

# Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, Jan. 27, 2012  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro, Council Chamber

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- |          |       |   |                              |
|----------|-------|---|------------------------------|
| 9:30 AM  | 1.    | <b>Call to Order and Declaration of a Quorum</b>  | <b>Elissa Gertler, Chair</b> |
| 9:35 AM  | 2.    | <b>Comments from the Chair and Committee Members</b>  | <b>Elissa Gertler, Chair</b> |
| 9:40 AM  | 3.    | <b>Citizen Communications to TPAC on Non-Agenda Items</b> <ul style="list-style-type: none"><li>• Comment Period on 2012-2015 Metropolitan Transportation Improvement Program (MTIP)</li></ul>  |                              |
| 9:45 AM  | 4. #  | <b>Consideration of the TPAC Minutes for Jan. 6, 2011</b>   |                              |
|          | 5.    | <b><u>ACTION ITEMS</u></b>  |                              |
| 9:50 AM  | 5.1 # | Comments on ODOT's Congestion Pricing Policy – <b><u>RECOMMENDATION TO JPACT REQUESTED</u></b> <ul style="list-style-type: none"><li>• <i>Purpose:</i> Review draft comments on ODOT's Congestion Pricing Policy.</li><li>• <i>Outcome:</i> TPAC recommendation to JPACT.</li></ul> | <b>Andy Cotugno</b>          |
| 10:10 AM | 5.2 # | Federal Authorization Priorities – <b><u>RECOMMENDATION TO JPACT REQUESTED</u></b> <ul style="list-style-type: none"><li>• <i>Purpose:</i> Review draft of JPACT's federal authorization priorities.</li><li>• <i>Outcome:</i> TPAC recommendation to JPACT.</li></ul>              | <b>Andy Cotugno</b>          |
|          | 6.    | <b><u>INFORMATION/DISCUSSION ITEMS</u></b>  |                              |
| 10:30 AM | 6.1 * | Draft 2012-13 Unified Planning Work Program (UPWP) – <b><u>INFORMATION / DISCUSSION</u></b> <ul style="list-style-type: none"><li>• <i>Purpose:</i> Seek TPAC input on draft UPWP.</li><li>• <i>Outcome:</i> Finalize draft UPWP for federal/state consultation.</li></ul>          | <b>Josh Naramore</b>         |

*Continued on back...*

**Scott King, Port of Portland**  
**Sean Loughran, Port of Portland**

- Purpose: Describe the 4 year planning process to create an integrated, long-range development plan for Portland International Airport (PDX).
- Outcome: High level understanding of a groundbreaking planning process and its outcomes for the future of PDX, the community and the environment.

**Noah Siegel, City of Portland**

- Purpose: Update TPAC on the Export Initiative.
- Outcome: Informational presentation.

**Elissa Gertler, Chair**

# Material will be provided in advance of the meeting.

**\*\* Material will be available at the meeting.**

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

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

## **2012 TPAC Work Program**

**1/20/2012**

<b><u>January 27, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Comments on ODOT's Congestion Pricing Policy – Recommendation to JPACT</li><li>• Federal Authorization Priorities – Recommendation to JPACT</li><li>• Draft 2012-13 UPWP – Discussion</li><li>• Airport Futures – Information / Discussion</li><li>• Greater Portland Metro Export Initiative – Information</li></ul>	<b><u>February 17, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Phase 2 work plan – Discussion</li><li>• 2012-15 MTIP/STIP Approval and Air Quality Conformity – Recommendation to JPACT</li><li>• Active Transportation Plan – Information</li><li>• RTO Strategic Plan – Information/Discussion</li><li>• Alternatives for proceeding on Regional Safety Action Plan – Information / Discussion</li><li>• Oregon Sustainable Transportation Initiative (OSTI) - Information<ul style="list-style-type: none"><li>○ Statewide Transportation Strategy (STS)</li><li>○ LCDC Rulemaking on selection of preferred scenario</li></ul></li></ul>
<b><u>March 30, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• FY2012-12 UPWP Action – Recommendation to JPACT</li><li>• Climate Smart Communities Scenarios – Discussion</li><li>• RTO Strategic Plan – Recommendation to JPACT</li><li>• Review and comment on draft 2015-18 STIP Prioritization Criteria - Information / Discussion</li></ul>	<b><u>April 27, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• OSTI draft Statewide Transportation Strategy (STS) – Discussion</li><li>• Regional Safety Action Plan – Follow-up – Discussion</li></ul>
<b><u>May 25, 2012 – Regular Meeting</u></b>	<b><u>June 29, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios – Discussion</li></ul>
<b><u>July 27, 2012 – Regular Meeting</u></b>	<b><u>August 31, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Oregon Sustainable Transportation Initiative (OSTI) - LCDC Rulemaking on selection of preferred scenario - Informational</li></ul>
<b><u>September 28, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Phase 2 scenarios analysis – Discussion</li><li>• Oregon Sustainable Transportation Initiative (OSTI) - LCDC Rulemaking on selection of preferred scenario - Discussion</li></ul>	<b><u>October 26, 2012 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Phase 2 scenarios analysis – Discussion</li></ul>
<b><u>November 30, 2012 – Regular Meeting</u></b>	

