig Dirksen | City of Tigard, representing Cities of Washington Co. |
| Deborah Kafoury | Multnomah County |
| Neil McFarlane | TriMet |
| Jason Tell | Oregon Department of Transportation, Region 1 |
| Don Wagner | Washington State Department of Transportation |

| MEMBERS EXCUSED | AFFILIATION |
|---|---|
| Jack Burkman | City of Vancouver |
| Donna Jordan | City of Lake Oswego, representing Cities of Clackamas Co. |
| Ann Lininger | Clackamas County |
| Roy Rogers | Washington County |
| Steve Stuart | Clark County |
| Bill Wyatt | Port of Portland |

| ALTERNATES PRESENT | AFFILIATION. |
|---|---|
| Jim Bernard | Clackamas County |
| Tim Knapp | City of Wilsonville, representing Cities of Clackamas Co., |
| Susie Lahsene | Port of Portland |
| Dean Lookingbill | SW Washington RTC |

STAFF: Aaron Brown, Andy Cotugno, Elissa Gertler, Nuin-Tara Key, Ted Leybold, Lake McTighe, John Mermin, Dylan Rivera, Amy Rose, Kathryn Sofich, Randy Tucker, Ray Valone, Sheena VanLeuven

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

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:34 a.m.

## 2. INTRODUCTIONS

Chair Collette introduced Mr. John Valley of Senator Jeff Merkley's office.

## 3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

## 4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette announced that on December 7, the Columbia River Crossing project received the Federal Government's Record of Decision, allowing Oregon and Washington to begin right-of-way acquisition and construction. Copies of the press release are included in the meeting packet.

Chair Collette also stated that the Transportation Policy Alternatives Committee (TPAC) has three new Community Representatives. Ms. Carla Danley, Mr. David Eatwell and Ms. Carol Gosset will begin their terms at the January 6, 2012 TPAC meeting.

## 5. CONSIDERATION OF THE JPACT MINUTES FOR NOVEMBER 10, 2011

MOTION: Mr. Neil McFarlane moved, Councilor Donna Jordan seconded, to approve the November 10, 2011 minutes.

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

## 6. ACTION ITEMS

### 6.1 Metropolitan Transportation Improvement Program (MTIP) Amendments

Chair Collette introduced Mr. Rian Windsheimer of ODOT, who discussed Resolution No. 11-4314, which would amend the MTIP documents to include the OR217 Active Traffic Management Project. This amendment would allow ODOT to study how traffic management practices, such as shoulder widening and construction of variable message signs, could mitigate congestion on the facility.

MOTION: Ms. Susie Lahene moved, Mayor Craig Dirksen seconded, to approve the OR217 Active Traffic Management Project amendment to the Metropolitan Transportation Improvement Program.

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

Ms. Katherine Kelly of the City of Gresham presented to JPACT Resolution No. 11-4315, which would amend the MTIP document to include the Gresham-Fairview Trail to Wallula Bicycle and Pedestrian facility, which was recently awarded funding from the federal Transportation, Community and System Preservation (TCSP) program. The federal government selected this project from a national pool of competitive projects. Mr. McFarlane noted he was pleased to see this project selected after the area was recently studied in TriMet's Pedestrian Network Analysis report. Ms. Kelly distributed a map of the project, which is included in the meeting packet.

MOTION: Mayor Dirksen moved, Mr. McFarlane seconded, to approve the Fairview Trail to Wallula amendment to the Metropolitan Transportation Improvement Program.

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

**6.2 2014-15 Regional Flexible Fund Allocation: Resolution No. 11-4313**

Ms. Amy Rose and Mr. Ted Leybold of Metro gave a presentation to JPACT summarizing their work to allocate Regional Flexible Funds to project proposals from across the region. The two year process was guided by a 2010 summit, in which the Metro Council and JPACT articulated a vision for transportation investments to address outcomes related to specific priorities. Mr. Leybold explained that Metro staff developed a collaborative process for local governments to establish projects, and project nominations were received by the agency in the summer of 2011. The proposed allocation has undergone a public comment period and has received comments from TPAC as well. The RFFA as proposed will provide funding for fourteen local projects. Mr. Leybold and Ms. Rose stated that regional partners expressed enthusiasm for the simplified approach used by Metro staff on this cycle of RFFA funds, and that project applicants appreciated the opportunity to receive comments from Metro staff to improve project proposals.

Chair Collette asked two citizens to share their concerns with the Portland Bike Share Project included in the Regional Flexible Fund:

- Mr. Alan Hipolito of Verde spoke to the Committee noting his organization's concerns with the Portland Bike Share project. He read a letter on behalf of Verde, cosigned by groups such as NAYA, the Urban League, Hacienda CDC, Portland Community Reinvestment Initiatives, and the Immigrant and Refugee Community Organization, which stated their disapproval of the City of Portland's Bike Share project as currently proposed because of its attempt to include equity concerns later in the public process as opposed to engaging different communities from the start. He also referenced statements to TPAC by Mr. Ty Schwoeffermann of the Urban League of Portland, expressing similar concerns.

- Ms. Carla Danley also expressed her concern with the City of Portland's Bike Share Project, noting she saw what she considered a "habitual pattern of flawed process and lack of meaningful public engagement" with the city. She noted her concerns with the Portland Bureau of Transportation (PBOT) in other community projects, and stated that many communities do not feel they have meaningful public input.

Committee discussion included:

- Acknowledgement of the equity concerns raised by community members regarding the City of Portland's Bike Share project. Commissioner Deborah Kafoury stated that she didn't feel comfortable voting for the RFFA because of these communities' frustration with the project's lack of citizen involvement, and suggested the Bike Share project vote should be postponed until these concerns have been addressed.
- Mayor Adams noted that the Portland Bike Share project would serve the downtown area, which is home to many low-income and diverse communities, and would provide affordable transportation options to students travelling to Portland State University.

Mayor Adams also stressed that the City of Portland had large RFFA grants headed to East Portland, and that the City of Portland was serious about addressing equity concerns with their investment of Regional Flexible Funds. The Portland Bike Share project also does not currently have a Request for Proposal (RFP) published yet, and Mayor Adams expressed hope that some of these concerns could be addressed later in the RFP process.

- The impact of potentially delaying the vote on the RFFA projects. Mr. Leybold noted that postponing the vote on the program could jeopardize Metro's coordination with the State of Oregon to implement the MTIP and STIP program.
- Overall praise for both the process and the final projects chosen. Mr. McFarlane commented that many of these projects will be greatly beneficial to public transit users, and many JPACT members commended Metro staff for their technical help in the nomination of these projects.

MOTION: Commissioner Jim Bernard moved, Mr. McFarlane seconded, to allocate Regional Flexible Funding for the years 2014 and 2015 to the fourteen local projects and seven region-wide projects listed in Resolution No. 11-4313.

AMENDMENT #1: Commissioner Kafoury motioned to postpone the vote on the City of Portland's Bike Share project until next month after PBOT staff has addressed the equity concerns from these various community organizations. There was no second.

ACTION TAKEN: With no second, there was no discussion. The amendment fails.

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

## 7. INFORMATION/DISCUSSION ITEMS

### 7.1 Portland Air Toxics Solutions (PATS) Presentation

Chair Collette introduced Ms. Nina DeConcini of the Department of Environmental Quality (DEQ) who gave a presentation on Metro's efforts to consider Portland's findings on local air quality with 2010 Census Data, with the intent to include Environmental Justice considerations when addressing reductions in air toxicity. Ms. DeConcini noted that some air pollutants are not currently regulated by federal standards, and that the DEQ and the State of Oregon have developed health-based benchmark standards in the absence of federally-mandated targets. Her slideshow is included in the meeting packet.

Committee discussion included:

- The inherent difficulty of creating regulations for increased air quality. Councilor Rex Burkholder noted the ubiquity of these chemicals and the extent to which existing government agencies are at times unable to effectively litigate against their presence in the atmosphere. He praised the efforts of Deschutes County, which recently prevented the sale of uncertified wood stoves in their jurisdiction in an effort to reduce associated airborne toxins.

- JPACT members also noted, however, that many policies that promote air quality can also promote other regional benefits, and programs such as Metro's Climate Smart Communities are well-poised to help government agencies look at land use policies and air quality goals holistically.
- A need for more industrial representation on the review panel. Ms. Lahene noted that the Port of Portland wished to address their concerns with the assumptions used in the DEQ's air dispersion model, and that the Port continues to look forward to working on solutions for improved air quality. Ms. Lahene also suggested that a third-party review the white paper produced by the DEQ.

The public comment period for the PATS report is available through the First Quarter of 2012, and will be presented to the Environmental Quality Commission next spring. Ms. DeConcini thanked the members of the advisory committee that helped produce the report.

### 7.2 Climate Smart Communities Scenarios – Draft Phase 1 Findings Report

Ms. Kim Ellis and Mr. Mike Hogelund of Metro provided JPACT with a copy of the Draft Phase 1 Findings report of the Climate Smart Communities Scenarios project, noting that JPACT will be asked to formally accept the findings in the report in the upcoming January 2012 meeting. The project remains in the first phase, which emphasizes understanding the different choices and how far current plans and policies will go to help the region meet carbon reduction targets set by the State Legislation in 2009. Ms. Ellis explained that this report is intended to provide a foundation of the information gathered from this project, and explains the assumptions used to deliver the initial findings. Mr. Hogelund explained that the State of Oregon is undergoing similar studies to understand statewide scenarios for climate smart mitigation, including consideration for freight movement and inter-city rail. Ms. Ellis' report and slideshow are included in the meeting packet.

Committee discussion included:

- General praise for progress of the Climate Smart Communities Scenarios project. Mr. Tell, Mayor Adams, Mr. McFarlane, Councilor Burkholder and other JPACT members expressed their approval of the work so far in understanding the choices the region faces to reduce carbon emissions.
- The need for the region to continue ambitious efforts to reduce carbon emissions. Many JPACT members noted that many of the proposed solutions will require will and commitment from government staff and elected officials to see that these ideas are implemented.
- The importance of continued engagement with jurisdictions, bodies and individuals on the goals of this project. JPACT members discussed that it was important for elected officials, staff, and citizens continue to be included in the project as Phase 2 begins and decisions about specific policies are considered and discussed.
- The significance of land use and transportation to the Climate Smart Communities scenario project. JPACT members noted the importance of Community Design as a tool to reduce carbon reduction, but also stated their desire to see other industries and agencies adopt a fact-based, rigorously statistical method to reduce carbon emissions in their respective sectors.

### 7.3 Federal Legislative Agenda

Chair Collette introduced Mr. Andy Cotugno of Metro to speak about the JPACT finance subcommittee meeting being held the following week. Mr. Cotugno addressed the upcoming Federal Transit Authorization Bill, and the importance of this group to establish positions on policies and discretionary applications. He encouraged JPACT members to continue their discussion about regional project prioritization and to be prepared to address specific projects to specific grant opportunities, such as the Transportation Investment Generating Economic Recovery (TIGER) program. He noted that the region needs to be aware of current opportunities to apply for federal grants; a handout detailing these programs was distributed to the committee, and is included in the meeting packet. Chair Collette concurred, and noted that the Community Investment Initiative is also looking for innovative ways to fund transportation investments around the region.

## 8. ADJOURN

Chair Collette adjourned the meeting at 9:00 a.m.

Respectfully submitted,

Aaron Brown
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER 8, 2011
The following have been included as part of the official public record:

| ITEM | DOCUMENT TYPE | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|---|---|---|---|---|
| **3** | Document | 12/07/11 | US Department of Transportation Gives Green Light for I-5 Columbia River Crossing | 120811j-01 |
| **6.1** | Resolution | 12/2011 | Resolution No 11-4314 UPDATED | 120811j- 02 |
| **6.1** | Map | 12/08/11 | Map: Division Street Corridor, Resolution No. 11-4315 | 120811j-03 |
| **6.2** | Slideshow | 12/08/11 | 2014-15 Regional Flexible Funds: Final Recommendation | 120811j-04 |
| **7.1** | Letter | 11/04/11 | Metro Council Letter of Appreciation of PATSAC | 120811j-05 |

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|---|---|---|---|---|
| **7.2** | Report | 12/2011 | Climate Smart Communities Scenarios: Understanding Our Choices | 120811j-06 |
| **7.2** | Slideshow | 12/2011 | Climate Smart Communities Timeline | 120811j-07 |
| **7.3** | Handout | 12/2011 | FHWA FY 2010 Discretionary Grant Programs | 120811j-08 |

BEFORE THE METRO COUNCIL

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|---|---|---|
| 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 | ) ) ) ) ) ) ) ) | RESOLUTION NO. 12-4319<br><br>Introduced by Councilor |

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. 12-4319**

**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. 12-4319**

**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. 12-4319, 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

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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. 12-4319.

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 D1X 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.

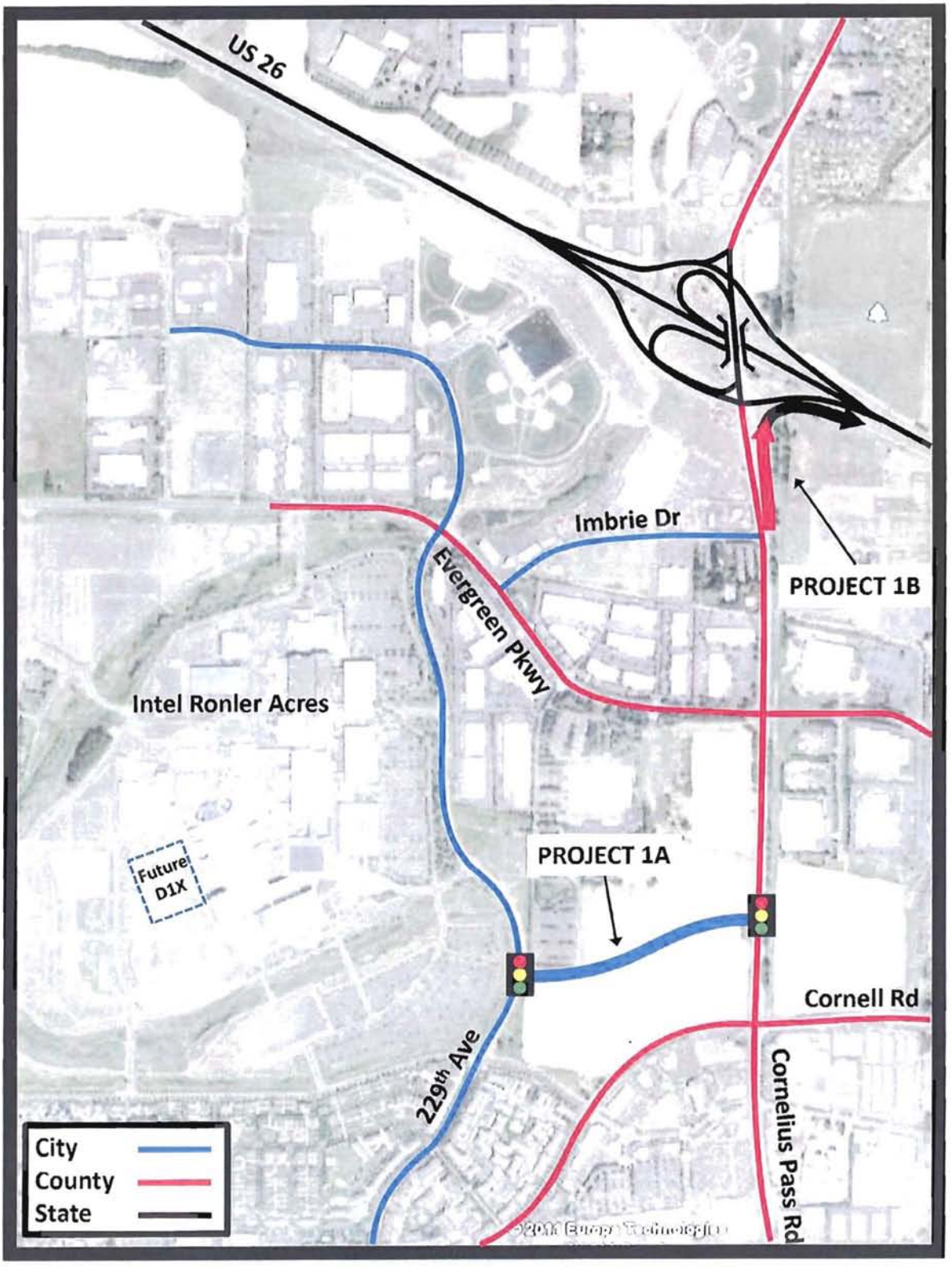
Sincerely,

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

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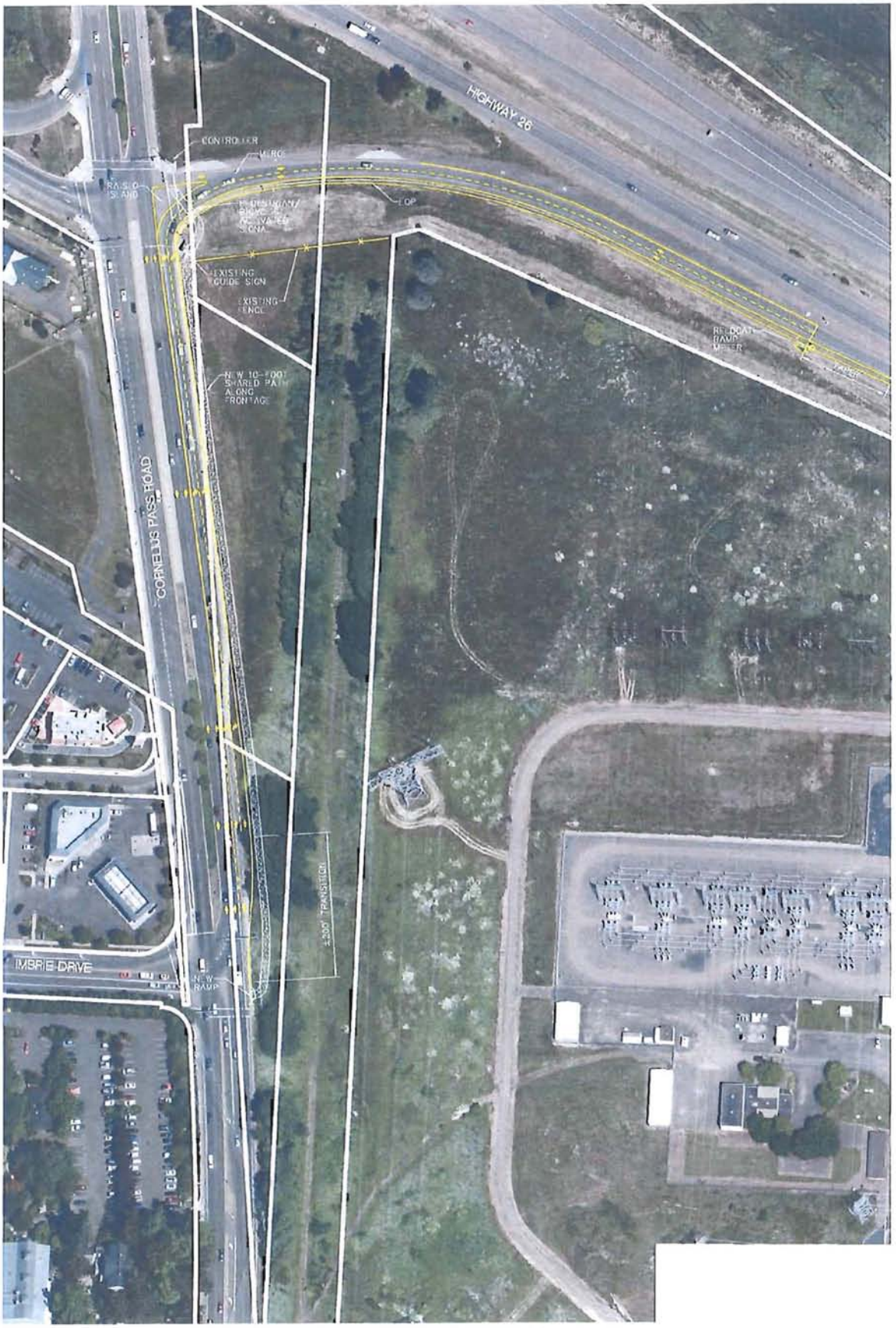


CORNELIUS PASS ROAD
AND HIGHWAY 26 IMPROVEMENTS

EXHIBIT A

0 20 40 80 120

MAY 6, 2011

GROUP MACKENZIE

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Attachment 2

Metro | *Memo*

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 tips, 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 FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CONSTRUCTION PHASE OF THE SELLWOOD BRIDGE REPLACEMENT PROJECT | ) ) ) ) ) ) ) ) | RESOLUTION NO. 12-4320<br><br>Introduced by Councilor |

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. 12-4320**

**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. 12-4320**

**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. 12-4320**

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. 12-4320, 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 County 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. 12-4320.