### **Parking Lot:**

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



## Metro | Memo

Date: January 27, 2012  
To: TPAC and interested parties  
From: Josh Naramore, Associate Transportation Planner  
Re: FY 2012-13 Unified Planning Work Program: Overview and Timeline

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### Background

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland Metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

### Next Steps

The process of developing the fiscal year (FY) 2012-13 UPWP is currently underway. Enclosed is a hard copy of the FY 2012-13 UPWP that begins on July 1, 2012 and runs through June 30, 2013. The deadline for comments is **Monday, February 6, 2012**. Metro staff will then assemble a summary of comments and distribute them to TPAC members in the packet for the February 17, 2012 meeting. Below is a timeline for the UPWP adoption and self-certification process:

January 27, 2012	TPAC review and comments on draft FY 2012-13 UPWP.
February 3, 2012	FY 2012-13 UPWP draft submitted for federal and state review.
February 6, 2012	Deadline for comments from TPAC and interested parties on the draft FY 2012-13 UPWP.
February 17, 2012	Metro staff will distribute a summary of all comments on the draft FY 2012-13 UPWP for TPAC review.
February 22, 2012	Review draft FY 2012-13 UPWP with federal and state partners at 9am at MRC.
March 30, 2012	TPAC final review and recommendation of FY 2012-13 UPWP and MPO self-certification to JPACT for adoption.
April 12, 2012	JPACT review and adoption of FY 2012-13 UPWP and MPO self-certification
April 19, 2012	Metro Council review and adoption FY 2012-13 UPWP and MPO self-certification

To submit questions, comments, or request additional information, contact Josh Naramore at 503-797-1825 or [joshua.naramore@oregonmetro.gov](mailto:joshua.naramore@oregonmetro.gov).

[CLICK HERE FOR FULL REPORT](#)

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# **DRAFT FY 2012-13 Unified Planning Work Program**

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Transportation Planning in the  
Portland/Vancouver Metropolitan Area

January 27, 2012

## Greater Portland Export Plan

### Greater Portland Exports At-a-Glance

Exports: \$22 billion; #12

Export Jobs: 125,626; #15

Exports Growth: \$11 billion; #7

Export Jobs Growth: 47,734; #15

Export Growth Rate: 100.9%; #2

Export Jobs Growth Rate: 61.3%; #27

*Note: data is for 2008; growth from 2003 to 2008; rank is among top 100 US metros*

Greater Portland has a global reputation when it comes to advanced urban planning, leading-edge sustainability, and high quality of life for its citizens; however, its reputation as an economic leader is less recognized. In response, regional leaders are positioning Greater Portland to be a leader in the 'next economy' through a strategic focus on target industry clusters, innovation and international trade.

**Export Profile:** Over 90 percent of exports and export growth come from the top 10 exporting industries in the region including: manufacturing (computer and electronics, primary metal, machinery and transportation), royalties, professional services, and travel and tourism. The *computer and electronics products* industry dominates local exports (57 percent of total volume; 67.2 percent of total growth). Top markets for exports from Greater Portland include countries in the Pacific Rim and Europe.

**State of Export Services:** Greater Portland's economy is rich with SMEs that have limited awareness of global opportunities or local export services and programs. Export services are considered good, but the system is fragmented, has gaps and is reactive in nature. Export promotion is not fully integrated into the region's target industry and business development efforts.

**Objectives and Strategies:** The objectives of the export plan are to create and sustain regional jobs through export growth, promote a strong export culture, increase the number of firms exporting, and solidify Greater Portland's position as a top 10 US exporting metro. Four core strategies drive attainment of these objectives:

1. **Support and Leverage Primary Exporters**

Provide proactive economic development support to the computer and electronics industry, including an intense focus on growing the local supply chain (secondary exports) through strategic recruitment and existing business integration efforts.

2. **Catalyze Under-Exporters**

Target a defined set of high potential regional companies in the advanced manufacturing cluster with outreach and account management services: firm specific market analysis, targeted trade missions and a peer-to-peer export mentoring program.

3. **Build a Healthy Export Pipeline**

Coordinate export services, fill service gaps, and improve market intelligence for new-to-export firms; includes the improvement of the region's export culture through proactive marketing, developing an export web portal ("roadmap") and establishing a regional export accelerator.

4. **Branding & marketing Portland's global edge: 'We Build Green Cities'**

Package Greater Portland's cluster strengths to support new market presence for the most innovative sectors. This begins with a Clean Tech initiative that offers regionally developed solutions to global challenges. Proactive marketing to sell Portland's 'Green City' story

internationally around a set of industries, companies and products with export potential and a travel and tourism component to attract international conventions, meetings and tourists.

[<back page>](#)

## Portland

### **Export Plan Development**

The development of Greater Portland's export plan has been led by staff from the following regional coalition organizations:

Office of Portland Mayor Sam Adams (co-lead)  
Portland Development Commission (co-lead)  
Greater Portland, Inc.  
Port of Portland  
Portland Business Alliance  
Metro  
Business Oregon  
Portland U.S. Export Assistance Center  
Columbia River Economic Development Council  
Portland State University  
Oregon Export Council

In addition to the work of the strategy development team, Greater Portland sought significant input from a wide range of public sector organizations, higher-education institutions, regional decision-makers, and private sector businesses through working sessions, one-on-one meetings and presentations to regional boards and commissions.