**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.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Attachment 2

Metro | *Memo*

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 tips, 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 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 | ) ) ) ) ) ) ) | RESOLUTION NO. 12-4321<br><br>Introduced by Councilor |

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. 12-4321**

**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. 12-4321**

**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. 12-4321**

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 |
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**STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 12-4321, 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 tips, 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.

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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. 12-4321.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Attachment 1

Metro | *Memo*

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

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> > *(a) All principal arterial highways;*
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| **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.

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Metro | *Memo*

Date: January 4, 2012

To: JPACT and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Climate Smart Communities Scenarios Project – Acceptance of Phase 1 Findings

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**PURPOSE**

JPACT consideration of accepting the Phase 1 Findings (Understanding Our Land Use and Transportation Choices) to receive officially and forward to the Metro Council to accept.

**ACTION REQUESTED**

- Accept the Phase 1 Findings (Understanding Our Land Use and Transportation Choices).

Acceptance of the findings will acknowledge the work completed to date and forward the findings to the Metro Council to accept and initiate Phase 2 of the Scenarios Project.

**HOW DOES THIS ISSUE AFFECT LOCAL GOVERNMENTS OR RESIDENTS IN THE REGION?**

The goal of the Climate Smart Communities Scenarios Project is to collaborate across all levels of government and public and private sectors to find the right combination of actions that will help the region build healthy, prosperous, equitable and environmentally-sound communities that advance local aspirations and meet state climate goals.

Reducing greenhouse gas (GHG) emissions is important to the health of the region and the planet. The Scenarios Project will demonstrate that the region can progress toward the GHG reduction goals set by the state within the context of achieving outcomes of equal importance to communities, businesses and residents: a healthy economy; clean air and water; and access to good jobs, affordable housing, transportation options, nature, trails and recreational opportunities.

**WHAT HAS CHANGED SINCE JPACT LAST CONSIDERED THIS ISSUE/ITEM?**

- Metro Councilor Collette and staff briefed the Land Conservation and Development Commission on the Scenarios Project and draft Phase 1 Findings. The Commission commended the work completed to date.
- Key findings from the research conducted to date have been finalized in a final draft Phase 1 Findings report, in consultation with the technical work group and Metro technical advisory committees.
- On December 20, 2011, the Scenarios Technical Work Group reviewed and identified refinements that are incorporated in the December 27 draft. Refinements focused on adding an executive summary to the report and clarification of implications and considerations for Phase 2 and Phase 3 of the Scenarios Project.
- On January 4, 2012, MTAC unanimously accepted the Phase 1 Findings and recommended that MPAC accept the findings to receive officially and forward to the Metro Council to accept.
- TPAC's recommendation on acceptance of the Phase 1 Findings is scheduled for January 6, and will be forwarded to JPACT in advance of the meeting.

## 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 know 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 $CO_2$e 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**

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.

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

| | |
|---|---|
| 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 DLCD |
| 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 |
| April | JPACT/MPAC/Council work session on Scenarios Project |











Climate Smart Communities Scenarios Project

# Understanding Our Land Use and Transportation Choices

FINAL DRAFT PHASE 1 FINDINGS | DECEMBER 27, 2011

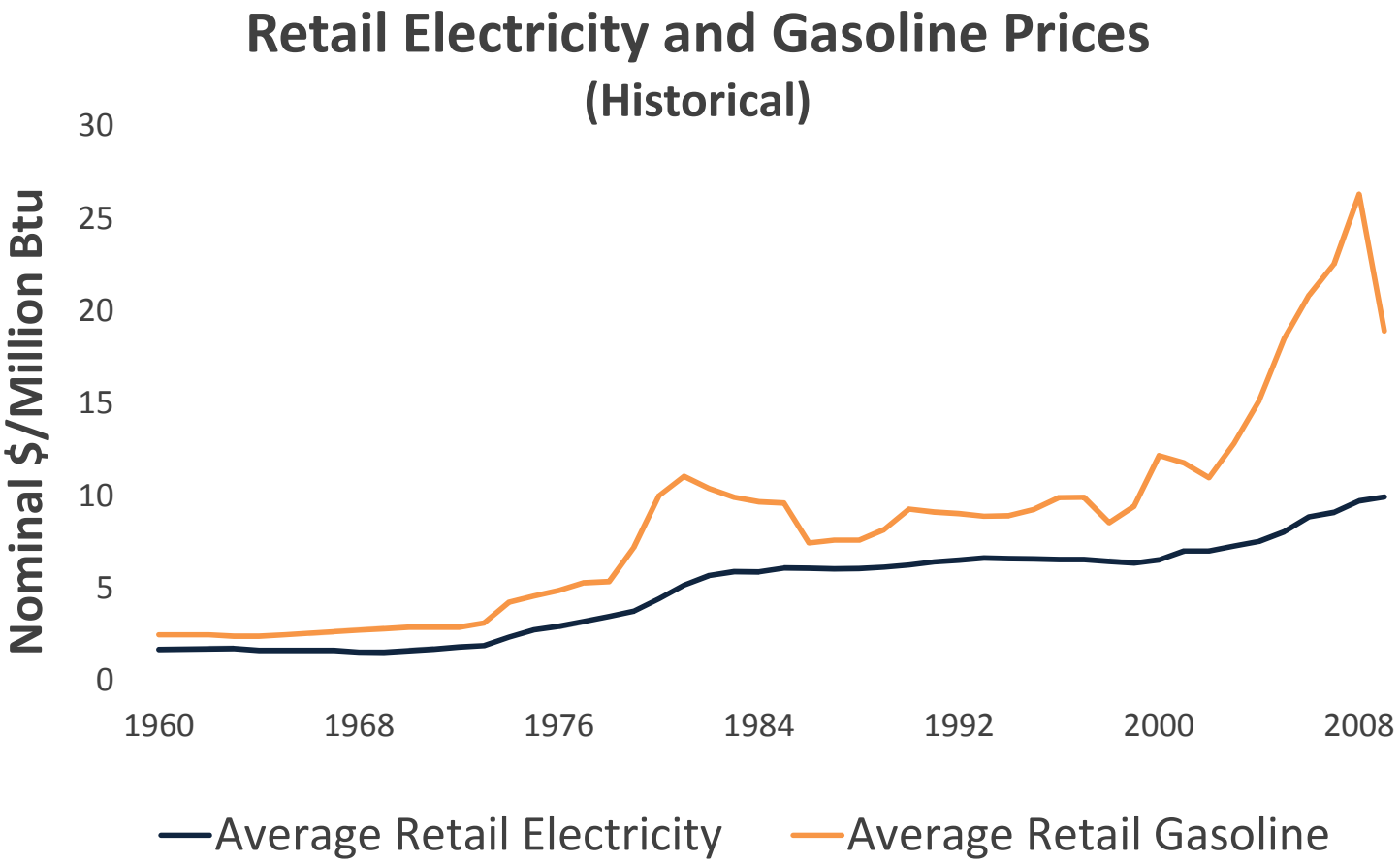


**PLEASE CLICK HERE TO ACCESS THE CLIMATE SMART COMMUNITES REPORT ONLINE.**

# WEST COAST GREEN HIGHWAY

- An initiative to promote the use of cleaner fuels by increasing market demand for high-efficiency, zero- and low-carbon-emitting vehicles
- 1,350 miles of I-5 stretching from the U.S. border with Canada, through Washington, Oregon, and California, to the U.S. border with Mexico
- Designated a “Corridor of the Future” by the U.S. Department of Transportation, I-5 could soon become the nation’s cleanest, greenest, and smartest highway
- By encouraging a shift from petroleum-based fuels to alternative fuels with low or no carbon emissions, the initiative helps meet national greenhouse gas reduction goals and creates green-technology jobs

**http://www.westcoastgreenhighway.com/**




Source: DOE, *AER 2010; EC Analysis*

THE EV Project

The EV Project is the largest deployment of electric vehicles and charge infrastructure in history.

- Aug. 5, 2009: U.S. Department of Energy awarded ECOtality a $99.8 million dollar grant
- The EV Project officially launched on Oct. 1, 2009

**CONTACT:**

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ECOtality, Project Manager of The EV Project
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**theevproject.com**

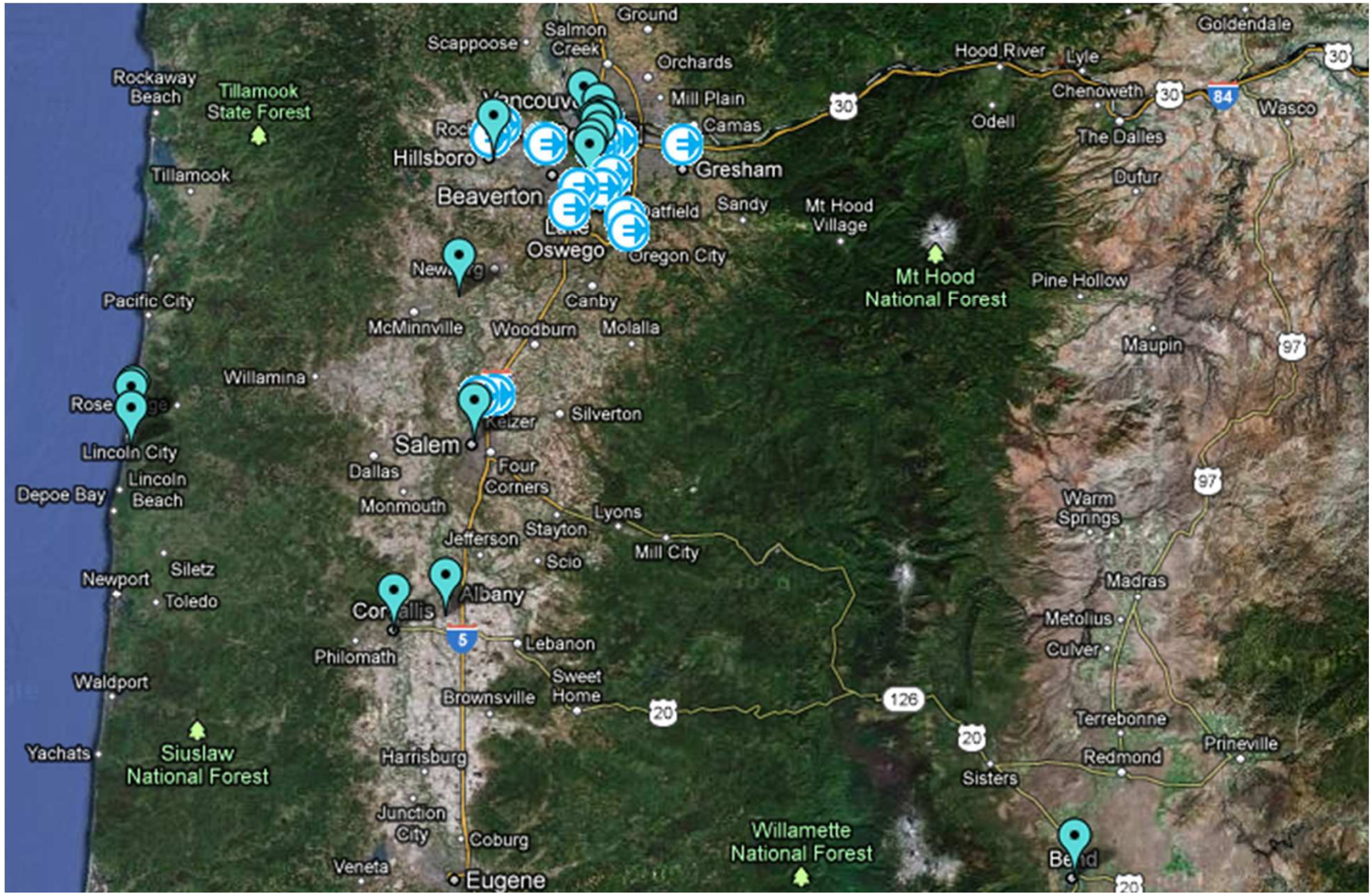
ecotality NORTH AMERICA

# Oregon: an early EV deployment market

| | |
|---|---|
| Tesla Roadster | Spring 2010 |
| Toyota Plug-in Prius | Jun. 2010 |
| Nissan Leaf | Dec. 2010 |
| Ford Transit Connect EV | May 2011 |
| Smith Electric Newton Truck | Fall 2011 |
| GM (Chevy) Volt | Fall 2011 |
| Mitsubishi “i” | Fall 2011 |
| Ford Focus EV | Early 2012 |
| Freightliner Electric Truck | Early 2012 |
| Honda Fit EV | Jul. 2012 |

*Many more models to come in 2012 - 2013*

# Map of Metro Area Charging Stations




http://maps.google.com/maps/ms?ie=UTF&msa=0&msid=105780121045194528070.00046828a5301105d6c70

U. S. Department of Energy
National Energy Technology Laboratory

*Project Summary*

# Energizing Oregon

## A PEV Market and Community Plan

Funding Opportunity Title:

Clean Cities
Community Readiness
and Planning for
Plug-in Electric Vehicles
and Charging Infrastructure

Funding Opportunity Number:
DE-FOA-0000451

CFDA Number:
81.086 Conservation Research
and Development

Submitted By:

business oregon
where business grows

In Partnership With:

Columbia-Willamette Clean Cities

ROGUE VALLEY CLEAN CITIES

## PROJECT OBJECTIVES

**The Energizing Oregon project has three main objectives briefly described below:**

**1. Integrate and optimize existing Oregon PEV readiness efforts.** The first objective is to integrate and optimize all of Oregon's existing plug-in electric vehicle (PEV) efforts, partnerships and stakeholders so that all PEV-related groups, activities and communications are under one umbrella and operating from a uniform platform of policies and messaging.

**2. Develop a statewide PEV market and community plan.** The second objective is to engage existing and new stakeholders to develop a statewide PEV market and community plan with a roadmap defining stakeholder responsibilities that complements and expands on current efforts. This plan will also identify and address key barriers, such as policies and incentives, that must be addressed to achieve broad, fast and successful deployment of PEVs.

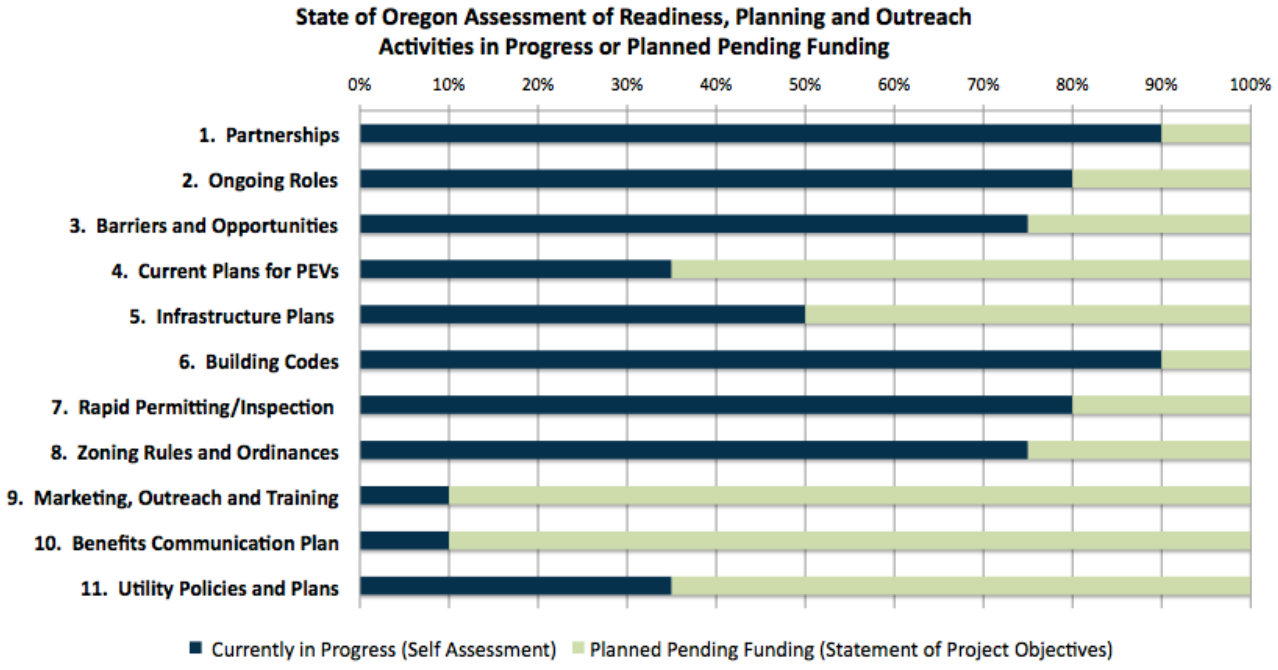
**3. Create momentum for reaching national PEV deployment goal.** Finally, this project will create momentum for Oregon to exceed its share of the national goal of 1 million PEVs by 2015. This will be achieved through expanded PEV and EV supply equipment (EVSE) planning, increased visibility and understanding of PEVs and EVSE, outreach and education to engage future adopters of PEV and installers of EVSE and targeted training to key early audiences. All of these efforts will capitalize on Oregon's willingness to adopt early, experiment and share lessons learned and best practices.

## SELF ASSESSMENT

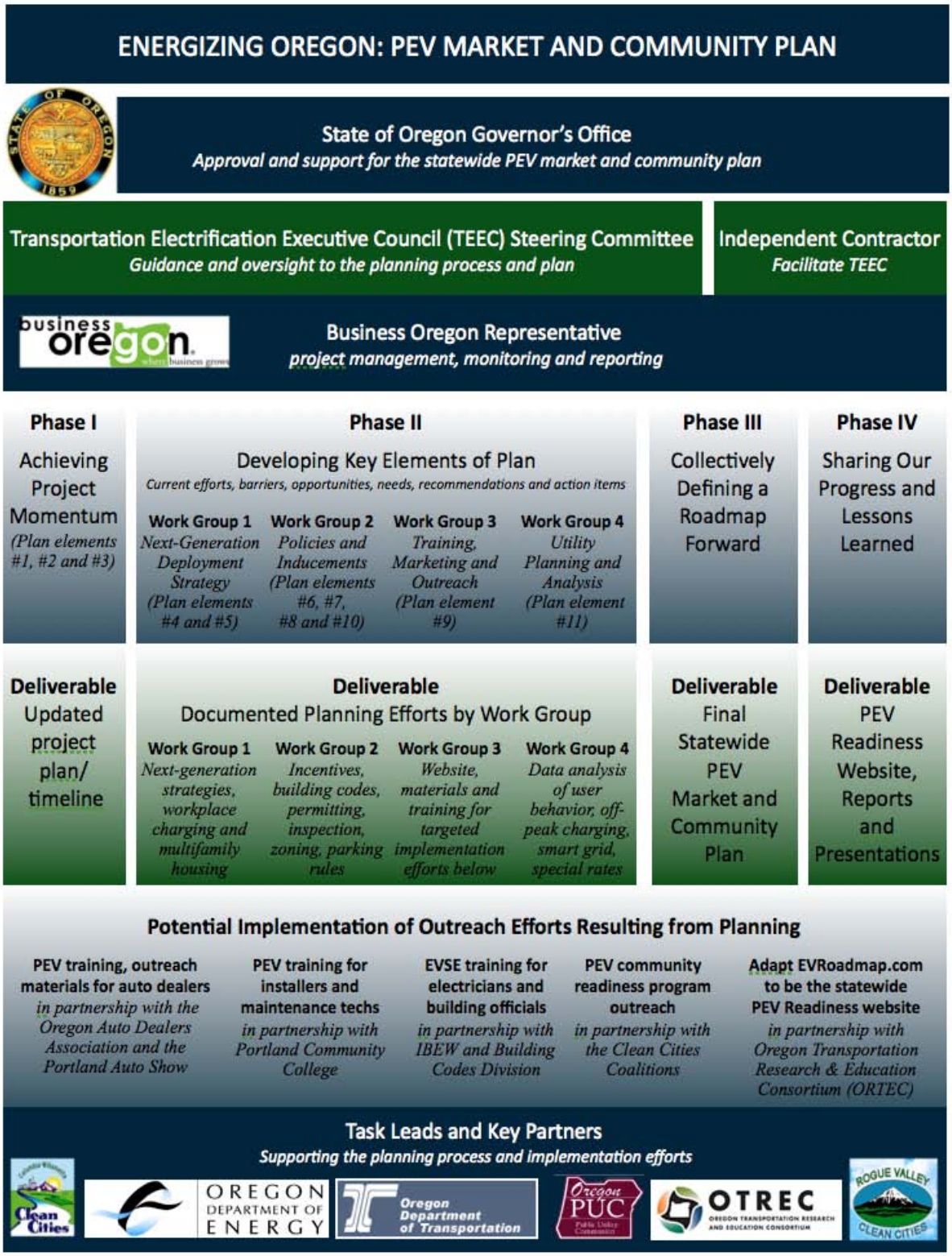
**PEV readiness planning progress chart.** The graphic below shows Oregon's level of progress towards completing the eleven sample plan elements that will ultimately lead to a comprehensive statewide PEV market and community plan. The blue bar shows progress completed on the plan elements, and the green bar demonstrates additional progress that will be accomplished via the Energizing Oregon project if the state is awarded this grant.

**What Oregon is doing well.** After completing the self-assessment, it is clear that existing PEV readiness efforts, such as ECOtality's EV Project, the West Coast Green Highway project and the ODOT's TIGER II project, driven by governor-established steering committees address plan element numbers: (1) partnerships, (2) roles and responsibilities, (3) barriers and opportunities, (6) building codes, (7) rapid permitting/inspection, and (8) zoning and local rules/ordinances.

**Areas needing additional focus.** Because Oregon is doing well on the elements listed in the previous paragraph, it makes sense to focus this project on the other areas where Oregon might not be so far along. Therefore, the Energizing Oregon project will focus on further developing the following plan elements: (4) current plans for PEVs; (5) infrastructure plans; (9) marketing, outreach and training; (10) benefits communication plan; and (11) utility policies and plans. As is discussed in subsequent pages, these are the areas that need the most attention if PEVs are to be successful.



## METHODOLOGY TO ADDRESS ALL PLAN ELEMENTS



**Governor-approval and support for completing all eleven plan elements.** The Energizing Oregon project is approved and supported by Governor Kitzhaber to address all identified plan elements. Further, the Governor-appointed TEEC will provide oversight and guidance to the project. A representative from Business Oregon will serve as the Project Manager and will work closely with the TEEC and other stakeholders to ensure that work proceeds in an efficient and effective manner. The Energizing Oregon project will proceed as depicted in the workflow graphic on the previous page including four phases, deliverables and anticipated implementation of outreach efforts to address all eleven plan elements.

Key organizational partners (ODOT, ODOE, OPUC, OTREC) will serve as co-task leads for the four work groups. This will both spread the work in a manageable fashion but also ensure that the subject matter experts are responsible for guiding the appropriate portions of the plan development. The task leads will also be responsible for sharing information across groups to maximize the work of the individual groups. It will often be the case that work that is happening in one work group will be relevant to another group or groups. Thus, task leads from all of the work groups will meet at least monthly to exchange information, provide updates, ask questions, etc. This will ensure that the project is as integrated and coherent as possible. A brief description of the four work groups follows.

1. **Next-generation deployment strategy work group to address plan elements #4-5.**

   - **Who.** OTREC will lead work group 1 in partnership with ODOT. It consists of partners from various levels of government, OEMs, fleet managers, EVSE companies, utilities and other industry representatives.
   - **What.** This group will focus on developing next-generation deployment strategies, such as integrating existing efforts into a statewide EVSE network; determine key gaps in EVSE coverage; plan for connection to other PEV corridors including the Green Highway project; identify community nodes for staged infrastructure development; workplace charging; multi-family housing charging; services beyond passenger cars and light-duty trucks, such as taxis, urban freight and ecotourism; infrastructure to serve daily commuters, captive fleet, and long distance travelers; EVSE connectivity between rural and urban communities.
   - **Why.** Potential implementation efforts resulting from this process include engaging potential PEV adopters including fleets and others in order to increase PEV visibility, awareness and understanding. The purpose of these implementation efforts would be to expose more of the public to PEVs, either by seeing more PEVs in operation or by actually driving one, so they become more comfortable with PEV and EVSE technology and more likely to consider one for their next vehicle purchase.

2. **Policies and Inducements work group to address plan element #6-8 and #10.**

   - **Who.** Business Oregon will lead work group 2. Key stakeholders include policymakers, building code officials, local governments, fleets, community residents and business owners.
   - **What.** This group will identify next-generation policies and other tools that could be encourage adoption of PEVs by fleets, the general public and business owners. The work will begin with a survey of what has been done to date along with an examination of the relative effectiveness of current measures to inform the identification of new and better policies and inducements. This group's work will also include recommendations for any required changes to building codes, construction permitting and inspection, zoning, parking rules or other local ordinances.
   - **Why.** BCD created statewide PEV and charging infrastructure codes and policies and ODOE administers business and residential incentives for the purchase of PEVs and EVSE in order to position Oregon as a PEV leader. This group will analyze the success of these innovative policies and incentives and determine if there is need for adjustments or new efforts based on PEV adoption and user behavior gathered from existing efforts.

3. **Training, Marketing and Outreach work group to address plan element #9.**

- **Who.** CWCCC and ODOE will lead work group 3 in partnership with OTREC. It consists of partners from various levels of government, OEMs, EVSE companies, utilities, industry representatives, fleets, community residents and business owners.
- **What.** The third work group will focus on training, marketing, outreach and education planning, which is anticipated to be the largest effort of the Energizing Oregon project. The group will conduct a perception and awareness survey to scale current PEV and EVSE knowledge and to identify opportunities to influence the perceptions of potential PEV adopters.
- In addition to developing a plan, these partners will be developing and implementing innovative outreach efforts including: PEV training and outreach materials for auto dealers in partnership with OADA, PEV training for installers and maintenance techs in partnership with PCC, EVSE training for electricians and building officials in partnership with IBEW and BCD, PEV outreach in the territories of the two participating Clean Cities Coalitions, and adaptation of EVRoadmap.com to be the statewide PEV website in partnership with OTREC.
- **Why.** This analysis will include business-case scenarios and user-oriented case studies to help the average consumer, business owner, or fleet manager make the decision to purchase a PEV and/or install EVSE. Innovative outreach efforts will aim to increase PEV visibility, awareness and understanding.

4. **Utility Planning and Analysis work group to address plan element #11.**

- **Who.** CWCCC and ODOE will lead work group 4 in partnership with OPUC. Others will include utilities and partners, including investor-owned utilities, public utility districts, BPA and others.
- **What.** The goal of the planning process is to examine ways to minimize potential grid impacts from increasing the numbers of PEVs in the state. This will include data analysis of PEV user behavior and charging habits to determine what is most effective with different PEV user groups to ensure that most charging happens off-peak. Data analysis could also examine the true effects on a user's utility bill given different PEV usage patterns and existing home electricity use. Another possible area of examination would be the effect on a medium or large commercial customer's bill if they buy a fleet of PEVs or offer public charging. For large electricity users, the incorporation of or support for PEVs might have larger fiscal impacts that could become more visible to business owners through the Energizing Oregon project.
- **Why.** The group's plan will detail ways to encourage off-peak charging of PEVs and will possibly include development of marketing materials to support this. It will also provide real-world data to help make the business case to the general public on what it will truly cost to own and operate a PEV. This group's work will build off of current discussions led by the OPUC on such things as multi-family metering and other utility-related issues that have been identified by the Commission as needing further study.

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Metro | *Memo*

Date: January 4, 2012

To: JPACT

From: Andy Cotugno

Re.: Oregon Highway Plan Goal 6: Draft Tolling and Congestion Pricing Policies

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ODOT has released a draft set of policies (attached) and is seeking comment relating to consideration of tolling and congestion pricing on the state highway system (note: would not apply on city/county facilities). The overall intent of the policies is to ensure complete consideration of the issues before implementation of a tolling or congestion pricing project. This is in recognition of the lack of public familiarity with these facilities and the significant departure this represents from the status quo both in terms of how roads are financed and how the facilities themselves are managed.

In general, the proposed policy is a useful guide to consideration of a tolled or congestion pricing project, although the policy essentially only identifies sites within the Portland region as reasonable candidates for consideration. While the policy making is limited to ODOT owned facilities, it is fundamental to the future management of the region's transportation strategy.

In order to provide ODOT with policy input, feedback is needed from JPACT on the following questions:

**Policy Questions**

1. In response to Legislative mandates, both ODOT and Metro are developing scenarios for meeting economic and community objectives while reducing greenhouse gases. Pricing is one of several methods being examined. The proposed Tolling and Congestion Pricing Policies are in development in advance of completing this mandate and should be defined to facilitate the desired policy direction that emerges.
   **How should the policies be drafted to facilitate and help implement the region's interest in tolling and congestion pricing?**

   The ODOT draft policy recognizes that implementation of tolls or congestion pricing is controversial and outlines various public concerns that could lead to a decision to not implement the proposal. Specific elements of the policy encompass the following topics:

   - Consistency with regional and local comprehensive plans;
   - Consideration of a benefit/cost analysis;
   - Development of a financing plan, particularly if non-toll revenues are required;
   - Consideration of appropriate alternatives to the toll/pricing alternative;
   - Definition of a clear policy intent of the proposal;
   - Evaluation of economic, social and environmental consequences;
   - Evaluation of potential impacts on transportation disadvantaged populations;
   - Evaluation of public attitudes;
   - Evaluation of alternative uses of the revenue generated;

- Consistency with ODOT standards for equipment interoperability.
  **Are there any additional considerations that need to be included in the policy?**

2. The ODOT draft policy does not provide a sufficient policy framework on why you <u>would</u> want to implement tolling or pricing. A possible policy framework that would call for implementing tolling or congestion pricing could be as follows:

   a. Tolling – Tolling may be appropriate if the proposed highway modernization project (such as a freeway or bridge expansion) is substantially more expensive than the broad-based user fees could support (i.e. statewide gas taxes, vehicle registration fees and truck weight-mile taxes).

      The current highway financing system is designed around collecting broad-based user fees that are then used to maintain, operate and modernize/expand the road system. Under this model, capital improvements of a certain size are routinely funded through these broad-based taxes. Collection of a site specific toll in addition to the broad-based taxes those users are already paying may be justified if the cost of the improvement is substantially more expensive than the level of user fees that are generated by those users.

      Furthermore, the current finance system is failing and increasingly unable to provide for the needed expansions through conventional gas tax methods. The policy should acknowledge and elaborate on the situation. It references the problems and reluctance of the public to accept tolling, without acknowledging the problems and limitations with the current transportation funding system.
      **What are the policy reasons why you <u>would</u> want to implement a toll?**

   b. Congestion Pricing – Congestion pricing may be appropriate if the level of congestion is such that the facility cannot operate in an uncongested manner without the price signals during the congested period.

      Pricing of traffic during the congested peak period is used as a tool to modify motorist behavior and through the price signal, produce a shift in traffic to another facility, another time of day, another destination or another mode of travel. In this manner, the cost of the peak period trip paid by the user is to obtain "premium" service, an uncongested trip during typically congested time periods. In effect, the motorist is saving time and the congestion pricing fee represents the value of that time.
      **What are the policy reasons why you <u>would</u> want to implement congestion pricing?**

   c. Tolling and/or congestion pricing may be appropriate if it serves to strengthen the "user pays" philosophy of the road financing system by assigning the extra cost of very expensive expansion projects or the cost of the extra lanes in a congested corridor directly to the users of the facility.

   d. In this situation, pricing could play two roles. It could serve to finance a portion of the new facility and also send appropriate signals to the users of the entire facility

in order to manage demand. The draft proposes policies for pricing of new capacity and pricing of existing capacity separately. It acknowledges in the background the need to consider pricing both new and existing capacity but should more clearly address this in the policies and actions.

In addition, tolling and/or congestion pricing may be appropriate if it helps achieve specific outcomes, such as to help address clean air goals, greenhouse gas reduction goals, improve access to targeted economic development areas or reduce undesired traffic infiltration or overload.

**What are the policy reasons why you <u>would</u> want to implement both tolling and congestion pricing?**

Based upon the JPACT discussion, staff will develop comments for consideration by ODOT.

Draft 12-7-2011

# OHP Goal 6: Tolling and Congestion Pricing

*Overview*

Oregon's citizens have become accustomed to public funding of roads through use taxes such as fuel and vehicle fees; they generally understand how these funding mechanisms work, and have built their traveling behavior on the basis of this system. The Oregon financing structure is based on the relationship between beneficiaries and responsibility for funding the road system.

However, roads are perceived by many as a "public good"; that is, roads are accessible to any citizen at any time and the cost of developing, operating and maintaining the system is borne by the population as a whole. Also, everyone benefits from some level of use; even if one does not drive, drives very little, or uses public transportation they still benefit from a road system being in place as the goods and services that they have access to are delivered via a roadway system.

In Oregon, tolling has been limited to a few Columbia River bridges. The rationale for tolling bridges has been that they are extraordinarily expensive, vehicles have limited travel alternatives, tolls can be collected at one location and those that use the bridge pay for the use.

Around the world, and in the United States, tolling is seeing a resurgence. There are two main drivers: 1) bridges and highways are increasingly expensive to build with limited public appetite for tax increases; and 2) modern electronic tolling technology allows creative new tolling applications that not only raise money, but potentially enhance transportation system performance. Commensurate with this renewed interest, the Oregon Department of Transportation (ODOT) has undertaken a variety of tolling and congestion pricing studies supportive of the policies and strategies below.

The rapid and continuing improvement in tolling and in-vehicle navigation technology also has resulted in making the consideration of tolling in many cases more complex. First, there are a variety of policy objectives beyond the traditional financing of construction of a new road or bridge. Tolling can now be used to relieve congestion, improve the environment or enhance

economic development. In fact, the number of possible objectives can be quite large, and in some cases, but not all, can be mutually reinforcing. Second, the number of different ways tolls can be applied also has expanded considerably. In addition to the new road or bridge, individual lanes, new or existing, can be priced in various ways to encourage different behavior. Time-of-day (congestion) pricing can be applied to certain portions of an urban area or to select parts of the highway system. Finally, it is not always possible to separate tolling applied to new capacity, new facilities, and existing capacity. For instance, there may be situations where existing capacity will need to be tolled to help pay for new capacity in the same corridor, or situations where new facilities provide new capacity while also replacing existing capacity.

The number of possible combinations of policy objectives and tolling applications raises the question of whether, or how well, particular applications can achieve particular objectives. The effectiveness of applications to objectives varies considerably, requiring each combination to be considered in and of itself. Further, for every tolling application there will be winners and losers. The winners may consider the toll a bargain, or at least feel indifferent between paying the toll and saving time. Those made worse off, either directly or indirectly, are likely to view tolling as an expensive or less affordable alternative to new capacity funded through higher fuel use and vehicle taxes or fees. Even those that benefit may question tolling as the most appropriate solution.

The indeterminate outcome of any application coupled with Oregon's limited experience with tolling, implies that any proposed use of tolling of the state highway system should be preceded by a thorough analysis of likely effects and public acceptance. Oregon Revised Statutes, Chapter 383 grants the Oregon Transportation Commission authority over toll rates, and ODOT authority over tolling state highways. Additional interstate bridge authority is granted to ODOT by Chapter 381. Therefore, the role of the Oregon Transportation Commission is to provide policy guidance for developing, evaluating and implementing tollway projects in Oregon in a manner consistent with Oregon statutes as well as existing Commission policies and the *Oregon Transportation Plan*.

Policy 6.1 – New Toll Facilities

Background

Most new highway capacity in the United States is not currently financed with toll revenues. Many projects are not suited to tolling due to low traffic volumes, traffic diversion impacts or inadequate revenue generation. As one example, Truck–only toll lanes (TOT lanes) have little utility in Oregon because the state already allows longer-combination vehicles; hence the ability to improve productivity is limited. In addition, limited urban right-of-way, high construction costs, environmental concerns and insufficient demand appear to limit utility for TOT lanes even in urban areas.

Other projects seem well suited to toll financing, and nationally the number of toll roads has increased significantly in recent years. Each project will have its own unique circumstances.

ODOT has well-established procedures within the Statewide Transportation Improvement Program (STIP) process for developing and funding projects. The Oregon Transportation Commission has managed this process in a manner intended to provide public assurance that once a project is undertaken, it will move forward in an appropriate way. In Oregon, low traffic volumes indicate few, if any, projects can be funded solely with toll receipts so this introduces the issue of how ODOT should financially manage projects that have the potential to be partially funded with toll receipts.

*Policy 6.1 – New Toll Facilities*

It is the policy of the State of Oregon to consider the use of tolling for financing the construction of new roads, bridges or dedicated lanes only if expected toll receipts will pay for an acceptable portion of project costs.

*Action 6.1.1*

Tolling projects providing new capacity need to be in compliance with other State policies and regional and local plans.

*Action 6.1.2*

In order to consider the potential negative effects of traffic diverting around tolled facilities, project proposers must perform a benefit-cost analysis in a

manner prescribed by ODOT[1] on all proposed toll projects to demonstrate overall societal benefits.



[1] Currently see, *Benefit-Cost Assessment Guidance for Evaluating Proposed Highway Tolling and Pricing Options for Oregon (March 2010)* http://www.oregon.gov/ODOT/TD/TP/docs/LRPU/Benefit.pdf.

*Action 6.1.3*

ODOT will only consider those toll projects ranked "high" under tolling parameters considered by ODOT.[2]

*Action 6.1.4*
Toll projects requesting statewide funds to supplement toll receipts must prepare and submit to ODOT a formal financing plan that includes debt service, operational, maintenance, and preservation expenses.[3]

*Action 6.1.5*

Proposed "premium service" high occupancy/toll (HOT) lanes must be expressly compared to high occupancy vehicle (HOV) lane(s) and "multi-class," general purpose alternatives to ensure the overall best use of the limited additional capacity.

Policy 6.2 – Pricing Existing Capacity

Background

Applying tolls to existing roadways is likely to be viewed differently by the public than using tolls to finance new capacity. Our current financing system essentially treats roadways as "public goods." Congested roadways, however, do not meet the classic definition of public goods as one person's use can preclude or significantly limit the use by others at the same time. In addition, under many circumstances it is possible to charge for the use of roadways. This reality, experienced in many urban areas, has driven the renewed interest in congestion pricing of existing roadways.

Several problems have been seen to impede the application of time-of-day tolls, despite the efficiency benefits cited in economic theory. One, the public seems to prefer the existing approach, with the notable exception of pricing existing HOV lanes which has seen considerable success in a number

[2] Currently see, Table 4 in *Tolling White Paper #2 – Geographic and Situational Limits* (2009). http://www.oregon.gov/ODOT/TD/TP/docs/LRPU/twp2.pdf

[3] This is a separate requirement from the Federal requirement to have an annual financial plan for projects of over $100 million.

of locales. A few major cities (London, Singapore, Stockholm) have successfully priced access to their cores. Most cities, however, have not opted to do the same. The reasons for this are varied and not well documented by existing research. Therefore, consideration of road pricing in Oregon cities will warrant careful study of both the effects – positive and negative –, consistency with other statutes and policies, and public reaction.

*Policy 6.2 – Pricing Existing Capacity*

It is the policy of the State of Oregon to consider the use of tolls, including time-of-day pricing, on existing, non-tolled state highways consistent with other Oregon Transportation Commission policies, state law, and federal statutes and planning regulations.

*Action 6.2.1*

A project that tolls the existing capacity of a previously non-tolled state highway must be included in relevant local and regional land use and transportation plans.

*Action 6.2.2*

The proposer of any tolling or pricing project is required to have a clear statement of public policy objectives against which the effectiveness of the proposal can be measured.

*Action 6.2.3*

The proposer of any tolling or pricing project is required to compare the proposal to a null, non-tolled alternative to ensure the effects of introducing tolls can be clearly demonstrated.

*Action 6.2.4*

The economic, social and environmental effects of any proposed tolling or pricing project will be analyzed by ODOT according to analytical procedures adopted by ODOT.[4]

[4] Currently see, *Economic Assessment of Tolling Schemes for Congestion Reduction (March 2010)* http://www.oregon.gov/ODOT/TD/TP/docs/LRPU/Economic.pdf and *Benefit-Cost Assessment Guidance*

*Action 6.2.5*

The equity of any tolling or pricing proposal, particularly upon the transportation disadvantaged, will be examined by ODOT and will comply with federal statutes, rules and guidance.