## GREATER PORTLAND METRO EXPORT INITIATIVE Presentation to Metro

January 27, 2012

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## Greater Portland Export Moment

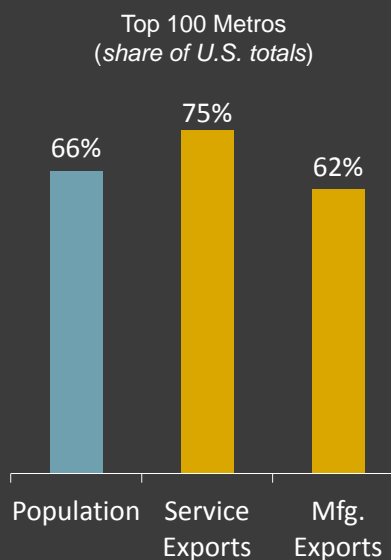


- Economic development strategy focused on job creation
- Link: cluster development, innovation & international trade
- Annual exports = \$22 billion (r. 12)
- 126,000 export jobs (r. 15)
- Emerging markets = economic growth opportunities
- Exports & trade gateways critical to sustained regional growth



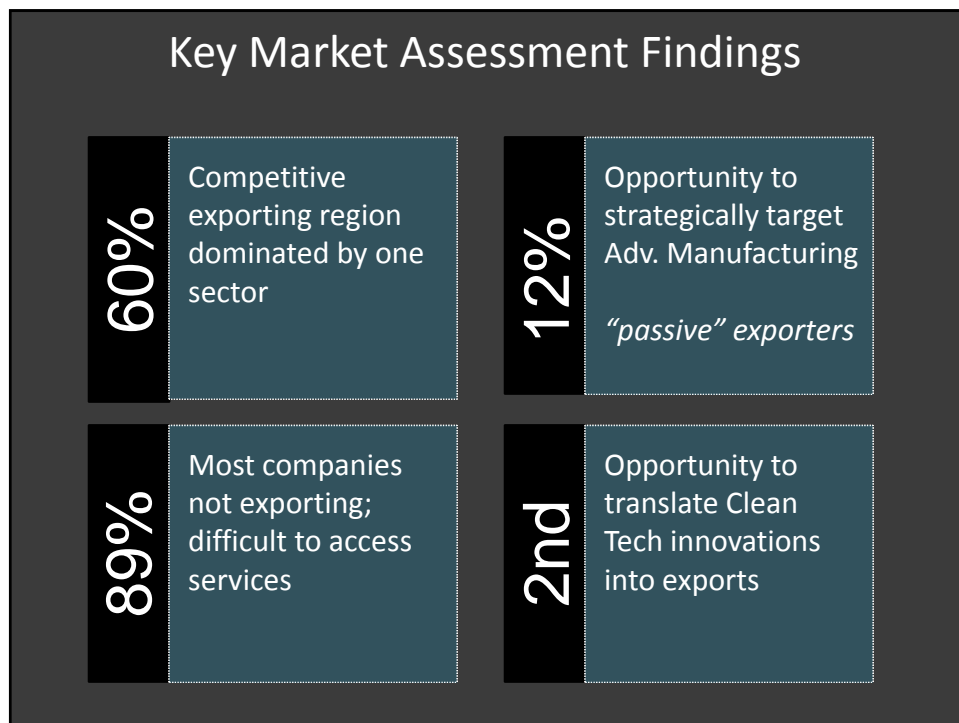
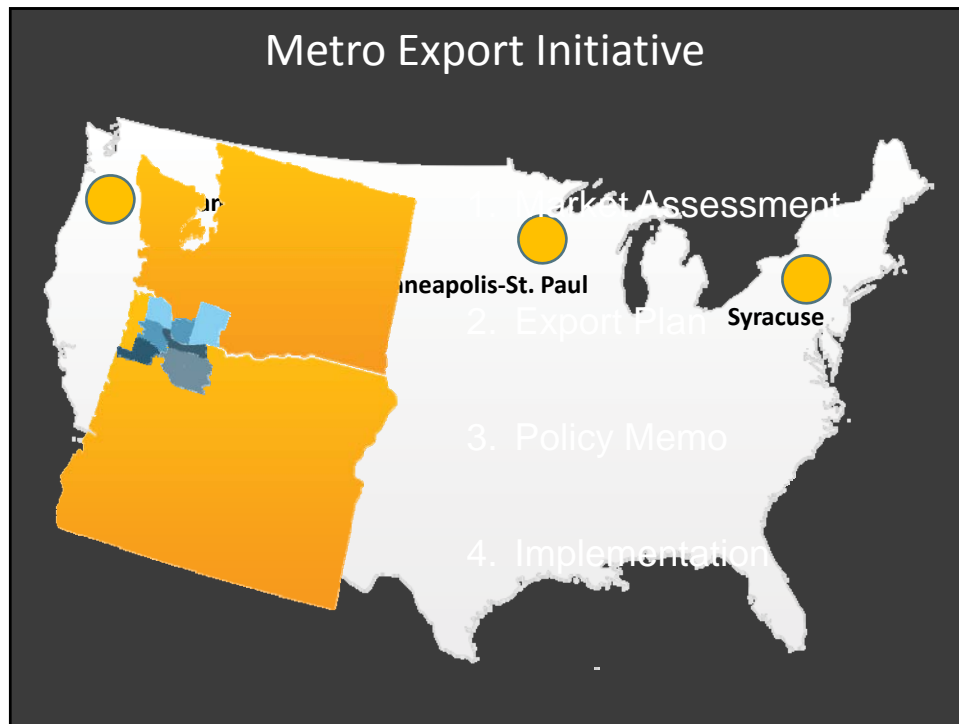
## Why the Metro Focus?