Policy 6.3 – Consistent and Supportive Policy Objectives

Background

Roadway tolls may be levied for a variety of public policy objectives. The relative importance or degree of public acceptance of these objectives may vary in different locales and parts of the state. Similarly, a pricing program for a given purpose in one locale inadvertently may have undue negative effects on other parts of the state.

In addition, some potential policy objectives require tolls so high that facility throughput is reduced. This may be inconsistent with state statute.

It is unclear which policy objectives will be deemed the most important in future tolling or pricing proposals. It is clear, however, that attention may have to be given to the need for a degree of statewide consistency in policy objectives advanced through pricing proposals, as per Goal 7 of the Oregon Transportation Plan.

*Policy 6.3 – Consistent and Supportive Policy Objectives*

It is the policy of the State of Oregon to ensure motorists and its citizens have clear, consistent and coordinated objectives for any future highway tolling or pricing proposals, reflective of primary public concerns with the performance of the state highway system.

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*for Evaluating Proposed Highway Tolling and Pricing Options for Oregon (March 2010)* http://www.oregon.gov/ODOT/TD/TP/docs/LRPU/Benefit.pdf.

*Action 6.3.1*

Project proposers will review and document that their roadway tolling or pricing proposals are consistent with other tolling and congestion pricing policies, state and federal statutes and policies, and other tollway projects within the state.

*Action 6.3.2*

ODOT will analyze the likely transportation, economic, social, energy and environmental effects of any tolling or pricing project on parts of the state outside of the project area.

*Action 6.3.3*

ODOT will analyze the expected change, if implemented, in vehicle throughput due to any tolling or pricing proposal to ensure consistency with ORS 366.215.

*Action 6.3.4*

ODOT region staff and local government agencies shall work together to evaluate public understanding of and support for the principle likely objectives for road tolling and pricing applications.

Policy 6.4 – Toll Revenues

Background

The appropriate use of toll generated revenues may be dependent upon a number of factors. These include: a) the type of tolling application under consideration; b) the objective(s) for the application; c) the geographic scope of the application; d) the relative importance of the "user pays" principle; e) public attitudes on transportation system needs; and f) how best to off-set any negative effects of levying tolls. The most appropriate use of toll revenues for any given application may be constrained by federal and state statutes or procedures.

*Policy 6.4 – Toll Revenues*

The effectiveness, equity and overall utility of tolling projects can be affected by how net toll receipts are used. Multiple approaches to using revenue may need to be considered. It is the policy of the State of Oregon to treat the use of toll-generated revenue as an important component in evaluating any tolling proposal.

*Action 6.4.1*

For any proposed tolling or pricing project on a state highway, the project proposer will consider a range of potential uses for toll generated revenue, conditional upon the policy objective for the application, and ODOT will incorporate the resultant investments into the economic, social, energy and environmental analysis undertaken for the proposed project.

*Action 6.4.2*

ODOT region staff and local government agencies shall work together to assess public attitudes toward proposed toll revenue usage for any tolling or pricing project on a state highway as a means of meeting public needs.

Policy 6.5 — Tolling Technology and Systems

Background

The trend in the United States is for state-owned tolling systems to offer electronic toll collection in addition to toll booth cash collection. In contrast, modern toll facilities in other parts of the world now operate as all-electronic systems with no cash payment option at entry to the facilities. Potential toll payers without transponders or bank accounts, or who seek privacy, have options for electronic payment derived from cash payment at another location. Typically, a motorist can obtain a day pass at roadside kiosks or retail stores.

Most state-owned toll facilities in the United States that allow electronic toll collections operate as closed proprietary systems that are not interoperable with each other. As a result, state-owned toll facilities become bound to one provider and limited to the capabilities of that provider. Motorists using toll

facilities in multiple states may require more than one transponder for compliance. An alternative is to develop an integrated system based on common standards and an operating sub-system accessible by the marketplace where components performing the same function can be readily substituted or provided by multiple providers.

*Policy 6.5 — Tolling Technology and Systems*

When tolling state highways, it is the policy of the state of Oregon to implement tolling systems that:

(1) Enable cash-based motorists ready access to all-electronic toll facilities while eliminating the need for cash payment at the point of entry;
(2) Deploy technology that facilitates interoperability with tolling systems of neighboring states and allows evolution of fully functional, non-proprietary tolling systems.

*Action 6.5.1*

For any proposed tolling or pricing project on a state highway, ODOT shall develop tolling systems that rely on all-electronic collection mechanisms, and enable at least one manner of toll collection that allows a readily accessible electronic payment method for cash customers.

*Action 6.5.2*

For any proposed tolling or pricing project on a state highway, ODOT will develop and utilize tolling technologies and systems that are based on common standards and an operating sub-system accessible by the marketplace where components performing the same function can be readily substituted or provided by multiple providers to the extent possible while compatible with tolling systems in the State of Washington.

600 NE Grand Ave.
Portland, OR 97232-2736 

Metro | *Memo*

Date: Dec. 21, 2011

To: JPACT

From: Andy Cotugno

Re.: Federal Authorization Priorities

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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 | 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<br>To ensure bridge repair and replacement on the non-NHS bridges is adequately funded<br>To link the consequence of inadequate expenditure on NHS system pavement and bridge condition to decisions to invest in NHS expansion |
| Increase the maximum amount of Small Starts funding to $100 million | To support closing the eastside loop (at OMSI)<br>To help build the streetcar production market for Oregon Ironworks as a regional economic development strategy |
| 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.

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Metro | *Memo*

Date: Dec. 21, 2011 DRAFT

To: JPACT

From: Andy Cotugno

Re.: Federal Authorization Priorities

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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. **Investing in America's Prosperity through Infrastructure:** 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 for now, supplemental funding is needed just to maintain status quo funding and it is critical to identify the funding mechanism to address the gapl. It is equally important to position the program to invest at a higher level needed for economic prosperity in the future as improving economic conditions permit. 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. **End the Indecision:** There is an urgent need to end the Congressional indecision of the past few years and establish a clear federal policy direction. Transportation improvement and rehabilitation projects require significant lead time tied to clear and reliable policy and funding.

3. **Funding level for transit and highways:** 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.

4. **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).

5. **Planning for Desired Outcomes:** The region has oriented it's planning and policy setting around achieving six outcomes that define this as a great place:

   *People live, work and play in vibrant communities where their everyday needs are easily accessible.*

   *Current and future residents benefit from the region's sustained economic competitiveness and prosperity.*

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

   *The region is a leader in minimizing contributions to global warming.*

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

   
   

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

   The proposed authorization bill begins to move in a similar direction by establishing a program structure around a few broad programs, with performance standards to measure progress and a required minimum spending level for certain types of projects (particularly bridge and pavement conditions and safety). It establishes clear expected outcomes,

provides the needed flexibility for states and MPOs to determine how to best meet those outcomes and ensures accountability. Continued movement in this direction to enable the region to reach its six desired outcomes is a good step.

The basic proposed 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.

6. **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.

7. **Passenger Rail: :** With ridership growing at double digit rates, the Cascades Amtrak service on the I-5 corridor that connects Eugene to Portland, Seattle and Vancouver, BC is becoming an increasingly important part of the Northwest's transportation system. To ensure that Oregon and Washington can continue to improve service by reducing travel times, improving reliability, and increasing roundtrips, Congress should provide long-term, dedicated funding for both large-scale corridor projects as well as for small-scale projects that make incremental improvements to service.

8. **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.

9. **Congressional Intervention:** It is clear that there will not be earmarks in the bill. 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 | To continue the region's investment in expansion of the light rail, streetcar and high capacity bus system, demand management programs, system management and operation projects, transit oriented development projects, bike and pedestrian projects, freight projects<br>To ensure bridge repair and replacement on the non-NHS bridges is adequately funded<br>To link the consequence of inadequate expenditure on NHS system pavement and bridge condition to decisions to invest in NHS expansion |
| Increase the maximum amount of Small Starts funding to $100 million | To support closing the eastside streetcar loop (at OMSI)<br>To help build the streetcar production market for Oregon Ironworks as a regional economic development strategy |
| 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 that provides for incremental improvement in travel time, reliability and frequency | To support improvement to rail passenger service between Eugene, OR and Vancouver, BC |

| | |
|---|---|
| Provide for implementation of “practical design” | To facilitate implementation of more economically viable projects in the face of fiscal limits |
| Implement the proposed Freight Program | This region is disproportionately trade dependent and this program will enable focused attention on the most significant freight routes (for both planning and projects) |

# 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.

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Metro | *Memo*

Date: January 11, 2012
To: JPACT, Interested Parties
From: Aaron Brown, Council Policy Assistant (x7587)
Subject: National Recipients of TIGER III Grants

On December 14, 2011, Transportation Secretary Ray LaHood announced the winners of the Transportation Investment Generating Economic Recovery (TIGER) III grant program. The third iteration of this initiative, the TIGER III grants represents the ongoing initiative by the federal government to move towards a "merit-based" approach to funding transportation projects across the country. Due to the current economic climate of the federal government and the ongoing funding crises facing many state, regional and local government agencies, these grant processes have become extremely competitive. The DOT received 848 project applications from all 50 states, Puerto Rico and Washington DC. $14.29 billion in projects were requested through the TIGER program, a sum nearly 28 times the amount ($511.4 million) allocated during this round of grants. The TIGER program awarded funds to 46 projects in 31 states; of these, 26 were allocated to projects categorized as "urban" 20 were allocated to projects in areas categorized as "rural."

This memo serves to highlight commonalities and traits of the successful applicants for TIGER funds. Metro staff obtained 15 of the 25 TIGER III applications categorized as "urban" submitted to the DOT last October. These applications were then examined and evaluated based on the criteria provided by the DOT when the third iteration of the TIGER program was announced. It is in the interest of the region to carefully study these successful applications; in an era of limited governmental funding for transportation projects and rigorous competition for scant resources, it is imperative that our region continues to produce grant applications that score highly if the region wants to continue securing federal funding. The need to focus our efforts as a region on specific projects that closely match the selection criteria was highlighted by Congressman Earl Blumenauer (OR-2) during a visit to JPACT in October 2011. This study is conducted in light of the rumors of a fourth round of TIGER funding, which could be opened for application by jurisdictions by the spring of 2012.

Observations of the sixteen analyzed applications include:

- Successful applicants for the TIGER III grant **had already lined up a large majority of the funds necessary for the implementation of the project**. Of the 25 TIGER recipients located in urban areas (not including Puerto Rico), 9 of the recipients anticipated using non-TIGER sources for 80% or more of the proposal's total cost, and only 4 TIGER recipients planned on using the grant for over 50% of the total cost of the project. This suggests that the DOT is serious about their stated desire to be the "last dollar in."
- Only 3 of the 16 grant proposals studied received the full amount requested in the application; **most projects received between 50-65% of what the agencies requested.**
- All sixteen of the projects studied had either already **completed National Environmental Protection Agency (NEPA) requirements**, planned to do so within a year of receiving the TIGER grant, or was already categorically excluded from having to undergo the NEPA process at all.

- TIGER grants which included major freeway/highway components (WashDOT's I5 Lewis-McChord, VDOT's I-95 HOT Lanes, Riverside County's SR-91) **proposed significant usage of Intelligent Transportation System (ITS) related technology.** ITS technology was also included in many other grants, including Philadelphia's IMPaCT and San Antonio's Westside Multimodal Transit Center.
- Many projects which received TIGER grants had undergone extensive Benefit-Cost Analysis (BCA), and each application in the study group explicitly demonstrated a ratio highlighting the return on investment on the project. These BCA ratios, using Discount Rates of either 3% or 7%, generally ranged anywhere from 1.3 to 20, with the one exception being the City of Alton's Multimodal station, which promised a $284 return on each $1 invested. **All BCA ratios submitted by applicants and reviewed by this study were larger than 1.0**.
- The narratives of these sixteen projects explicitly addressed how their particular project met each of the criteria established by the DOT when the TIGER III program was announced. Most applications were very well-written, and **many used extensive quantitative data** to support everything from the air quality improvement from a reduced vehicle mile travelled to anticipated private economic development spurred by a project.
- The TIGER program appears to be well-suited for funding projects that do not fit into a typical definition of a "transportation" project; St Louis' City+Arch+River Project, Syracuse's Connective Corridor, and the Carrie Furnace Flyover Bridge are all **projects that incorporate transportation improvements into a larger vision for economic and community revitalization** in their respective impact areas. Support for initiatives such as St Louis' City+Arch+River project, which reorganizes the Jefferson National Expansion Monument, Mississippi River crossings and Interstate 70 to make downtown St. Louis more economically livable and viable, indicate a willingness from the DOT to invest in big-picture ideas that integrate transportation into the urban landscape, especially under the guise of economic redevelopment. Similarly, Allegheny County's grant helps provide the most basic transportation infrastructure to encourage the creation of a green eco-industry district in the Pittsburgh region on a brownfield site. **Many projects include innovative collaboration with a multitude of governmental, private- and nonprofit- sector organizations and agencies.**
- Other successful transit projects, such as San Antonio's, Alton's, Cleveland's and Stamford's new/upgraded transit stations, explicitly linked TOD potential to both the project and to the potential for development to creating economic development and **job growth**. Additionally, nearly every application listed a **quantified number of jobs** their project would create, and some applications defined how their project's economic multiplier could create secondary and tertiary levels of economic multiplier effect.
- After reviewing the sixteen proposals, Metro staff noted that many applications strongly underlined both the **Livability and Economic Competitiveness aspects** of their proposals. Conversely Metro staff noted that while nearly every application indicated a tangible benefit in the "safety" metric, **few projects deliberately focused on safety benefits** as the primary or secondary motive/need for the acquisition of federal funds.
- All five of the recipients of TIGER grants awarded to ports (Port of South Jersey, Port of Long Beach, Port of New Orleans, Port of Northern Montana and Jacksonville Port Authority) included **significant investment in intermodal freight rail facilities.**

**Attachment A** lists all of the TIGER grants awarded to projects in urban areas, and lists which projects' applications were obtained by Metro staff. Further analysis documenting how each individual application met the standards put forth by the DOT is included in large charts in **Attachments B and C**. Attachment B highlights the financial aspects of each of the TIGER-winning

projects, the state of completion of NEPA regulations, and the Benefit Cost Ratio, measured over a 3% and 7% Discount Rate as provided. Attachment C documents each of the projects' ability to meet the Long Term Outcomes Criteria, Secondary Selection Criteria, and the number of short- and long-term jobs each project would create, as provided in the applications.. **Noteworthy comments that highlight a project's unique trait and/or strong qualification for funding are highlighted in green** to accentuate the strong characteristics of each application.

The fifteen full TIGER applications received by Metro are available for jurisdictions to review upon request.

# Attachment A

After filing requests for information from local jurisdictions, Metro staff obtained copies of 15 successful grant awards and interviewed the author of a separate grant award.

| SUCCESSFUL TIGER III APPLICATIONS RECEIVED AND STUDIED BY METRO STAFF | | |
|---|---|---|
| **Project Title** | **Lead Agency** | **State** |
| Port of Long Beach Rail Realignment | Port of Long Beach | CA |
| State Route 91 Corridor Improvements | Riverside County Transportation Commission | CA |
| Stamford Intermodal Access | City of Stamford | CT |
| Alton Regional Multimodal Station | City of Alton | IL |
| Chicago Blue Line Renewal and City Bike Share | Chicago Transit Authority | IL |
| St Louis + City + Arch River Revitalization | Missouri Department of Transportation | MO |
| LYNX Blue Line Capacity Expansion | City of Charlotte | NC |
| Syracuse Connective Corridor | City of Syracuse | NY |
| Mayfield Transit Station*<br><br>**Application not received; interview conducted with grant author* | Greater Cleveland RTA* | OH |
| Sellwood Bridge Replacement | Multnomah County | OR |
| Impact Philadelphia | City of Philadelphia | PA |
| Carrie Furnace Flyover Bridge | Redevelopment Authority of Allegheny County | PA |
| DART Orange Line Extension | Dallas Area Rapid Transit | TX |
| Westside Multimodal Transit Center | VIA Metropolitan Transit Authority | TX |
| I-95 Hot Lanes | Virginia DOT | VA |
| I5 Lewis-Mcchord Area Congestion Management | Washington State DOT | WA |
| **SUCCESSFUL TIGER III APPLICATIONS IN URBAN AREAS NOT STUDIED** | | |
| **Project Title** | **Lead Agency** | **State** |
| IL83 (147th Street) Reconstruction | Illinois DOT | IL |
| Port of New Orleans Rail Yard Improvements | Port of New Orleans | LA |
| Merrimack River Bridge Rehabilitation | Massachusetts Bay Transit Authority | MA |
| Minneapolis Transit Interchange Construction | Hennepin County Regional Railroad Authority | MN |

| | | |
|---|---|---|
| South Jersey Port Rail Improvements | South Jersey Port Corporation | NJ |
| Buffalo Main Street Revitalization | City of Buffalo | NY |
| Cincinnati Streetcar Riverfront Loop | City of Cincinnati | OH |
| Rutherford Intermodal Facility Expansion | Pennsylvania DOT | PA |
| South Link: Sea-Tac Airport to South 200th Street | Sound Transit | WA |

# Attachment B

| TIGER GRANT Basics | | | Finance Details | | | | | | BCA | | Thresholds | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESCRIPTION | LEAD AGENCY | STATE | TOTAL PROJECT COST | TIGER REQUESTED | TIGER AWARDED | % REQUEST RECEIVED | TIFIA | % LOCAL MATCH AFTER TIGER GRANTED | ROI PER DOLLAR SPENT | | Eligability, Reciept of Environmental Approvals, inclusion in local planning docs | |
| Official Title of Project | Lead Agency Responsible for Writing Grant | State of Project | Project's Stated Total Cost | Amount of TIGER Funds Application Requested | Amount of TIGER Funds Granted | % of Request Received | Use of TIFIA Federal Credit Assistance | % of Project Money From Local Sources, based upon TIGER funds received | 3% DR | 7% DR | NEPA | EIS |
| Port of Long Beach Rail Realignment | Port of Long Beach | CA | $ 64,496,013 | $ 27,000,000 | $ 17,000,000 | 63% | NO | 74% | 6.4 | 4.0 | NEPA certified Feb 2010 | |
| State Route 91 Corridor Improvements | Riverside County Transportation Commission | CA | $ 1,347,316,000 | $ 33,400,000 | $ 20,000,000 | 60% | YES | 99% | 1.9 | 4.5 | Nov 2012 | Oct 2012 |
| Stamford Intermodal Access | City of Stamford | CT | $ 38,750,000 | $ 15,500,000 | $ 10,500,000 | 68% | NO | 73% | 3.1 | | Fall 2012 | Categorical Exclusion |
| Alton Regional Multimodal Station | City of Alton | IL | $ 21,980,000 | $ 17,300,000 | $ 13,850,000 | 80% | NO | 37% | | 284.6 | Spring 2012 | FONSI expected |
| Chicago Blue Line Renewal and City Bike Share | Chicago Transit Authority | IL | $ 64,597,200 | $ 49,600,000 | $ 20,000,000 | 40% | NO | 69% | | 1.5 | Categorical Exclusion | Both projects categorically excluded |
| St Louis + City + Arch River Revitalization | Missouri Department of Transportation | MO | $ 99,360,000 | $ 43,160,000 | $ 20,000,000 | 46% | NO | 80% | | 2.1 | NEPA, other permits anticipated in 2012 | |
| LYNX Blue Line Capacity Expansion | City of Charlotte | NC | $ 39,500,000 | $ 31,600,000 | $ 18,000,000 | 57% | NO | 54% | | 1.5 | NEPA reevalution completed 2012 | Needs EIS reevaluation |
| Syracuse Connective Corridor | City of Syracuse | NY | $ 17,212,476 | $ 10,000,000 | $ 10,000,000 | 100% | NO | 42% | 1.6-3.2 | 1.4-2.7 | Categorical Exclusion | Categorical Exclusion "D List" |
| Mayfield Transit Station | Greater Cleveland Regional Transit Authority | OH | $ 15,206,014 | $ 12,503,200 | $ 12,503,200 | 100% | NO | 18% | | | Categorical Exclusion | Categorically Excluded |
| Sellwood Bridge Replacement | Multnomah County | OR | $ 268,800,000 | $ 22,500,000 | $ 17,700,000 | 79% | NO | 93% | 2.3 | | NEPA | FEIS |
| IMPaCT Philadelphia | City of Philadelphia | PA | $ 32,000,000 | $ 16,000,000 | $ 10,000,000 | 63% | NO | 69% | 3.5 | | Categorical Exclusion | Categorical Excluded |
| Carrie Furnace Flyover Bridge | Redevelopment Authority of Allegheny County | PA | $ 16,000,000 | $ 10,000,000 | $ 10,000,000 | 100% | NO | 38% | 20.3 | | Pursuing 1b Categorical Exclusion | Pursuing Level 1b Categorical Exclusion |
| DART Orange Line Extension | Dallas Area Rapid Transit | TX | $ 429,500,000 | $ 130,000,000 | $ 5,000,000 | 4% | NO | 99% | 2.3 | 1.3 | Completed NEPA Oct 2011 | Completed |
| Westside Multimodal Transit Center | VIA Metropolitan Transit Authority | TX | $ 35,000,000 | $ 25,000,000 | $ 15,000,000 | 60% | NO | 57% | 14.0 | 8.0 | Fall 2012 | May 2013 |
| I-95 Hot Lanes | Virginia DOT | VA | $ 940,700,000 | $ 31,400,000 | $ 20,000,000 | 64% | YES | 98% | | 4.1 | NEPA Completed | FONSI issued in Nov 2011 |