- Metro areas drive U.S. exports
- Metro regions lack export strategies



## From NEI to MEI

- President's National Export Initiative (NEI)
  - Double U.S. exports over 5 years
  - Deliver economic growth and jobs
  - Good pay to workers at all levels of education
  - Rebalance US economy and lower trade deficit
- Brookings Metro Export Initiative (MEI)
  - Export Nation Study: 100 largest metro areas
  - Connect macro vision to metro reality
  - Develop metro specific export strategies



## Export Strategy Goals



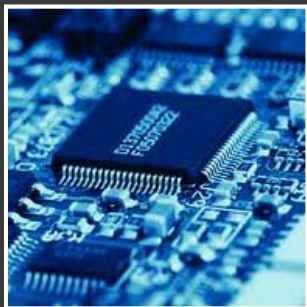
1. Create & retain export-related jobs
2. Diversify export industries & foreign markets
3. Increase number of firms exporting
4. Maintain leading export position in U.S. (jobs, value & intensity)

## Strategic Objectives

- Integrate export promotion into ***economic development***
- Celebrate & promote region's export ***culture***
- Encourage use of ***infrastructure*** including air and maritime port services
- Provide a platform for national export ***policy*** positions from the metro region
- Rationalize the use of scarce ***trade resources***
- Build ***C-level support*** at companies for regional export goals

## Export Plan Strategies

### Leverage Primary Exporters



Capitalize on export strength of Computer & Electronic Mfg. Sector

- Ensure location advantages
- Enhance supply chain (*secondary exports*)
- Reduce leakage of exported products
- Track spin-off and startup companies

## Export Plan Strategies

### Catalyze Under-Exporters



Develop proactive strategy for select number of manufacturing firms

- Account management
- Customized market analysis
- Peer-to-peer export mentoring
- Tailored export-focused trade missions

## Export Plan Strategies

### Healthy Export Pipeline



Improve access to services to increase the number of SMEs exporting

- Single point-of-entry web portal (“roadmap”)
- Promote export culture
- Train economic development community
- Manage companies thru export services pipeline
- Export accelerator

## Export Plan Strategies

### Market Portland's Global Edge



[WeBuildGreenCities.com](http://WeBuildGreenCities.com)

Take Greater Portland innovations to global markets

- Roll out “WBGC”
  - Strategic marketing
  - Directory of companies & products
- Evaluate strategy in other industries
- Internationalize regional marketing
- Tourism & education

## A Policy Voice for Exports

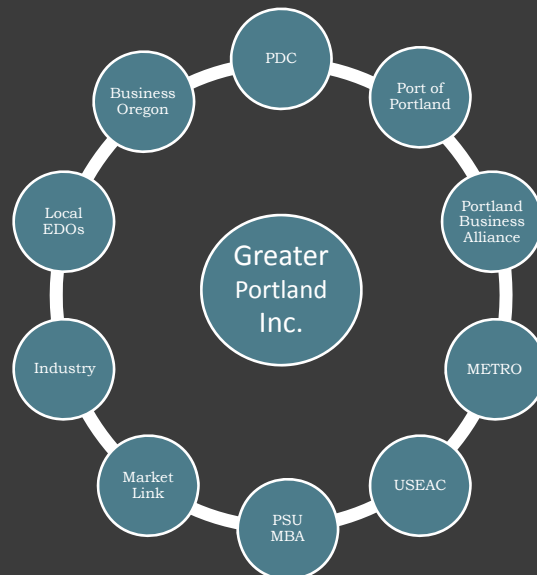


Ongoing discussions with federal, state & local leaders

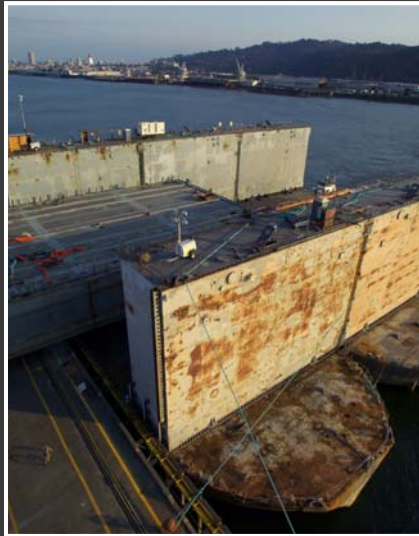
- Funding of export promotion services
- Relevant metro level data
- Freight strategy to address export growth
- Land use and tax issues
- Movement of people and ideas
- Alignment of performance measures