# Attachment B

| TIGER GRANT Basics | | | Finance Details | | | | | | BCA | | Thresholds | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESCRIPTION | LEAD AGENCY | STATE | TOTAL PROJECT COST | TIGER REQUESTED | TIGER AWARDED | % REQUEST RECEIVED | TIFIA | % LOCAL MATCH AFTER TIGER GRANTED | ROI PER DOLLAR SPENT | | | |
| I5 Lewis-Mcchord Area Congestion Management | Washington State DOT | WA | $ 34,000,000 | $ 27,200,000 | $ 15,000,000 | 55% | NO | 56% | 14.2 | 10.0 | Categorical Exclusion | Section 106 review for work on federal lands |
| IL83 (147th Street) Reconstruction | Illinois Department of Transportation | IL | $ 24,657,000 | | $ 10,438,000 | | | 58% | | | | |
| Port of New Orleans Rail Yard | Port of New Orleans | LA | $ 26,132,191 | | $ 16,738,246 | | | 36% | | | | |
| Merrimack River Bridge Rehabilitation | MBTA | MA | $ 43,000,000 | | $ 10,000,000 | | | 77% | | | | |
| Minneapolis Transit Interchange Construction | Hennepin County Regional Railroad Authority | MN | $ 81,200,000 | | $ 10,000,000 | | | 88% | | | | |
| South Jersey Port Rail Improvements | South Jersey Port Corporation | NJ | $ 157,550,000 | | $ 18,500,000 | | | 88% | | | | |
| Buffalo Main Street Revitalization | City of Buffalo | NY | $ 40,000,000 | | $ 15,000,000 | | | 63% | | | | |
| Cincinnati Streetcar Riverfront Loop | City of Cincinnati | OH | $ 156,290,000 | | $ 10,920,000 | | | 93% | 2.31 | 1.48 | | |
| Rutherford Intermodal Facility Expansion | Pennsylvania DOT | PA | $ 60,500,000 | | $ 15,000,000 | | | 75% | | | | |
| South Link: Sea-Tac Airport to South 200th Street | Sound Transit | WA | $ 238,402,000 | | $ 10,000,000 | | | 96% | | | | |

# Attachment C

| TIGER GRANT BASICS | | | | | | LONG TERM OUTCOMES | | | | | SECONDARY SELECTION CRITERIA | | | | MISC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **DESCRIPTION** | **LEAD AGENCY** | **ST** | **TIGER AWARDED** | **Benefit Cost Analysis** | | **Good Repair** | **Economic Competitiveness** | **Livability** | **Environmental Sustainability** | **Safety** | **Economic Stimulus** | | **Innovation** | **Partnership** | |
| *Official Title of Project* | *Lead Agency Responsible for writing grant* | *State(s) of Project* | *Amount of TIGER funds granted* | *3% DR* | *7% DR* | *Improve condition of existing facilities/system.* | *Contribute to long-term productivity of US economy.* | *Further Partnership for Sustainable Communities principles* | *Promote environmentally sustainable transportation system.* | *Improve Safety.* | *Creation or Preservation of Jobs.* | *Number of Jobs Created* | *Use of innovative technology, finance, contracting, etc.* | *Jurisdiction & Stakeholder collaboration* | *Other Commentary about Narratives* |
| **Port of Long Beach Rail Realignment** | **Port of Long Beach** | **CA** | **$ 17,000,000** | **6.4** | **4.0** | Reduction of freeway and track maintenance | Improves ship-to-rail connections and congestion | Net reduction in GHG, travel time cost savings | Significantly improve energy efficiency, reduction of GHG | Cost reduction through fewer collisions, derailments | Stimulates economically distressed area | **240** full time jobs, **648** job years | Use of rubberized asphalt is new technology | SCAG. Metro, CalTrans, Multi-County Goods Movement Action Plan, FTIP, Port Master Plan, San Pedro Bay Ports Rail Study Update | All Port projects awarded TIGER funds invested heavily in intermodal rail |
| **State Route 91 Corridor Improvements** | **Riverside County Transportation Commission** | **CA** | **$ 20,000,000** | **1.9** | **4.5** | Life Cycle Cost Analysis | Efficient Goods movement, connection to POLA/POLB | Express Lanes, Express Bus, Metrolink, Housing, | GHG reduction, biodiversity considerations, wildlifes, project sustainability plan | Quantified benefits to Reduction in Accidents | Very large number of jobs promised for highway development; serves employment centers | **16000** jobs | Toll Technology; Project contracted through single private entity | Support from voters, officials, MPO, transit, environmental agencies, undistry, ports, business leaders | Extensive BCA conducted by Parsons-Brinkerhoff, very detailed application |
| **Stamford Intermodal Access** | **City of Stamford** | **CT** | **$ 10,500,000** | **3.1** | | Allows better use of station, usage expected to double | lynchpin for TOD projects at nearby Harbor Point | Lynchpin for TOD near Metro North station, affordable housing, coordination between agencies | VMT reduction by making transit more accessable, more housing close to busiest Metro North station | Reduce vehicle/ped conflict near station | Opportunities for significant construction of TOD neighborhood near station | **25000** jobs, **4000** living spaces, **12100** jobs for Harbor Point | ITS components, Bus Transit Signal priority | CDOT, SWRPA (MPO), Nat'l HUD, City of Stamford, Harbor Pint Development LLC, Stantec Consulting. | Multidisciplinary project to revitalize Metro North station, help support new, dense TOD project |
| **Alton Regional Multimodal Station** | **City of Alton** | **IL** | **$ 13,850,000** | | **284.6** | "Accelerate implementation of HSR service in Illinois." | Vitality of STL/CHI corridor, benefits economically distressed community, supports growth of eco-tourism industry | Improve quality of life in North Robert Wadlow Town Center neighborhoods | Reduction of Carbon Emission through travel options | Quantified value of fewer collisons on Interstate 55 | Trigger economic activity in distressed area, unemployment 11+% | **49.6** full time jobs | ITS featured in the project | EWGCC, City of Alton, MCT board of trustees | Very large stated BCA ratio; large grant for HSR station in small town in STL region |
| **Chicago Blue Line Renewal and City Bike Share** | **Chicago Transit Authority** | **IL** | **$ 20,000,000** | | **1.5** | Segment of Blue Line "a critical need" of system update | Connection to O'Hare important to national economy, strong economic case for bike share program as cost efficient, savings through transportation choices | Bike Share will provide more transportation choices, reduce average cost of user mobility through track improvements | Supporting transit and biking longterm for the city, emission reductions | More bikes will make streets safer for all modes | Track construction begins Sept 2012, Bikesharing will create service jobs also. Project "shovel ready" | **550** jobs for CTA, **215** for bikeshare | Bike Share has potential to generate sustaining revenue; Real-time info at bus stations | Excellent partnership between CDOT and CTA to coordinate programs | CDOT and CTA team up; great combination of two separate modes planned together by different agencies. Very detailed arguments for "economic competitiveness" and "livability" criteria |
| **St Louis + City + Arch River Revitalization** | **Missouri Department of Transportation** | **MO** | **$ 20,000,000** | | **2.1** | Replacement of bridges over I70, LKS replacement makes city less prone to annual flood damage | Tourism, encouraging downtown development, more efficient transportation, revitalizing Gateway Arch area, making "cohesive" downtown core, arch, river area | Multimodal access for communities on each side of river, economically distressed East side, make Arch grounds more livable | More efficiency for City/Regional transportation, management of congestion, creation of greenspace | Eliminate Vehicle/Ped conflicts for Arch visitors, street calming. | Connection of job sites to low income neighborhoods, Economically Distressed Areas. Letters of support from disadvantaged workers' agencies. | **800+** jobs from building project; **900** more for new dvlpmnt | "Unique Consortium of partnerships." TransRiver Authority oversaw and facilitated bi-state, multi-party PPP | Coordination with NPS for initial design competition, Technical Advisory Group. MoDOT partnering with City Arch River 2015 following competition formed aroudn goal of developing innovative multi-modal transp. Improvements. | Very convincing argument to spend transp. money on project to completely reshape downtown St Louis, across state lanes, revitalize Arch grounds. |

# Attachment C

| TIGER GRANT BASICS | | | | | | LONG TERM OUTCOMES | | | | | SECONDARY SELECTION CRITERIA | | | | MISC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESCRIPTION | LEAD AGENCY | ST | TIGER AWARDED | Benefit Cost Analysis | | Good Repair | Economic Competitiveness | Livability | Environmental Sustainability | Safety | Economic Stimulus | | Innovation | Partnership | |
| **LYNX Blue Line Capacity Expansion** | **City of Charlotte** | **NC** | **$ 18,000,000** | | **1.5** | Station expansion for increased capacity for LYNX trains, event-generated demand, significant operational savings | improved access for special events, parking cost savings to users, enhanced land use and development | very explicit measurement of livability benefits, parking, vehicle operating cost savings calculated | Quantified measurement of reduction of emissions per VMT, predicted $583000 over 20 years saving of health costs | Measurement of reduction of VMT to lead to reduced traffic crash injuries, fatalities | measured short-term jobs based on construction costs, input-output analysis from BLS | **582** job-years created | Project enhances transit corridor well-known for innovative use of land-use/transportation coordination | City of Charlotte's departments in close coordination, list of elected officials in support of project | Application notable for stringent use of BCA numbers, quantified benefits for each category, station expansion already planned |
| **Syracuse Connective Corridor** | **City of Syracuse** | **NY** | **$ 10,000,000** | **1.6-3.2** | **1.4-2.7** | expansion and improvement of facilities to provide safe, multmodal options | Extensive streetscape improvements between region's largest institutions, increased property premium | transportation opportiunities for travel between University, Downtown | City's received recognition from EPA for green infrastructure; Stormwater, energy, water quality, air quality, climate change benefits calculated | 3 dangerous intersections for bike/peds targeted, safety improvements "fundamental" to project | Located in economically distressed area | **86 jobs created** | Partnerships with City, CNYRTA, University, local utility National Grid, Onondaga County, State. Collaborative process with many stakeholders. | | Grant funds Phases II and III of exemplerary project; significant livability aspects to project that benefits many different institutions and thoroughly quantifies benefits. Excellent application. |
| **Mayfield Transit Station** | **Greater Cleveland Regional Transit Authority** | **OH** | **$ 12,503,200** | | | Current station underused, in disrepair | Information not provided | Many private development projects under construction near transit station to be rehabbed | Promotion of transportation options | Information not provided | not provided | Information not provided | Innovative use of community partners for sponsorship, planning. Greater University Initiative, University circle neighborhood, partnership with major hospitals, Cleveland foundations University Circle Inc. | | Details of project given through phone conversation, no application reviewed. Similar project funded for a different station during TIGER II funding. |
| **Sellwood Bridge Replacement** | **Multnomah County** | **OR** | **$ 17,700,000** | **2.3** | | Bridge needs to be replaced within 15 years; $19.1m cost of closing bridge for six months | Multco/Clack co classified as economically distressed areas, support South Waterfront development | Allows bridge to be used for TriMet, amenities for bikes, future streetcar options | Sustainability Plan written for project, provides significant options for bike/ped river crossing. | Current dangerous intersection (hwy 43) will be mitigated, increased safety for bike/ped, conducted a HIA | Significant local match for project in economically distressed communities | **1520** job-years in construction, 185 in design | Received FHWA "Exemplary Human Environment Initiative Award" for process innovation. STEM grant to teach schools about project | Many partnerships, letters of support from wide array of organizations. | Significant local match, current bridge under distress, application easy to read, very clear of project intentions and goals. |
| **IMPaCT Philadelphia** | **City of Philadelphia** | **PA** | **$ 10,000,000** | **3.5** | | Project replaced outdated traffic controllers with 170 traffic controllers tied to city's traffic operations center | improve travel efficiency in largest city in Pennsylvania | improves running time, reliability of transit through critical arterial corridors | Minimal Impacts. | Uses technolgoy to improve transit vehicle operating speeds to improve overall traffic flow | Job Creation to begin immediately with receipt of TIGER | Information not provided | City will make TSPs available to emergency responders; | Partnership between City, SEPTA, PennDOT and DVRPC (MPO) | Narrative focuses on very specific, targeted goals for TIGER program, connects to existing SEPTA grade-separated services |
| **Carrie Furnace Flyover Bridge** | **Redevelopment Authority of Allegheny County** | **PA** | **$ 10,000,000** | **20.3** | | Roadway improvements to encourage revitalization of the area | Project encouraged Redevelopment Authority to pursue an eco-industrial site. | Helps eliminates blight in Allegheny County, project has biking/walking infrastructure. | Uncorporates USGBC LEED through construction phase of redevelopment; communities are financially stressed. | Not provided in Narrative. | Project "serves as a beavon for the entire state to the possibilities of large-scale, brownfield redevelopment" | **1000** light industry jobs | Historical Preservation and the marrying of brownfield remediation to green technology development | Carrie Furnace Redevelopment efforts with local communities, nonprofits, state agencies, and federal agencies | Impressive collaboration for tie in to green industry, redevelopment. Application is low on specifics but it's clear this is multi-agency project with innovative thinking. |

# Attachment C

| TIGER GRANT BASICS | | | | | | LONG TERM OUTCOMES | | | | | SECONDARY SELECTION CRITERIA | | | | MISC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESCRIPTION | LEAD AGENCY | ST | TIGER | Benefit Cost Analysis | | Good Repair | Economic | Livability | Environmental | Safety | Economic Stimulus | | Innovation | Partnership | |
| **DART Orange Line Extension** | **Dallas Area Rapid Transit** | **TX** | **$ 5,000,000** | **2.3** | **1.3** | Project renews legacy tunnels in DFW | Faster travel times, cost savings for airport mobility options | enhances access to LRT, commuter rail and air travel, transportation options | Emissions reductions from lower VMT | Grade seperated road crossings | Project enables Belt Line Station TOD by DFW Airport | **3600** temporary, **1785** long term from belt line station | Automated Train Protection technology | DART, DFW, The T, NCGCOG | Application doesn't stand particularly stand out, but only granted $5, smallest urban grant awarded |
| **Westside Multimodal Transit Center** | **VIA Metropolitan Transit Authority** | **TX** | **$ 15,000,000** | **14.0** | **8.0** | Need for single downtown transit station in San Antonio; nearby streets reconstructed for bus traffic | Makes public transit more competitive in city; significant mobility improvements, quantified benefits to low-income and transit-dependent residents; continued revitalization of downtown | Mobility enhancement, connectivity, accessability, reduces street congestion | Quantified benefits of reduction of transit efficiency to air quality. | Reduction of number of surface transportation related accidents | Projected significant economic revitalization around station, extra economic benefit and jobs created from anticipate private development | **314** job-years | intelligent transportation systems proposed | San Antonio, Bexar County, Advanced Transportation District, San Antonio Housing Authority | Very thorough, thoughtful narrative with easy to read articulations of how project meets TIGER criteria |
| **I-95 Hot Lanes** | **Virginia DOT** | **VA** | **$ 20,000,000** | | **4.1** | Outdated highway corridor currently above capacity, new HOV/HOT lanes would increase efficiency | Improves access to employment, commercial centers in DC and NoVa. Cost savings mentioned. | Project helps relieve severe congestion, "critical link to military communities" | Pricing strategies for HOV/HOT may play a role in reducing GHGs | Private firm Transurban committed to VDOT regulations including safety auditing, incident management | Project enhances mobility, improves travel times, reduces fuel costs | **4370** jobs over 3 years. | PPP with Fluor-Transurban, "whole life cost approach" and a "single responsible party." Project also uses Dynamic tolling. | Consistent polling suggests citizens frustrated with traffic; strong support from local, state, federal officials. | One of two projects studied requesting TIFIA funds. Public Private Partnership with Flour-Transurban unique funding model. |
| **I5 Lewis-Mcchord Area Congestion Management** | **Washington State DOT** | **WA** | **$ 15,000,000** | **14.2** | **10.0** | Manages existing corridor capacity by deploying ITS and peak hour traffic management. | Addresses specific traffic issue that occurs during peak hour travel; proposes HOV bypass lanes. Should reduce costs for all users | Less congestion through corridor leads to enhanced livability | "sustainable transportation" including energy efficency, desigend to mitigate environmental impact | installation of ramp meters will improve merging of traffic. | Not Provided In Narrative. | **548** short term construction jobs, 1803 jobs due to increased regional econ. activity | "cutting edge, low cost tecnology to address chronic congestion and extend life of critical corridor" | Coordination with City of Lakewood, Joint Base Lewis-McCHord, Pierce County, WSDOT | All TIGER projects reviewed with major freeway/highway components include HOV/technological management. |
| **IL83 (147th Street) Reconstruction** | **Illinois DOT** | **IL** | **$ 10,438,000** | | | | | | | | | | | | Project Application not received by Metro Staff |
| **Port of New Orleans Rail Yard Improvements** | **Port of New Orleans** | **LA** | **$ 16,738,246** | | | | | | | | | | | | Project Application not received by Metro Staff |
| **Merrimack River Bridge Rehabilitation** | **MBTA** | **MA** | **$ 10,000,000** | | | | | | | | | | | | Project Application not received by Metro Staff |
| **Minneapolis Transit Interchange Construction** | **Hennepin County Regional Railroad Authority** | **MN** | **$ 10,000,000** | | | | | | | | | | | | Project Application not received by Metro Staff |
| **South Jersey Port Rail Improvements** | **South Jersey Port Corporation** | **NJ** | **$ 18,500,000** | | | | | | | | | | | | Project Application not received by Metro Staff |
| **Buffalo Main Street Revitalization** | **City of Buffalo** | **NY** | **$ 15,000,000** | | | | | | | | | | | | Project Application not received by Metro Staff |

# Attachment C

| TIGER GRANT BASICS | | | | | | LONG TERM OUTCOMES | | | | | SECONDARY SELECTION CRITERIA | | | | MISC. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DESCRIPTION | LEAD AGENCY | ST | TIGER AWARDED | Benefit Cost Analysis | | Good Repair | Economic Competitiveness | Livability | Environmental Sustainability | Safety | Economic Stimulus | | Innovation | Partnership | |
| Cincinnati Streetcar Riverfront Loop | City of Cincinnati | OH | $ 10,920,000 | 2.3 | 1.5 | | | | | | | | | | Economic Analysis Document obtained and reviewed, but Project Application not received by Metro Staff |
| Rutherford Intermodal Facility Expansion | Pennsylvania DOT | PA | $ 15,000,000 | | | | | | | | | | | | Project Application not received by Metro Staff |
| South Link: Sea-Tac Airport to South 200th Street | Sound Transit | WA | $ 10,000,000 | | | | | | | | | | | | Project Application not received by Metro Staff |

TRIMET

# Challenges & Choices

## A Budget Discussion Guide · *December 2011*

Tough budget choices are ahead, and we want to know **what's most important to you** when it comes to service on the street and the price you pay to ride.

We created this guide because we want riders and the community to be aware of the challenges TriMet is facing in the upcoming budget year, and the impacts our decisions will have.

We invite you to explore the issues presented in this guide, and weigh in by providing your feedback. You can use the online version at *trimet.org/choices*, or mail your feedback to the address on the back.