## Implementation

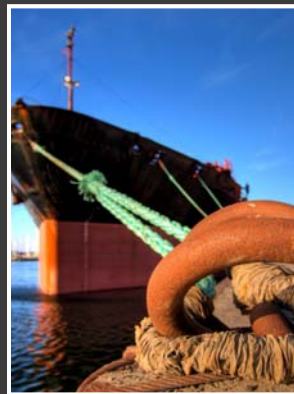
- Regional Implementation Team
- Metro Advisory Committee



## Next Steps



- Finalize Implementation Strategy & Policy Memo
- Present to Boards & Commissions
- Public Rollout (Feb. 15<sup>th</sup>)
- Fundraising



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Materials following this page were distributed at the meeting.





**REVISED, 1/25**

Meeting: Transportation Policy Alternatives Committee (TPAC)  
Date: Friday, Jan. 27, 2012  
Time: 9:30 a.m. to 12 p.m. (noon)  
Place: Metro, Council Chamber

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- |          |       |  |                       |
|----------|-------|--|-----------------------|
| 9:30 AM  | 1.    | <b>Call to Order and Declaration of a Quorum</b>   | Elissa Gertler, Chair |
| 9:35 AM  | 2.    | <b>Comments from the Chair and Committee Members</b>   | Elissa Gertler, Chair |
| 9:40 AM  | 3.    | <b>Citizen Communications to TPAC on Non-Agenda Items</b>  |                       |
|          |       | <ul style="list-style-type: none"><li>• Comment Period on 2012-2015 Metropolitan Transportation Improvement Program (MTIP)</li></ul>   |                       |
|          | *     | <ul style="list-style-type: none"><li>• Greater Portland Metro Export Initiative</li></ul>   |                       |
| 9:45 AM  | 4. #  | <b>Consideration of the TPAC Minutes for Jan. 6, 2011</b>  |                       |
|          | 5.    | <b><u>ACTION ITEMS</u></b>   |                       |
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|          |       | <ul style="list-style-type: none"><li>• <u>Purpose</u>: Review draft comments on ODOT's Congestion Pricing Policy.</li><li>• <u>Outcome</u>: TPAC recommendation to JPACT.</li></ul> |                       |
| 10:20 AM | 5.2 # | Federal Authorization Priorities – <b><u>RECOMMENDATION TO JPACT REQUESTED</u></b>   | Andy Cotugno          |
|          |       | <ul style="list-style-type: none"><li>• <u>Purpose</u>: Review draft of JPACT's federal authorization priorities.</li><li>• <u>Outcome</u>: TPAC recommendation to JPACT.</li></ul>  |                       |
|          | 6.    | <b><u>INFORMATION/DISCUSSION ITEMS</u></b>   |                       |
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*Continued on back...*

11:10 AM 6.2 \* Airport Futures – INFORMATION / DISCUSSION

Scott King, Port of Portland  
Sean Loughran, Port of Portland

- Purpose: Describe the 4 year planning process to create an integrated, long-range development plan for Portland International Airport (PDX).
- Outcome: High level understanding of a groundbreaking planning process and its outcomes for the future of PDX, the community and the environment.

11:50 AM 7. ADJOURN

Elissa Gertler, Chair

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

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

**Future TPAC discussion items:**

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



**Metro** | *Making a great place*

**TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

January 6, 2011

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Carla Danley  
David Eatwell  
Elissa Gertler, Chair  
Carol Gosset  
Katherine Kelly  
Scott King  
Nancy Kraushaar  
Alan Lehto  
Margaret Middleton  
Dave Nordberg  
Satvinder Sandhu  
Karen Schilling  
Charlie Stephens  
Rian Windsheimer  
Sharon Zimmerman

**AFFILIATION**

Community Representative  
Community Representative  
Metro  
Community Representative  
City of Gresham, Representing Cities of Multnomah Co.  
Port of Portland  
City of Oregon City, Representing Cities of Clackamas Co.  
TriMet  
City of Beaverton, Representing Cities of Washington Co.  
Oregon Department of Environmental Quality  
Federal Highway Administration  
Multnomah County  
Community Representative  
Oregon Department of Transportation  
Washington State Department of Transportation

**MEMBERS EXCUSED**

Chris Beanes  
Karen Buehrig  
Brent Curtis  
Heidi Guenin  
John Hoefs  
Dean Lookingbill  
Paul Smith

**AFFILIATION**

Community Representative  
Clackamas County  
Washington County  
Community Representative  
C-TRAN  
Southwest Washington Regional Transportation Committee  
City of Portland

**ALTERNATES PRESENT**

Andy Back  
Courtney Duke  
Gary Schmidt

**AFFILIATION**

Washington County  
City of Portland  
Clackamas County

**STAFF:** Aaron Brown, Andy Cotugno, Kim Ellis, Ted Leybold, John Mermin, Dylan Rivera, Gerry Uba, Marc Week and Dennis Yee.

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

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:35 a.m.

## **2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Gertler highlighted the Active Transportation Plan report. TPAC is anticipated to receive a presentation from Metro staff Lake McTighe on the plan in the upcoming months.

Mr. Rian Windsheimer of the Oregon Department of Transportation (ODOT) announced that recent state restrictions on government travel will affect the number of people attending meetings but should not affect operations.

Ms. Karen Schilling of Multnomah County announced that Multnomah County received a TIGER III grant for the Sellwood Bridge Project and thanked the committee for their support.

Chair Gertler introduced and welcomed new citizen members Carla Danley, David Eatwell and Carol Gosset.

## **3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS**

There was none.

## **4. CONSIDERATION OF THE TPAC MINUTES FOR NOVEMBER 18, 2011**

MOTION: Mr. Alan Lehto moved, Ms. Sharon Zimmerman seconded, to approve the Transportation Policy Alternatives Committee (TPAC) minutes for November 18, 2011.

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

## **5. ACTION ITEMS**

### **5.0 Metropolitan Transportation Improvement Program (MTIP) Amendment**

Ms. Kim Ellis of Metro presented a Metropolitan Transportation Improvement Program (MTIP) amendment. 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.

MOTION: Ms. Schilling moved, Mr. Lehto seconded, that TPAC recommend that the Joint Policy Advisory Committee on Transportation (JPACT) approve Resolution No. 12-4323.

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

### **5.1 Amendments to the 2035 Regional Transportation Plan (RTP) and 2010-13 Metropolitan Transportation Improvement Program (MTIP)**

Ms. Ellis introduced the following resolutions:

- *Resolution No. 12-4319*: The City of Hillsboro has requested that two projects be amended into the 2035 RTP and 2010-2013 MTIP. These related projects address transportation issues associated with Intel's planned expansion at its Ronler Acres campus and will improve existing deficiencies in area.
- *Resolution No. 12-4320*: 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.
- *Resolution No. 12-4321*: The City of Portland has requested to add the Portland Bike Sharing project to the 2035 financially constrained RTP project list and to remove the Allen Boulevard and Nimbus Avenue extension projects.

Committee discussion included:

- The immediate opportunity for \$1 million state dollars for the road connection to Intel. The program, by ODOT, is for immediate job creation where funds would not have to be paid back. There is still money in the program but the project needs investment.
- The details of the bike share program and the locations of kiosks in relation to elderly and disadvantaged people.
- The committee noted that the resolution numbers in Resolution No. 12-4319 and No. 12-4320 were both labeled 4319 in the title, and another typo in Resolution No. 12-4319. Staff will incorporate the corrections.

MOTION: Ms. Schilling moved, Mr. Windsheimer seconded, that TPAC recommend JPACT approve Resolution No. 12-4319, Resolution No. 12-4320, and Resolution No. 12-4321 as amended.

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

## **5.2 Climate Smart Communities Scenarios: Discussion of Preliminary Results and Findings**

Ms. Ellis presented the Phase 1 Climate Smart Community Scenarios findings and asked the committee to recommend the report to JPACT for acceptance. 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 sound communities that advance local aspirations and meet state climate goals. Ms. Ellis reviewed the specific changes in the report. ODOT and LCDC will include the findings and toolkit in their joint progress report for the Legislature in Feb. 2012. Pending TPAC's recommendation, JPACT will consider the Phase 1 findings report at their Jan. 12 meeting. Pending the Metro Council's acceptance of the Phase 1 Findings, staff will forward the Phase 1 Findings and the Strategy

Toolbox to the Oregon Department of Transportation and Department of Land Conservation and Development, which will then allow the scenarios project to move into Phase 2.

Committee discussion included:

- Formalizing the training of spokespersons to better inform local jurisdictions about the Climate Smart Communities project.
- The ambitiousness of the required fleet and technology improvements. In the future the committee would like to engage in discussions about the implications of these technology and fleet assumptions on the region's target, as well as what it means for the region if these assumptions are not met.
- Concerns about the availability and viability of future financing and revenue sources, especially in the context of unfavorable economic realities.
- Issues for further consideration by project staff (as the process moves forward) should include a better understanding and more examination of the effect of individual policy strategies.
- Concerns about the limited scope of the climate scenarios project mandate and the lack of State direction for emissions reductions from other sectors. There was a request to coordinate the scenarios project with other local and regional emissions reduction plans.
- The climate scenarios project needs to consider the concurrent regional effort to update the regional household growth forecast and the assumed housing choice assumptions embedded in the forecast. Further research is needed to better understand regional changes in housing demand (current and future single family and multi-family housing demand).
- Ensuring that all stakeholders have a clear understanding of the Phase 1 findings in order to support the project direction moving into Phase 2.

MOTION: Mr. Andy Back, Mr. Lehto seconded, TPAC recommend JPACT accept the Climate Smart Communities Scenarios Project – Phase 1 Findings Report.