INSIDE:


Why is there a budget shortfall? ▶

What are the options? ▶

What are other agencies doing? ▶

Tell us what you think. ▶

# WHY IS THERE A BUDGET SHORTFALL?

TriMet is facing a $12–$17 million shortfall in the next budget year[1] because of lower-than-expected revenue from payroll taxes, anticipated cuts in federal funding, and unsustainable health care costs for union employees. This funding instability comes at a time when there is increasing demand for transit service.

## 1 Due to a stalled economic recovery, projected revenue from payroll taxes is lower than expected.

**Impact:** $3 million

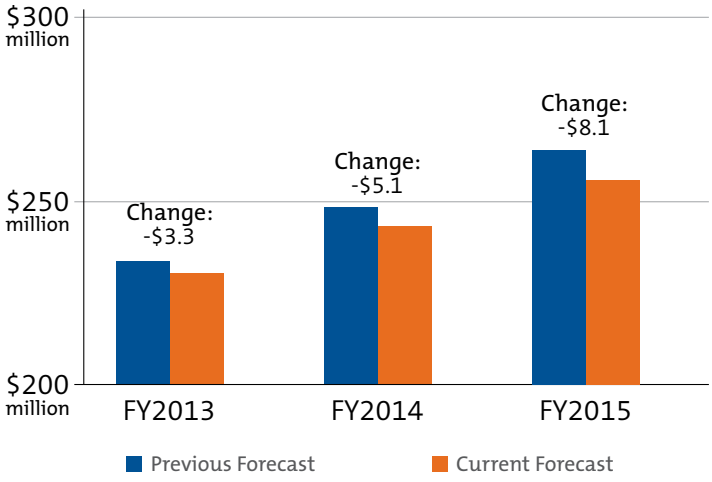
About half of our funding for operating buses and trains comes from a payroll tax paid by area businesses. Employers pay a portion of their employees' gross wages to TriMet ($7.02 per $1,000).

During extended periods of high unemployment, there are fewer workers, leaner payrolls and, as a result, less money for transit. As we slowly emerge from the deepest recession since 1929, employment is at 1999 levels in the Portland area and job growth is unusually slow.

The bottom line: Our incoming tax revenue is growing slower than expected, and it isn't keeping up with our increasing costs. We were expecting to see tax receipts grow 5% next year, but the lagging economic recovery has forced us to reduce our projected revenue by $3 million.

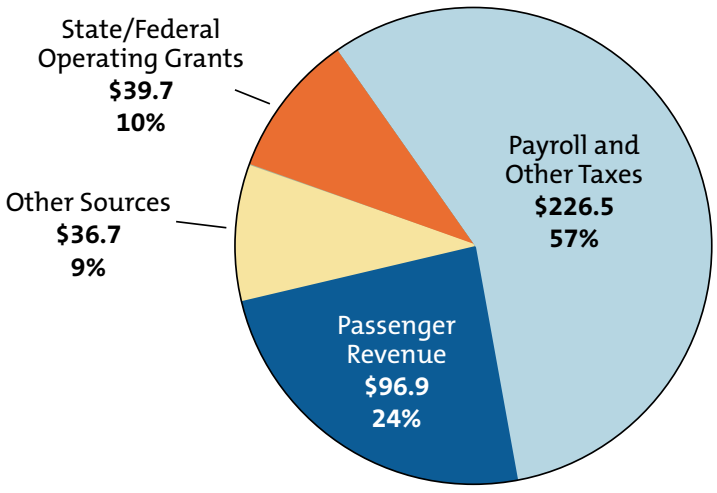
### Payroll Tax Revenue

Budget vs Forecast




### Operating Revenue Sources, in Millions

Audited financial data, Fiscal Year 2011




Our total operating budget is about $400 million. About half of our funding comes from a payroll tax paid by area employers.

[1] Estimated as of December 14, 2011.
TriMet's Fiscal Year 2013 begins July 1, 2012.

## 2 "Formula funding" from the federal government, which provides us with about $40 million each year, is likely to be cut.

**Impact:** $4 million

There is a great deal of uncertainty over the federal grant program that distributes money ("formula funds") to state, regional and local governments.

These funds provide us with approximately $40 million in revenue each year.

We are projecting a $4 million reduction in federal formula funding in Fiscal Year 2013.

## 3 Negotiations with the transit union over health care benefits and other cost-cutting measures are at an impasse.

**Impact:** $5–10 million

The current trend in the cost of wages and benefits for represented (union) employees is unsustainable, and we are at an impasse in collective bargaining with Amalgamated Transit Union Local 757. About 87% of our workforce are members of the union.

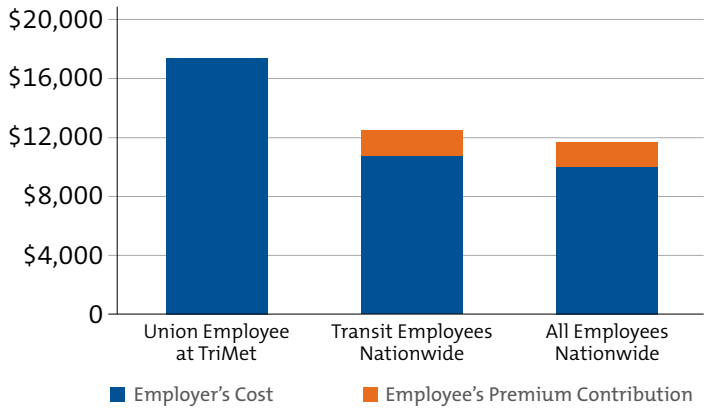
A recent Employment Relations Board decision removed certain cost-saving proposals from our final labor contract offer, so some measures we were hoping to implement—such as bringing wage and health care costs under control—likely will have to wait for a future negotiation (after interest arbitration, which is now delayed). Our contract with ATU expired in November 2009.

Because of a 2007 change in the law, we cannot unilaterally implement our final offer to the union. Instead we must engage in all-or-nothing interest arbitration, a forum in which it is extremely difficult to make significant changes no matter how out-of-line union wages and benefits are. Arbitration was scheduled for January 2012, but has been delayed until March, at the request of the union.

This could have an impact of between $5 million and $10 million on our FY13 budget, and even more in future years.

### Cost of Health Care Benefits

Average Annual Cost per Employee, 2011




**Total Projected Shortfall for Fiscal Year 2013: $12–17 million**

# WHAT ARE THE OPTIONS?

We are looking in three areas to help close our budget gap: internal efficiencies, fares and service. Over the last three years, we have already made a number of administrative cuts, eliminated staff positions, and cut bus service by 13% and MAX service by 10%.

## What we have done so far

### Internal Efficiencies

To balance our budget during the recession, we have cut costs, cut administrative staff, delayed investments, used stimulus money and depleted our reserves. We made cuts to non-union employee and retiree benefits, eliminated 200 staff positions, and implemented executive furloughs and a non-union salary freeze (now in its fourth year). We have delayed replacing older buses and upgrading our fare collection system, and upkeep of facilities and offices has been kept at a minimum. We also reduced the growth in LIFT paratransit service costs, improved the fuel efficiency of our bus fleet, and reduced employee overtime costs.

### Fares

In 2008, we raised fares 20 cents to cover increasing diesel prices, in addition to the regular 5-cent annual increase for inflation. In 2010, TriMet's fare-free zone was limited to MAX Light Rail and Portland Streetcar. And we recently added more fare enforcement staff to help reduce fare evasion.

### Service

In 2005, we increased the employer payroll tax rate to pay for new services such as WES Commuter Rail, MAX Green Line, Portland Streetcar extensions, LIFT service increases, and Portland-Milwaukie Light Rail.

In 2009 and 2010, we were forced to reduce bus and rail service to help address budget shortfalls caused by the ongoing recession. Planned service on MAX Green Line, which opened in 2009, was cut by 33%. These cuts affected nearly every part of the system, with reductions totalling 13% of bus service and 10% of MAX service.

# WHAT ARE OTHER TRANSIT AGENCIES DOING?

Like TriMet, transit providers around the country are facing similar budget challenges, and are taking action to preserve as much service as possible for riders. In the past year, many saw decreases in state and local funding and were forced to cut service, raise fares, lay off employees and implement hiring freezes.

**U.S. Transit Agencies**

According to a recent American Public Transportation Association survey

**71%** saw flat or decreased local funding

**83%** saw flat or decreased state funding

**80%** were forced to cut service and/or increase fares

As we develop our budget action proposal, we will strive to maintain a rider experience that is safe, dependable, responsive, inviting and easy.

# What are the options?

## Internal Efficiencies

We continue looking for ways to do more with less, although a series of recent administrative cuts leaves few options remaining. Further reductions to non-union staff and salaries threatens our ability to deliver the high-quality service our region deserves and demands. The biggest opportunity for internal efficiency is in our labor contract, over which negotiations are at an impasse. TriMet remains committed to reaching a financially sustainable agreement with the union that brings wages and health care costs in line with other transit/government workers and with revenue growth.

## Fares

A fare increase would generate revenue and thereby help avoid more service cuts. But it would also create a hardship for many people—especially lower-income riders who depend on TriMet as their only means of transportation.

## Service

Service is our core business, and it's the last place we look to cut. Any proposed reductions will be addressed with care, taking into account ridership, the availability of alternative service, the use of service for work and school trips, and the operating efficiency of the proposed changes. We will also look at transit equity issues to ensure that changes do not disproportionately affect low-income populations and communities of color. But any consideration of additional service cuts will inevitably focus on some lower-ridership lines and the potential to reduce frequency, reduce hours of operation or eliminate the line altogether. We will also consider eliminating parts of routes that are relatively close to other routes.

Here are some examples of actions taken by other transit agencies:

### Denver RTD
**Fares:** up from $1.50 to $2.25[1]
**Service:** will cut $11 million in 2012

### Sacramento RT
**Fares:** up from $2 to $2.50[1]
**Service:** cut 20% in 2010

### King County Metro
**Fares:** up from $1.25 to $2.25[1] + $0.25 peak surcharge
**Service:** faced 17% cuts in 2011

### Salt Lake UTA
**Fares:** up from $1.50 to $2.25[1]

### Dallas DART
**Fares:** up from $1.25 to $1.75[1]

### St. Louis Metro
**Fares:** up from $1.75 to $2[1]
**Service:** cut bus by 44% and rail by 32% in 2009

[1] between May 2007 and November 2011

# COMMON QUESTIONS

***Why don't you just beef up fare inspection? A lot of people don't pay.***

We have increased the number of fare-enforcement staff and shifted to a policy of enforcement over education. Since the shift to enforcement, where a rider without a valid fare is given a $175 citation, we have seen a 5- to 6-fold increase in the number of citations. That's resulted in more riders buying fares, and more revenue. We are evaluating whether we can hire more fare-enforcement staff to continue this trend.

***WES is expensive to run. Can't you cut it?***

For more than a year, we have been seeing double-digit ridership growth on WES Commuter Rail. We have agreements with our Washington County partners to maintain existing service at least through March 2013. We are looking to make the service more efficient, which could include eliminating a low-ridership trip such as the last trip of the day, but the savings are not significant.

***Why not just cut pay and benefits for employees like everyone else has?***

We're in our fourth year of salary freezes for administrative (non-union) employees, and non-union employees are paying more for their health benefits. We have also eliminated some 200 positions during the recession, and we continue to look for more internal efficiencies. Keep in mind that most TriMet employees (87%) are members of the transit union (Amalgamated Transit Union Local 757). We cannot unilaterally make changes to wages and benefits for union employees, but instead must bargain with the union or engage in all-or-nothing interest arbitration. TriMet's contract with ATU expired in 2009, and union leadership has refused to consider reasonable changes to wage increases and benefits that would bring them more in line with other transit/government workers. ATU has also been successful in its legal maneuvers to delay or exclude arbitration on TriMet's cost-saving wage and benefit proposals.

***Can't you stop the Portland-Milwaukie MAX Project to save money?***

A top transportation priority for the region, the Portland-Milwaukie Light Rail Transit Project is the result of a 20-year planning process involving many partnerships at the local, regional, state and federal level. All funds for the $1.49 billion project have been committed, and we anticipate the federal government will pay for 50% of it, with money solely dedicated to building new rail lines. The region will gain a 7.3-mile MAX extension with more cost-effective service, while TriMet contributes less than 5 percent of the construction costs. To date, no TriMet funds have been spent on construction.

***How about eliminating the public art program?***

The Federal Transit Administration encourages transit agencies to include public art in large capital projects (such as building new MAX lines) because it discourages graffiti, provides wayfinding for riders and creates a sense of place for the community, among other things. TriMet's public art program is funded exclusively by restricted capital grants (the current program is part of the Portland-Milwaukie Light Rail Transit Project). If public art were eliminated, the money would have to be reinvested in the light rail project, as required by the grant.

***How can you afford new buses if you're having a budget shortfall?***

This year we are buying 55 buses, funded primarily through grants from the federal government. We have delayed bus purchases to offset the impacts of the last two recessions and minimize the effect on service. As a result, we have one of the oldest fleets in the country. Over the next few years, we will continue to replace our oldest buses through a combination of federal grants and debt service (loans).

# TELL US WHAT YOU THINK

With the possibility of a $17 million budget gap to fill, what would you do? What are your priorities? Here are some of the options we're considering.

## REVENUE-GENERATING MEASURES

### Fares

| | | |
|---|---|---|
| ☐ $6.0 million/yr | **Increase fares by 20 cents** | Increases all single fares (except Honored Citizen fares for seniors and people with disabilities) by 20 cents, in addition to regular 5-cent annual increase for inflation. Cost of Adult All-Zone ticket would be $2.65. Likely to be a hardship for low-income riders. |
| or | | |
| ☐ $7.5 million/yr | **Increase fares by 25 cents** | Increases all single fares (except Honored Citizen fares for seniors and people with disabilities) by 25 cents, in addition to regular 5-cent annual increase for inflation. Cost of Adult All-Zone ticket would be $2.70. Likely to be a hardship for low-income riders. |
| or | | |
| ☐ $11.5 million/yr | **Increase fares by 40 cents** | Increases all single fares (except Honored Citizen fares for seniors and people with disabilities) by 40 cents, in addition to regular 5-cent annual increase for inflation. Cost of Adult All-Zone ticket would be $2.85. Likely to be a hardship for low-income riders. |
| ☐ $2.7 million/yr | **Eliminate the Free Rail Zone** | Requires standard 1-zone fare to ride MAX Light Rail and Portland Streetcar in Downtown Portland, the Rose Quarter and the Lloyd District. Removes long-standing symbol of the city's visitor-friendly downtown. May help reduce fare evasion and undesirable behavior on buses and trains. |
| ☐ $3.0 million/yr | **Eliminate transfers and round-trips on a single fare; add new day pass** | Requires riders to purchase a day pass (priced at twice the single fare) in order to make transfers or travel round-trip. Reduces uncertainty of being able to make a connection/round-trip on a single fare. This change is being adopted at a number of other transit agencies. |

### Other

| | | |
|---|---|---|
| ☐ $0.3 million/yr | **Sell ads on TriMet websites and TransitTracker by Phone** | Places advertising messages on certain *trimet.org* and *m.trimet.org* pages, such as schedules, Trip Planner itineraries and TransitTracker arrival results pages. Places brief advertising messages prior to arrival times on TransitTracker by Phone at 503-238-RIDE. |
| ☐ $0.1 million/yr | **Charge for parking at high-use Park & Ride locations** | Implements a nominal parking fee at high-traffic Park & Ride facilities. |
| ☐ | **Other revenue-generating measures (your ideas):** | _____ _____ |

| SUBTOTAL | |
|---|---|
| ☑ $ | + |

**1% cut in bus service** = approx. $1 million/yr
**5-cent fare increase** = $1.7 million/year

# COST-SAVING MEASURES

## Bus & Rail Service

| | | |
|---|---|---|
| ☐ $1.5 million/yr | **Run MAX trains 3–5 minutes further apart at times when ridership demand is lower** | Reduces MAX service frequency from every 15-17 minutes to every 20 minutes midday, evenings and weekends. Friday night service would end at the same time as other weeknights. Reduces accessibility, comfort, convenience and reliability of service for riders. |
| ☐ $2.0 million/yr | **Run Red Line between Airport and Gateway only (except rush hours)** | Eliminates direct airport service between Beaverton and Gateway outside of rush hours (airport travelers would need to transfer to/from Red Line at Gateway). Reduces east-west MAX service frequency between Beaverton and Gateway outside of rush hours. |
| | or | |
| ☐ $0.9 million/yr | **Run Red Line between Airport and SW 11th Ave only (except rush hours)** | Eliminates direct airport service between Beaverton and Downtown Portland outside of rush hours (airport travelers would need to transfer to/from Red Line downtown at Library/SW 9th). Reduces east-west MAX service frequency between Beaverton and downtown outside of rush hours. |
| ☐ $1.3 million/yr | **Eliminate lowest ridership bus service** | Discontinues 4–6 lines and reduces trips on another 10–12 lines with less than half the system average ridership effectiveness. Reduces service for seasonal events. Reduces accessibility, comfort, convenience and reliability of service for some riders who will be forced to use alternative service, if available. May severely limit transportation options for transit-dependent and vulnerable populations, and reduce access to employer worksites. |
| ☐ $1.8 million/yr | **Eliminate redundant bus service** | Reconfigures overlapping or redundant bus routes to save costs, simplify routes or address directness of travel. Reduces accessibility, comfort, convenience and reliability of service for some riders who may be required to wait longer or make additional transfers. |
| ☐ $0.8 million/yr | **Eliminate trips and run buses/trains less often on parts of routes with lower ridership** | Reduces service frequency on segments of routes or at times of day when ridership is low, and may reduce hours of operation. Reduces accessibility, comfort, convenience and reliability of service for some riders, particularly transit-dependent and vulnerable populations. |
| ☐ $0.4 million/yr | **Adjust LIFT service to correspond with regular bus/MAX service** | Adjusts service boundary and hours for LIFT paratransit service (TriMet's shared-ride service for people who cannot use regular buses and trains due to a disability) to correspond with bus and MAX service, as defined by Americans with Disabilities Act regulations. LIFT rides would not be available during evenings and weekends to areas that are not served by regular bus lines at those times. |
| ☐ $0.3 million/yr | **Reduce annual contribution to Portland Streetcar** | Reduces FY13 financial contribution toward operation of Portland Streetcar by 8%. (The Streetcar is owned by the City of Portland.) Likely to result in less frequent service. |

SUBTOTAL

☑ $

+

# WORKSHEET

## COST-SAVING MEASURES

| | | |
|---|---|---|
| ☑ **Find ways to improve internal efficiency** | Our management and employees will continue their efforts to identify greater savings through internal efficiencies in all departments, programs and functions. This may include reducing program hours, reducing printing and material costs, and finding ways to further maximize resources. | Internal |
| ☐ **Other cost-saving measures (your ideas):** | | |

## Ready to weigh in? Submit your feedback online:

*trimet.org/choices*

Or, mail this worksheet to:

*Budget Feedback,TriMet MK2*
*4012 SE 17th Ave., Portland, OR 97202*

| | | | | |
|---|---|---|---|---|
| SUBTOTAL<br>☑ $ | = | **TOTAL**<br>$ | **$17 million** |

## **Tell us about yourself** (optional)

We strive to preserve transit as an option for those who depend on it most. You can help by answering the optional questions below.

**Which best describes your TriMet ridership?**

- ☐ Never ride TriMet
- ☐ Ride TriMet at least once a year

**Which statement is most accurate?**

- ☐ I have a car but I prefer to take TriMet
- ☐ No car
- ☐ Can't/don't drive

**What is your annual household income from all sources?**

- ☐ Less than $20,000
- ☐ $20,000-$59,999
- ☐ $60,000 or more

**Which best describes your racial or ethnic background?**

- ☐ Black/African American
- ☐ Asian/SE Asian/Asian American
- ☐ Pacific Islander
- ☐ Caucasian/White
- ☐ Hispanic or Latino(a)
- ☐ Native American/Alaska Native
- ☐ Bi-Racial/Multi-Racial
- ☐ Other

**ZIP Code:** _____ **Gender:** _____ **Age:** _____

## Ready to weigh in?

**Submit your feedback online:**

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*4012 SE 17th Ave., Portland, OR 97202*

# NEXT STEPS

Want to learn more and share your feedback in person? Join us at an open house in February. After we review and consider all the feedback we receive from riders and the public, we'll release a more detailed budget action proposal for public review.