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

## **6. INFORMATION/DISCUSSION ITEMS**

### **6.1 Growth Distribution (Population and Employment Forecast at Local Level)**

Mr. Gerry Uba and Mr. Dennis Yee of Metro provided a presentation on the Growth Distribution - Population and Employment forecast. Metro is required by state law to coordinate population forecasts for planning purposes so that regional forecasts can be distributed to Metro area cities and counties can coordinate population projections for cities outside the Metro UGB. Metro regularly updates these forecasts upon completion of major growth management actions. The last update was in 2005. Compared to previous updates, this process has involved more extensive

review of data inputs and will seek action from MPAC and Council of the final distribution of population density. The process begun in October 2010 with review and comment on the approach by the region's planning directors and is expected to be completed by summer of 2012. Mr. Uba and Mr. Yee gave details of Metro's analytical process and how they reached their actual findings. The findings, titled Gamma TAZ Forecast Distribution, will be released on Metros FTP site shortly.

Committee discussion included:

- The committee was impressed with the modeling and conclusions of the forecast and how it did not hide from difficult projections.
- Specific information that was taken into account such as size and availability of vacant land and public versus private land.
- Concerns over the accuracy of the green house gas modeling, specifically data provided by Global Insight.
- Mr. Ted Leybold of Metro announced Metro is working on an air conformity analysis consistent with federal rules and a comment period would start on January 12<sup>th</sup>. At the in the spring 2012 he will bring in document to recommend for JPACT.

## **6.2 Federal Authorization**

Mr. Andy Cotugno of Metro briefly overviewed a draft memorandum outlining this year's federal authorization priorities. Unlike previous years, the region's priorities will focus on the larger message of the importance of an authorization bill, the need to invest in transportation, and will emphasize that action on 9 key priorities will directly impact the region and implementation. Key priorities included, but were not limited to, collaborative decision-making, maintaining the established funding split between transit and highways, and continued coordination through Sustainable Communities Partnership. Mr. Cotugno noted that there will be no federal earmarks and it would be prudent not to even mention earmarks in the paper.

Committee discussion included:

- The need to correct the senate bill on the treatment of non-National Highway System (NHS) bridges and the requirement to transfer Transportation mobility Program funds to the NHS system if pavement and bridge conditions slip.
- The availability of funds left over from the Jobs and Transportation Act for the Sellwood Bridge Replacement Project. The committee discussed how much available money was actually left over and if it could be allocated to the Sellwood bridge. The committee intended to follow up on this issue in the future.
- Ways to improve the format of the paper, areas to emphasize, and removing items that would not go in the final resolution (e.g. the term High Capacity Transit versus light rail).

Mr. Cutogno noted a proposed resolution will be brought to the next meeting for consideration and further insight is welcome

**7. ADJOURN**

Chair Gertler adjourned the meeting at 11:54 a.m.

Respectfully submitted,



Marcus Week

Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 6, 2012**

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.0	Comments	01/06/12	RTP Citizen comments	010612t-01
6.1	Handout	11/11	Data Transfer Protocol for MetroScope	010612t -02
6.1	Handout	1/5/12	Metro 2010-2045 Growth Distribution Process	010612t -03





Jan. XX, 2012

**DRAFT**

Mr. Jason Tell, Manager  
ODOT, Region 1  
123 NW Flanders  
Portland, OR 97209-4037

Dear Jason:

Thank you for the opportunity to review and comment on the draft Oregon Highway Plan Tolling and Congestion Pricing policies. We understand that the draft is the culmination of a significant body of research on alternative applications of congestion pricing or tolling and the best practices for evaluation of the tool for potential implementation. It provides a useful guide for factors and considerations that should be weighed in deciding whether to implement a proposal.

However, the foundation for the policy is that there is a resurgence of interest in tolling due to the high cost of expansion projects and in congestion pricing due to the changes in technology that enable a broad variety of approaches. It further provides in the introduction a description of the wide variety of applications and policy objectives that might be addressed through pricing or tolling and introduces the need for a thorough analysis of likely effects and public acceptance of the proposal.

In order for this policy to be effective and useful it should be developed to provide direction on the policy intent being pursued through pricing or tolling and have as its foundation the policy principles that are intended to be accomplished. As presently written, the draft defines a number of factors to be considered in a thorough evaluation but provides no guidance on the intended policy objectives.

The Oregon Highway Plan and the Oregon Sustainable Transportation Initiative recognize the potential role of pricing as a tool for managing the operation of the transportation system and provide an appropriate starting point for the policy making needed to be developed. Because of the significance of the policy making that needs to be undertaken, we recommend moving the deliberation to the level of the Oregon Transportation Commission (OTC). The draft policy provides a good framework for the evaluation issues to be considered but it is the role of the OTC to establish the policy framework for the objective these tools are intended to accomplish. Since the application of these tools are almost exclusively going to be located in the Portland region, it is also important that the Joint Policy Advisory Committee on Transportation be closely involved in the policy making process.

As the policy becomes more fully developed, attached are detailed section-by-section comments to take into consideration.

Sincerely,

Carlotta Collette, Chair  
Joint Policy Advisory Committee on Transportation  
Councilor, District 2

Encl: 1

Cc: Metro Council

ODOT Goal 6: Tolling and Congestion Pricing Policy  
Detailed Section-by-Section Comments

1. Pages 1 and 2 should provide more of a framework for the policy rationale for where and why you may want to implement tolling or congestion pricing. Most of the specifics of the policy document are in the context of tolling being a major departure from the status quo and likely to be controversial. With this in mind, the policy direction calls for a significant evaluation process to ensure a thorough and publicly transparent process. In addition to establishing the expectation that issues that may be controversial should be fully evaluated, there should be a stronger introduction to the good policy reasons that tolling or congestion pricing maybe appropriate. Possible policy rationales to include are:
  - 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).
  - 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.
  - 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 user of the facility.