### Saturday, February 11

**Beaverton Library Conference Room**

12375 SW 5th St.
Beaverton

1–3 p.m.

### Monday, February 13

**Multnomah County East County Health Center, Sharron Kelly A&B**

600 NE 8th St.
Gresham

4:30–6:30 p.m.

### Wednesday, February 15

**Portland Building Room C**

1120 SW 5th Ave.
Portland

4:30–6:30 p.m.

### Thursday, February 16

**Clackamas Town Center Community Room Lower Level**

12000 SE 82nd Ave.
Clackamas

4:30–6:30 p.m.

Available in other formats.
503-238-7433 · trimet.org

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www.oregonmetro.gov/climatescenarios

# Climate Smart Communities Scenarios Project

Joint Policy Advisory Committee on Transportation

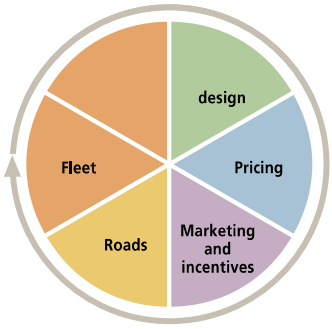
**January 12, 2012**

Metro | *Making a great place*

1

## Phase 1 purpose

- How far do current plans and policies get us?
- What is the relative GHG emissions reduction potential of different policies?



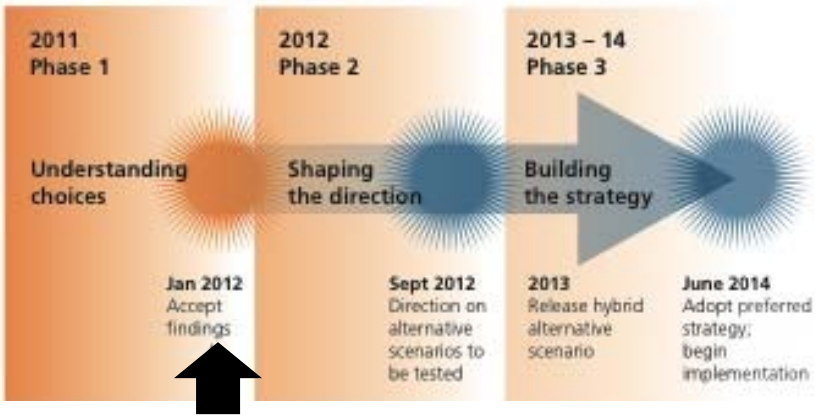

Policy areas tested in Phase 1

*Understand choices, not to choose a preferred alternative*

Metro

2

## Scenarios Project timeline




**We are here.**

3

Metro

## Action Requested

**Accept Phase 1 Findings**

to receive officially and forward

to the Metro Council to accept

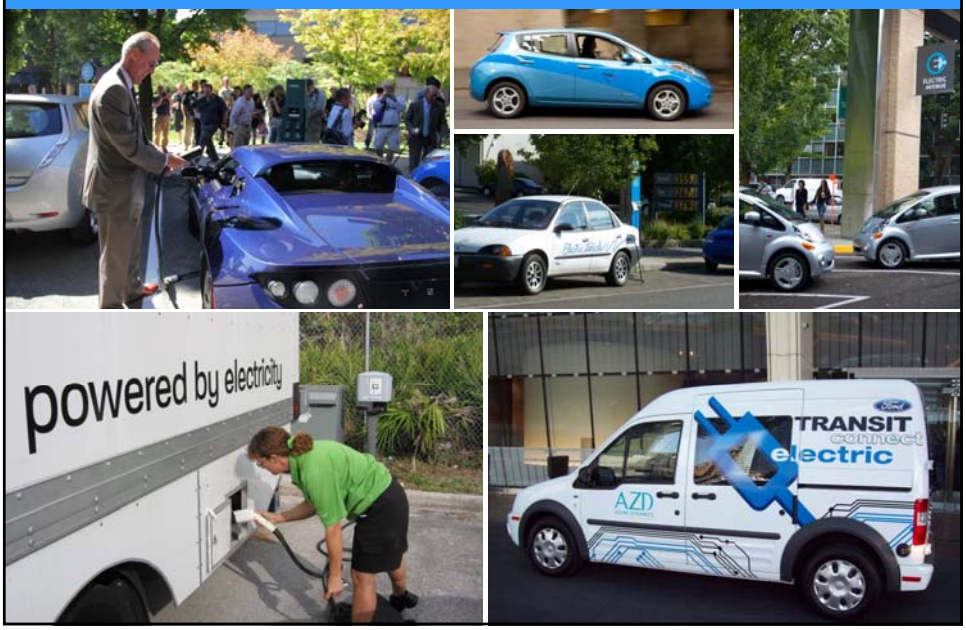
# Transportation Electrification

***Choosing electricity as transportation fuel***


***Update on the Transportation Electrification Executive Council & Drive Oregon***

**JPACT Meeting**
**January 12, 2012**

## Electric vehicles are here now



## EVs & the charging infrastructure work

**Electric vehicles & the charging station infrastructure are working**

- Oregon DMV report shows over 1100 registered electric vehicles
- Oregon has over 500 charging stations, with many more to come in 2012
  - Over 300 of these are public charging spots
- Oregon has well over 40 businesses working on transportation electrification and vehicle efficiency technologies


3

## EVs make economic sense

**EVs make economic sense for use in government fleets**

- Much lower and more predictable fuel costs
- Lower maintenance costs
- Help local governments demonstrate leadership in making smart decisions that help further energy independence, economic development, and public and environmental health

**Electric vehicles make economic sense for our region**

- Use locally and regionally produced energy instead of importing foreign oil for transportation fuel

**There is money available to help off-set upfront costs**

- $400k program for Metro area government fleet purchase incentives; paying part of the incremental cost difference between the EV and a combustion vehicle

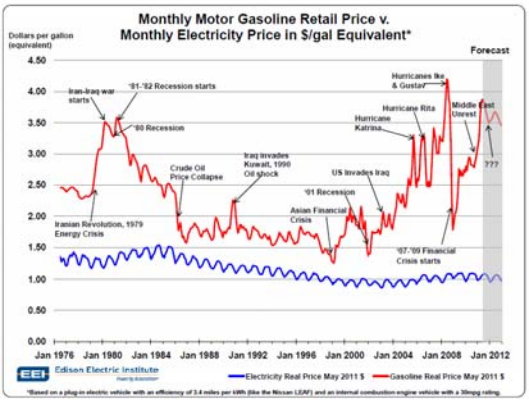
4

## Time to step up

Be a leader…lead by example

Take advantage of available incentives

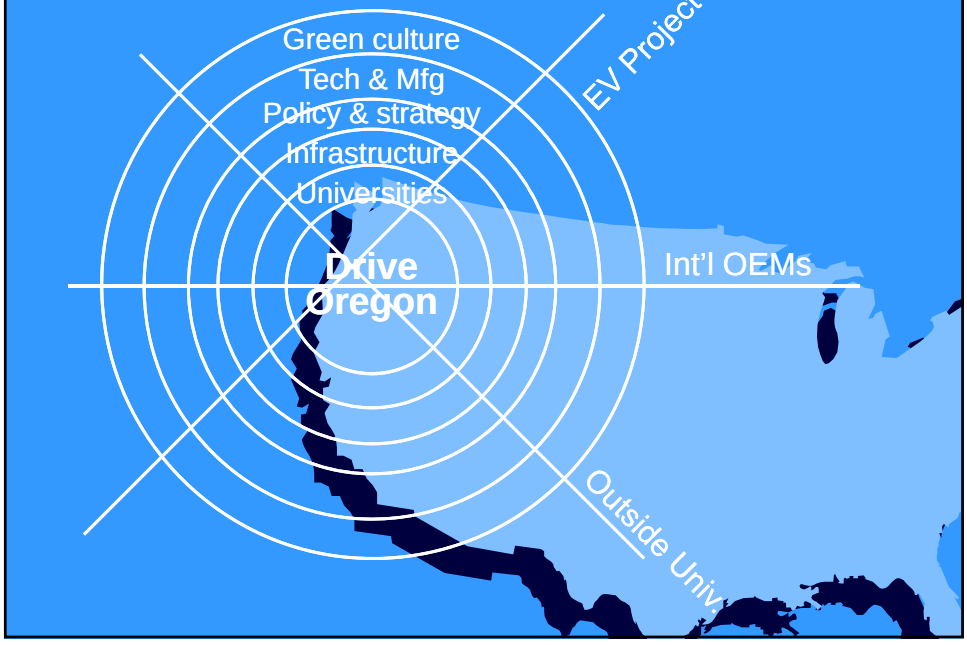
Make a smart decision that will fuel economic development and environmental prosperity in our region






5

## Oregon: The Center of EVs



## New association for a new industry

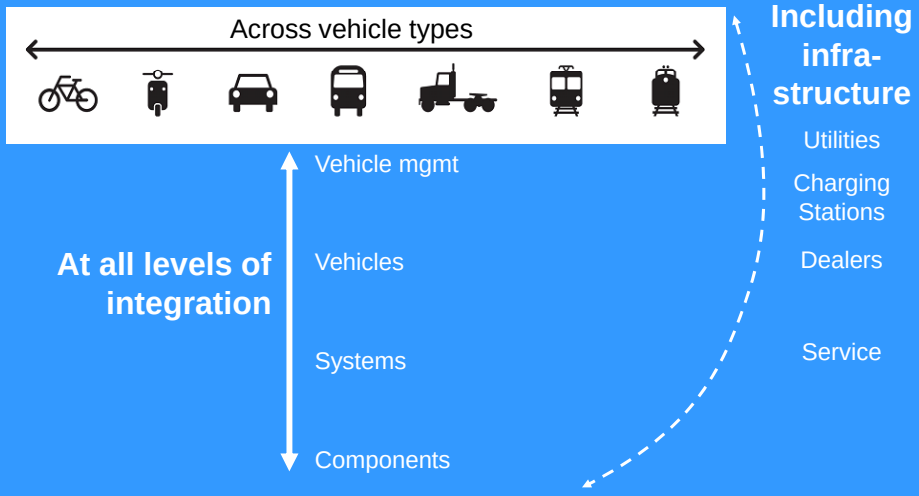
**Who we are**
A coalition of Oregon companies and interest groups engaged in the electric vehicle industry and transportation electrification.

**Mission**
To catalyze the growth of Oregon's electric vehicle industry, ensuring Oregon develops and maintains its competitive advantage and maximizes the economic development potential of this emerging industry.

***Attracting resources. Driving growth.***

7

## Strength & synergies work across the industry



## Drive Oregon Goals

Increase collaboration with universities and other partners

Attract outside grants and investment

Grow Oregon's electric vehicle industry

Create new jobs


9

## Contact Information

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**Jeff Allen**
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*Drive Oregon*
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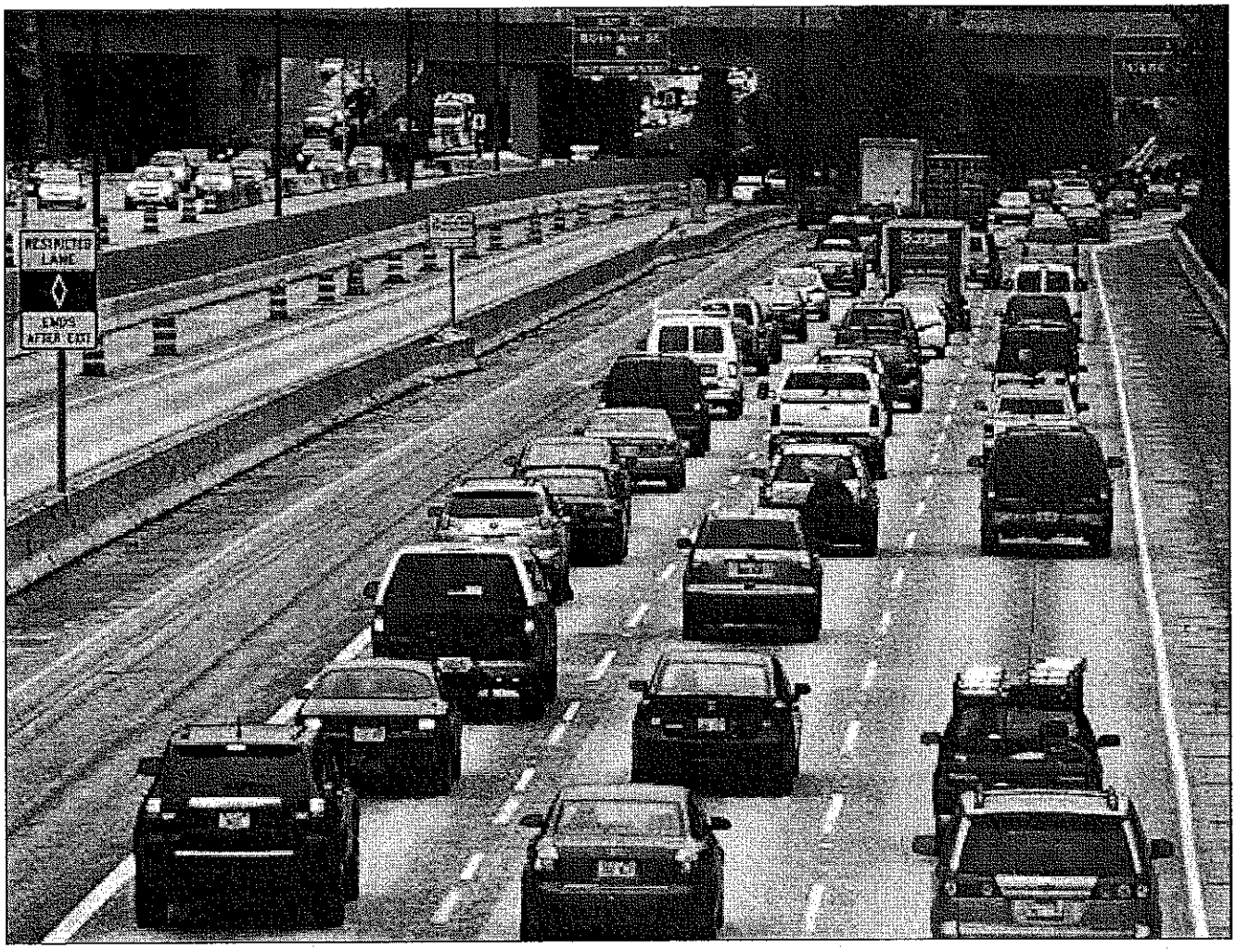
(541) 490-9021

10

Mercer Island REPORTER

PRINT THIS

# Tolling keeps traffic in flux




Eastside drivers fill the westbound lanes of I-90 at Island Crest Way last Tuesday, during the first full week of tolling on SR-520. State transportation officials said it will take until February to measure traffic impacts.
Chad Coleman/Staff Photo

By REPORTER STAFF
Mercer Island Reporter Staff
JANUARY 11, 2012 · 9:28 AM

The Washington State Department of Transportation said last week that drivers are "navigating toward a new normal as they tweak their commute times and routes and get used to tolling on State Route 520."

"After our first week, we're beginning to see that variable tolling is working," said Toll Director Craig Stone, of the Washington State Department of Transportation. "So far traffic has been free-flowing on SR-520 during the peak periods."

Traffic data from Jan. 4 and 5 shows more drivers are taking SR-520. In the morning and evening commutes, traffic is reaching 75 percent of the pre-tolled levels. The overall daily volume is 57 percent of historic levels.

Drivers started their commutes earlier, before 7 a.m., on Wednesday, Jan. 4, on both I-90 and SR-520, while morning traffic data for Thursday, Jan. 5, shows drivers actually delayed their I-90 morning commute and more drivers used the tolled SR-520 bridge.

Drivers who don't want to pay $3.50 to cross SR-520 after 7 a.m. are choosing to cross before 7 a.m., saving 70 cents

by crossing earlier. Or they are heading to I-90 to avoid both the toll and congestion. Still, others are choosing to pay the toll during the peak and are finding a free-flowing commute.

"Tolling is only a week old and we're not ready to draw any final conclusions just yet, but we are seeing drivers try new routes and times," said Stone last week.

The four-week period in December and January traditionally has the lowest traffic volumes due to three official holidays — Christmas, New Year's Day and Martin Luther King Jr. Day. Traffic data gathered now does not include the full regional traffic picture. WSDOT engineers say that won't become totally clear until February.

Traffic data of a week ago, Wednesday, Jan. 4, included:

- Central Puget Sound traffic overall was down seven percent.
- Traffic across both Lake Washington bridges combined was down 11 percent.
- Traffic across SR-520 was down 43 percent and drivers were moving 5-10 mph faster.
- Both I-90 and SR-520 saw an uptick in drivers between 6 and 7 a.m.
- More drivers returned to SR-520 between 7 and 9 a.m. on Thursday, Jan. 5. Nearly 75 percent of pre-toll drivers returned to eastbound SR-520.

*Contact Mercer Island Reporter Staff Reporter Staff at editor@mi-reporter.com.*

The Seattle Times
Winner of Eight Pulitzer Prizes

## Local News

Originally published January 8, 2012 at 8:27 PM | Page modified January 9, 2012 at 1:27 PM

# With toll, 520 traffic light — and faster than limit

New tolls on the Highway 520 bridge have reduced traffic so much that drivers are commonly traveling at 65 mph, maybe three times as fast as they're used to.

By Mike Lindblom

Seattle Times transportation reporter

New tolls on the Highway 520 bridge have reduced traffic so much that drivers are commonly traveling at 65 mph, maybe three times as fast as they're used to.

"Clearly, 520 drivers' adrenaline starts pumping when they see a road that's usually a parking lot, wide open," says Jim Bak, spokesman for the Kirkland-based INRIX traffic-data company.

Motorists are diverting to other roads, chiefly the toll-free Interstate 90 bridge. Regionally, commutes were 5 mph to 10 mph faster, because of the holidays, since tolls began on Dec. 29. Officials say this week will provide a more accurate picture — but on Friday the state Department of Transportation (DOT) hedged its bets by saying traffic might not settle until February, given the upcoming Martin Luther King Jr. holiday.



Monday morning, the prevailing speed on 520 was around 62 mph heading to the Eastside at 8:40 a.m., at the same time there were slowdowns on I-90 across Mercer Island. Earlier, a collision blocked some I-90 lanes entering Seattle.

INRIX's analysis found, for example, that in the 5 p.m. hour on Jan. 3 the average speed approaching the bridge, heading from the Eastside to Seattle, was 65 mph near the 92nd Avenue Northeast overpass. Usually the average speed there is only 19 mph.

Toll rates vary by time of day, peaking at $3.50 each direction from 7 a.m. to 9 a.m. and from 3 p.m. to 6 p.m. Speed limits are variable, but the top limit is 50 mph on the bridge and 60 mph on land approaches.

Some drivers are crossing before 7 a.m. when the toll is $2.80, reducing congestion in the morning peak, the DOT update says. As of Thursday, about 59,000 toll payers crossed the bridge — half the standard volume.

But officials warned the real picture won't be clear until February, once the disruptions of Christmas, New Year's and Martin Luther King Jr. Day are in the rearview mirror.

The tolled 520 bridge and the toll-free I-90 bridge have swapped roles somewhat, says Bak.

While the toll-bridge traffic moves faster than before, the I-90 speeds are slower, he said. For instance, at 6:18 p.m. Jan. 3, the westbound speed was 64 mph at Medina, and only 23 through the Mercer Island lid — a reversal of the normal 29 mph at Medina and 61 mph at Mercer Island. DOT says rain and crashes have contributed to I-90 slowdowns.

Some drivers say the toll bridge has become an executive highway, providing premium speed for the rich. The annual cost can exceed $1,600 if someone drives at peak times every workday.

But the decongestion helps transit riders, too, though some cross-lake buses are more crowded as people experiment with buses as an antidote to tolls.

Bryan Bucklin, of Seattle, estimates that his former 35- to 40-minute ride from Microsoft to Montlake is now as short as 15 minutes. "I intentionally started training myself to take the bus a year or so ago, in anticipation of tolling," he said.

Friday morning on the bridge, someone driving the 50 mph speed limit at 8:40 a.m. would have been passed by a few dozen vehicles from Montlake to Medina, going roughly 65 mph.

In the westbound direction, a state trooper with red lights was following a driver across — however, there is no targeted speed patrol under way on 520, says Trooper Julie Startup.

The urge to speed is understandable, theorizes longtime Seattle resident Travis Winn, because so many Seattle streets have lower speed limits, bike lanes, curb barriers and higher parking fees. "I can imagine why people would want to," said Winn, who was avoiding the toll bridge last week. "What's wrong with going fast, when you can?"

Asked about the INRIX speed figures, a DOT spokeswoman replied: "We track travel times, we track traffic volumes, we do not intend to do speed studies in this area in the near future unless a safety issue develops. We are not an enforcement agency."

*Mike Lindblom:*

*206-515-5631 or mlindblom@seattletimes.com. On Twitter @mikelindblom.*

The Seattle Times
Winner of Eight Pulitzer Prizes

## Local News

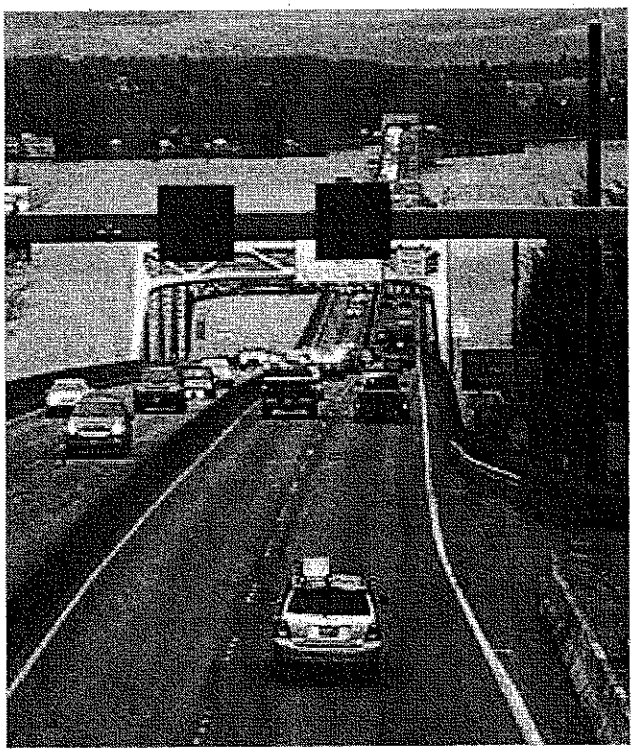
Originally published January 3, 2012 at 9:30 PM | Page modified January 4, 2012 at 7:31 AM

# $3.50 ride takes a toll on 520 bridge traffic

Thousands of commuters found different ways of getting to work Tuesday as electronic tolling started on the Highway 520 bridge. Because of the holidays, Tuesday was considered the first big test of how commuters would react to the tolls.

By Keith Ervin and Brian M. Rosenthal

Seattle Times staff reporters



Leslie Hayden, a CPA living in Kirkland, switched from Highway 520 to Interstate 90 on Tuesday morning to avoid the toll.

That added seven miles to her commute to downtown Seattle, but she said it was worth it.

Because Hayden's car gets 22 miles to the gallon and gas prices generally are at or above the $3.50 peak-hour toll, she figures she's saving money if she adds no more than 22 miles to her toll-avoiding trip.

**Top comments** Hide / Show comments

"I'm spending about 20 extra miles a day spewing my SUV exhaust into the air. Still, an... (January 3, 2012, by anonymousdoc) *Read more*

"Expect Olympia to toll I-90 and every other place they can toll. (January 3, 2012, by Cobra478) *Read more*

The toll simply is too high, Hayden said. "I think the $3.50 each direction is overreaching. If I wanted to I could probably afford it, but a lot of people can't."

Hayden was among thousands of commuters who found different ways of getting to work Tuesday in response to the new Highway 520 bridge tolls. Electronic tolling started last week, but because of the holidays, Tuesday was considered the first big test of how commuters would react — paying the toll, switching to transit, finding alternate routes.



Rush-hour tolls cost up to $3.50, plus a $1.50 surcharge for those without state-issued Good to Go stickers.

Highway 520 traffic volumes on Tuesday were lower than usual both in the morning and the evening, the state Department of Transportation reported.

About 40 percent fewer vehicles than normal crossed the Highway 520 bridge Tuesday evening, completing the crossing four to 10 minutes faster than usual.

"It felt empty — a lot of elbow room on 520," Transportation Secretary Paula Hammond said after traveling both cross-lake bridges during the morning commute.

Much of the traffic, as expected, shifted to I-90, where volumes were up 20 to 25 percent for the morning but only 3 to 7 percent in the evening.

Traffic also was heavier on Highway 522 between Seattle and Woodinville.

The drop in morning peak traffic on 520 wasn't as severe as the 40 to 45 percent drop forecast by transportation officials. But because some commuters may be taking extended vacations and others may be weighing their commute options on a day-to-day basis, the long-term impact of tolls on commuting habits remains uncertain.

Seattle-area traffic volumes were 10 percent off normal on Tuesday, DOT officials said.

Gurvinder Singh was one of six Puget Sound Energy employees who last week requested employer-paid ORCA Card bus passes. That may not be a big number, but it's a lot more than the one to 10 requests that PSE employees typically make in a month.

It's more convenient for Singh to drive from Seattle's Ravenna neighborhood to work in Bellevue, especially on the two days a week when he picks his children up from school, he said. "But then it became very expensive, starting today," he said of driving across the 520 bridge.

King County Metro expects ridership on its cross-lake routes to pick up by 15 percent as a result of the tolls, spokeswoman Linda Thielke said. Riders on several routes confirmed buses were more crowded Monday.

"There's usually about 10 people or so on the bus before I get on, and today the bus had only two seats open," Jenna Badu-Antwi wrote in an email as she rode the Route 545 bus between her Redmond home and her Colliers International marketing job in Seattle. "The ride itself is OK, just not as comfortable as before since bus is overcrowded."

Thielke said she also had heard reports of "cozy" buses, although she did not have any numbers. Some heavily used park-and-ride lots filled up earlier than usual, she said.

Metro, Sound Transit and Microsoft all have boosted their bus fleets to accommodate an expected surge in demand.

Microsoft spokesman Lou Gellos said free Connector buses carrying employees from Seattle neighborhoods to the company's Redmond headquarters campus carried 5 to 30 percent more passengers than usual Tuesday.

Some area residents vowed never to pay the 520 toll, while some 520 commuters welcomed Tuesday's lighter traffic.

Kent resident John Barnett said congestion caused by commuters switching from Highway 520 has slowed his wife's trip along Interstate 405 to her job in Bellevue since last week.

Even worse, he wrote in an email, "The toll makes the 520 bridge a de facto private reserved highway for the privileged few who commute to high-salaried jobs while the average guy is left holding the bag with a worse commute."

DOT officials said traffic on I-405 north of I-90 increased, but travel times weren't significantly longer.

With little traffic on 520 Tuesday, Microsoft Windows program manager Caitlin Kehoe said her Connector trip from Fremont to Redmond "felt like a weekend — it was a breeze."

Kehoe, who sometimes bikes to work, looks forward to construction of a bridge with HOV lanes and bike-pedestrian lanes.

She said she believes tolls may be preferable to general taxes but understands some people's feeling that a toll bridge is "a rich person's highway."

*Keith Ervin: 206-464-2105*

*or kervin@seattletimes.com*

The Seattle Times
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## Editorials / Opinion

Originally published Tuesday, January 3, 2012 at 4:06 PM

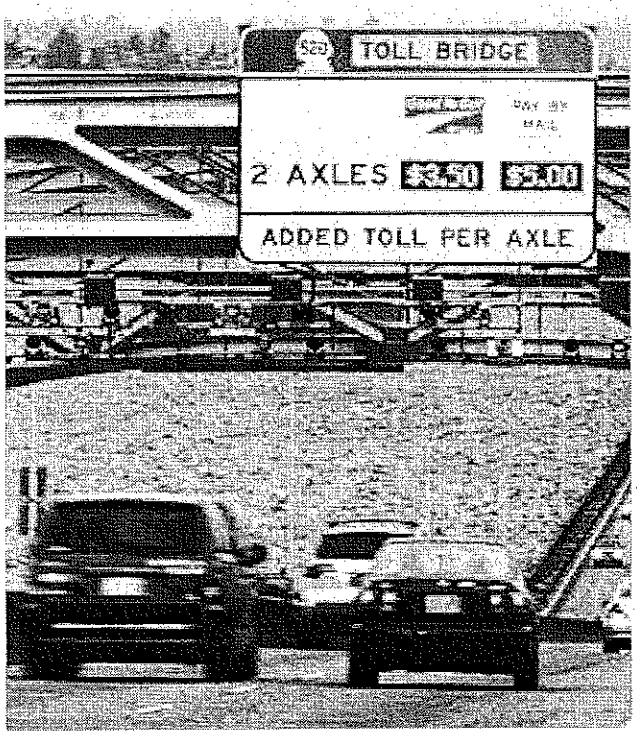
Bruce Ramsey / Times editorial columnist

# Highway 520 pass is Good to Go but where will tolls end?

Tolling began on state Highway 520 last week. As Seattle Times editorial columnist Bruce Ramsey fills out his Good to Go pass, he reflects on just how far road tolls will spread.

By Bruce Ramsey

Seattle Times editorial columnist




I've been filling out the form for my Good to Go tolling pass. It is a milestone. I am now an enrolled toll payer, set up not only to pay at the 520 bridge, but also at the Highway 167 HOT lanes, the Tacoma Narrows Bridge and, in a few years, the downtown Seattle tunnel.

**Top comments** Hide / Show comments

"High Gas Tax + High Tolls + High Sales Tax = worst possible tax structure. New state... (January 4, 2012, by indianae) *Read*

And there will be more. This is just the beginning of a new regime on the roads.

I'll miss the free road but will enjoy the improvements. For people who want more road lanes, that's a reason to accept tolls. I note, however, that there are people who are against more road lanes and in favor of tolls, because tolls dampen demand.

Increasing supply, reducing demand: It may be the exit from the conundrum that new freeway lanes just fill up, leaving congestion as bad as before.

*more*

Bruce Ramsey asks, when will it end? Maybe when The Seattle Times gives up its... (January 4, 2012, by Charlievictor) *Read more*

My sister lives in another state where they do not have a gas tax like we do. The way... (January 5, 2012, by largent803) *Read more*

Read all **36** comments > Post a comment >

That conundrum was noted 50 years ago and has been confirmed by two economists from the University of Toronto, Gilles Duranton and Matthew Turner. In a paper published in the American Economic Review, they found in U.S. urban areas it was generally true, and that in the densest parts was absolutely true: New road lanes just fill up.

The study found the same effect with transit. Buses and rail free up space on roads, which just fill up.

More roads, more transit: Neither ends congestion, at least in the central city.

That's not to say that more of either is a waste. We don't think building a school is a waste because it will "just fill up" with kids. So it is with new roads that "just fill up" with cars and trucks. Roads fill up because people use them. When a bus fills up, the meaning is the same. Each investment increases mobility, which is about going where you want.

How much is mobility worth to people — not in general, but in a specific corridor? In theory, tolls give you a way to find out. Put a price on a bridge, and see if people pay to go over it.

The state puts a price on 520 for immediate reasons. It wants to pay for a six-lane bridge. It also wants to decongest traffic. But how people respond tells you something. Do they pay? Do they flee to I-90? Maybe I-90 should be tolled.

The theory is intriguing. Tolls are like prices in a market, except, as program manager Matthew Kitchen of the Puget Sound Regional Council says, "We can never forget this isn't really a market." It's the government, which is creating a stream of revenue for itself.

As tolling expands, Kitchen says, "There need to be controls, to make sure consumers benefit. Tolls need to be tied to investments. If they are not, the opportunity for mischief is too great." On 520 the tolls are tied to the investment in a new bridge. But in the future, tolls could be put on a corridor already paid for, and generate more money than necessary for upkeep.

What would the state do with the rest of the money?

Another thing. Tolls price some people out of travel. They are the losers in a toll regime. Kitchen suggests that in the future, some of the toll money should benefit them. It could subsidize buses. Others will want excess tolls to go to roads.

I like roads, and I'm fine with subsidizing urban buses. But as I sign up for Good to Go, I wonder where ultimately it *will* go: for building more or building less? I put the question to Clark Williams-Derry, who blogged at Sightline Institute about the Toronto study.

"Both may be true — but in different places," he said. "We're going to find out."

*Bruce Ramsey's column appears regularly on editorial pages of The Times. His email address is bramsey@seattletimes.com*

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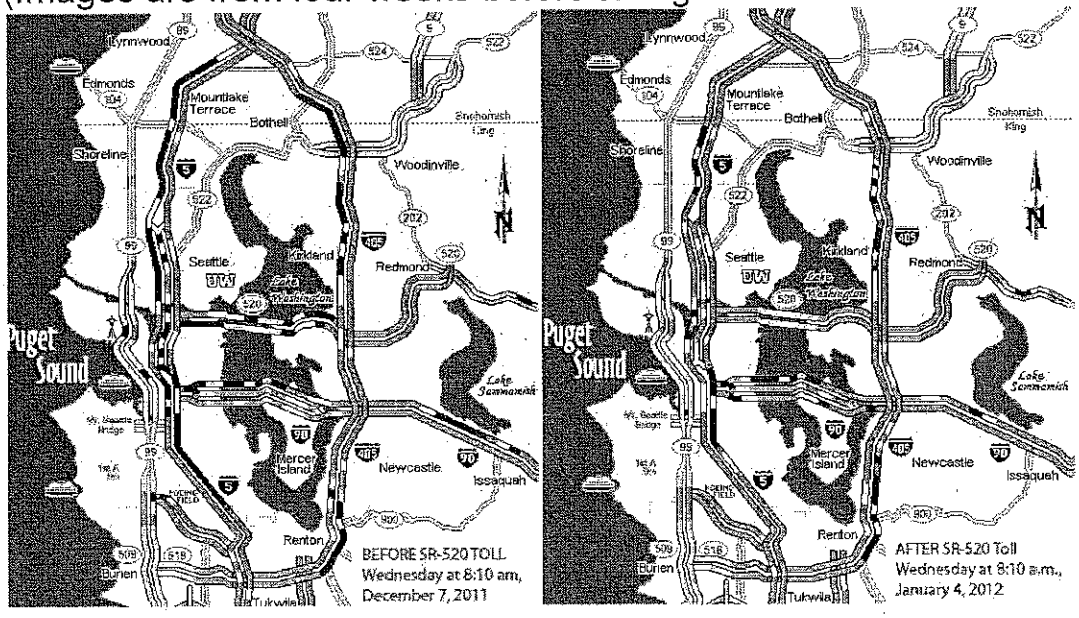
SEATTLE'S NEWS ELIXIR

# Sightline: Traffic Eases on 520, I-5, Even 405

ON OTHER BLOGS *January 5, 2012 at 4:38 pm Erica C. Barnett*

One week after the state started tolling the SR-520 bridge across Lake Washington, Sightline's Clark Williams-Derry writes, not only is traffic on 520 itself "a breeze," but traffic seems to have eased on I-5, and perhaps I-405, the two north-south routes that connect 520 to parallel (and untolled) I-90, as well. That conclusion is based on traffic volumes during the Wednesday morning rush hour—typically the heaviest-traffic period of the week.

(Images are from four weeks before tolling started and this morning.)




Meanwhile, traffic on I-90 was slightly heavier than usual, but only a little; according to the state Department of Transportation, traffic volumes on I-90

increased just 8 percent on Wednesday morning, and while speeds were down, that was partly due to heavy rain and multiple accidents.
While it's still too early to reach any conclusions about travel patterns across the bridges, Williams-Derry notes that based on the evidence so far, as well as his own experience on the bridge, it appears that "the 520 tolls have shifted traffic patterns dramatically. And that provides at least some evidence that tolls really can be an effective tool in managing congestion and traffic flows."

Additionally, he notes that if people are choosing to change their behavior in a way that reduces overall traffic volumes—by taking the bus, traveling at different times, carpooling or vanpooling, avoiding trips, or using other travel modes—then it's debatable whether we actually need all the expensive new road projects that tolls are supposed to pay for.

"http://www.wsdot.wa.gov/News/2012/01/05_SR520_Driverstweakcommute.htm

Washington State Department of Transportation

# Drivers tweak commute times for tolled SR 520 bridge

**Date: Thursday, January 05, 2012**

**Contact:** *Good To Go!* customer service 1-866-936-8246.

SEATTLE – Drivers are navigating toward a new normal as they tweak their commute times and routes and get used to tolling on State Route 520.

"After our first week, we're beginning to see that variable tolling is working," said Toll Director Craig Stone of the Washington State Department of Transportation. "So far traffic has been free-flowing on SR 520 during the peak periods."

Recent traffic data shows more drivers are taking State Route 520. In the morning and evening commutes, traffic is reaching 75 percent of the pre-tolled levels. The overall daily volume is 57 percent of historic levels.

Drivers started their commutes earlier, before 7 a.m., on Wednesday, Jan. 4, on both I-90 and SR 520. While morning traffic data for Thursday, Jan. 5, shows drivers actually delayed their I-90 morning commute and more drivers used the tolled SR 520 bridge.

Drivers who don't want to pay $3.50 to cross SR 520 after 7 a.m. are choosing to cross the bridge before 7 a.m., saving 70 cents by crossing earlier. Or they are heading to I-90 to avoid both the toll and congestion. Still, others are choosing to pay the toll during the peak and are finding a free-flowing commute.

"Tolling is only a week old and we're not ready to draw any final conclusions just yet, but we are seeing drivers try new routes and times," said Stone.

**Traffic**
The four-week period in December and January traditionally has the lowest traffic volumes due to three official holidays – Christmas, New Years Day and Martin Luther King Jr. Day. Traffic data gathered now does not include the full regional traffic picture. WSDOT engineers say that won't become totally clear until February.

**Interesting traffic data for Wednesday, Jan. 4, includes:**

- Central Puget Sound traffic overall was down seven percent.
- Traffic across both Lake Washington bridges combined was down 11 percent.
- Traffic across SR 520 was down 43 percent and drivers were moving 5-10 mph faster.
- Traffic across I-90 increased eight percent and drivers were moving more slowly due to heavy rain and multiple collisions during the evening commute.
- Both I-90 and SR 520 saw an uptick in drivers between 6 and 7 a.m.
- Traffic in both directions of SR 522 between Seattle and Woodinville was up about four percent with morning and midday travel times in the normal range. Evening collisions led to lengthier eastbound commutes.
- The morning commute had good weather. The afternoon commute saw heavy downpours and multiple collisions.

"Traffic will always change in heavy rain, and it'll adapt to navigate around collisions and lane closures," said Stone.

More drivers returned to SR 520 between 7 and 9 a.m. on Thursday, Jan. 5: Nearly 75 percent of pre-toll drivers returned to eastbound SR 520.

**Customer service**
Drivers continue to activate new Good To Go! accounts with 3,243 opened yesterday, Jan. 4. A total of 173,740 accounts have been opened since February 2011. The 24-hour average for vehicles on SR 520 with the Good To Go! pass was 69 percent. An estimated 31 percent used photo tolling.

**About tolling on the SR 520 bridge**
Tolling on SR 520 is expected to raise $1 billion overall toward the $4.65 billion SR 520 bridge replacement and HOV program, which builds 12.8 miles of safety and mobility improvements from Interstate 5 in Seattle to SR 202 in Redmond. The existing SR 520 floating bridge opened to traffic in 1963, and is vulnerable to sinking during a severe storm after weathering decades of wind and waves. The new bridge will better withstand storms and move more people across the lake with a new transit/HOV lane for buses and carpools in each direction. The target date to open the new bridge to traffic is December 2014.

# Oregon Highway Plan Goal 6: Tolling and Pricing

JPACT input to draft policy

January 12, 2012

Andy Cotugno

Metro | *Making a great place*

ODOT & Metro are developing scenarios that meet community and economic objectives while reducing GHG emissions. Pricing is emerging as a key strategy.

***How should the OHP Goal 6 policies be drafted to facilitate and help implement the region's interest in tolling and congestion pricing?***

The draft policy notes the controversial nature of pricing and outlines public concerns that could lead to **not** implementing a project. Policy elements include:

- local plan consistency
- financing plan
- alternatives
- transportation disadvantaged impacts
- economic, social, environment consequences
- benefit/cost analysis
- use of revenue
- public attitudes
- clear policy intent

***Are there additional consideration that need to be included in the policy?***

The draft policy doesn't provide a sufficient framework on why you **would** implement pricing.

***What are the policy reasons why you <u>would</u> want to implement a toll?***

***What are the policy reasons why you <u>would</u> want to implement congestion pricing?***

***What are the policy reasons why you <u>would</u> want to implement both?***