Inclusion in the policy document of Table 4 (page 22 and 23) of “Tolling White Paper #2 – Geographic and Situational Limits (2009)” (attached) could provide the framework for defining applications of tolling or pricing that may be appropriate to pursue.
2. Policy Action 6.1.2 calls for a benefit-cost analysis. ODOT is also developing a Least Cost Planning methodology that incorporates benefit-cost analysis but adds consideration of other quantifiable and non-quantifiable measures. The policy should adapt to this new methodology as it is developed.
3. Policy Action 6.1.3 calls for the following: “ODOT will only consider those toll projects ranked “high” under tolling parameters considered by ODOT.<sup>2</sup>” The policy should list these parameters rather than reference another document. Furthermore, proposals that are rated “medium to high” should be considered not just those rated as “high”. As reflected in the referenced document, those that are rated high are clear candidates for tolling or pricing. Those that are rated medium would be a closer judgment call that would be revealed through the detailed evaluation that is called for.
4. Policy Action 6.2.2 calls for the following: “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.” The policy should be further expanded to call for a clear delineation of whether the policy intent is as a revenue-raising mechanism or a demand management mechanism or both.

5. Policy Action 6.2.3 calls for the following: “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.” The policy should be further expanded to call for consideration of other non-tolled, build alternatives to ensure that the consequences of introducing tolls can be contrasted with addressing the purpose and need through actions that do not entail tolls.
6. Policy Action 6.2.4 should reference evaluation using Least Cost Planning procedures now under development by ODOT.
7. Policy 6.3 Background should add consideration of effects on other parts of the region as follows: “...a pricing program for a given purpose in one locale inadvertently may have undue negative effects on other parts of the region or state.”
8. Policy Action 6.3.2 should be amended as follows: “ODOT will analyze the likely transportation, economic, social, energy and environmental effects of any tolling or pricing project on parts of the region and state outside of the project area.”
9. Policy Action 6.3.3 calls for the following: “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.” The policy should list these parameters rather than reference the statute.
10. Policy Action 6.3.4 calls for the following: “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.” The policy should be further expanded by indicating the need to evaluate public understanding of the proposal as contrasted with other alternatives to address the purpose and need including other economic, social and environmental consequences and alternate funding responsibility.
11. Policy Action 6.4.1 calls for the following: “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.” The policy should be further expanded to contrast the use of toll revenues to the application of conventional funding mechanisms. For example, will toll revenues be limited to use on the facility being tolled? Or, will toll revenues be limited to facilities that benefit the operation of the facility being tolled? Or, will toll revenues be limited to facilities within the broader corridor or region? In contrast, conventional funding sources are not restricted to be used exclusively in the area where the revenues are generated. A comparison of tolled vs. conventional funding mechanisms should be disclosed to better understand who benefits vs. who pays for each funding approach.

Table 4: Potential Toll Application Rating System Using Performance Measures

Measure/ Application	New Alignment or Greenfield Toll Road	HOV-to-HOT Lane Conversion	New or Replacement Major Bridges	Tolling Existing Facilities
Daily Volumes	<20,000 = Low 20,000 – 60,000 = Medium >60,000 = High	Based on volume-to-capacity ratio or ability to maintain a minimum guaranteed speed.	<20,000 = Low 20,000 – 60,000 = Medium >60,000 = High	<20,000 = Low 20,000 – 60,000 = Medium >60,000 = High
Travel Time Savings (compared to existing corridor or no-build alternative)	Little or no improvement = Low Measurable = Medium Substantial = High	Measured along HOT facility: Little or no improvement or negative impact on HOV speeds = Low Measurable improvement with no negative impact on HOV speeds = Medium Substantial improvement, zero negative impact on HOV speeds = High	Little or no improvement = Low Measurable = Medium Substantial = High	Little or no improvement = Low Measurable = Medium Substantial = High
Traffic Management – congestion levels on adjacent or parallel facilities potentially relieved by tolling application (based on modeling or other travel demand estimation)	Little or no relief = Low Moderate reduction of traffic delays on parallel facilities = Medium High level of reduction of traffic delays on parallel facilities, or existing “free” facility has multiple hours per day where volumes exceed capacity = High	Little or no relief = Low Moderate reduction of traffic delays on parallel facilities = Medium High level of reduction of traffic delays on parallel facilities, or existing “free” facility has multiple hours per day where volumes exceed capacity = High	Little or no relief = Low Moderate reduction of traffic delays on parallel facilities = Medium High level of reduction of traffic delays on parallel facilities, or existing “free” facility has multiple hours per day where volumes exceed capacity = High	Little or no relief = Low Moderate reduction of traffic delays on parallel facilities = Medium High level of reduction of traffic delays on parallel facilities, or existing “free” facility has multiple hours per day where volumes exceed capacity = High
Existence of Proximate or Competing Free Facilities	Close (within a mile) = Low In vicinity but not close = Medium Remote (more than 3 miles away) = High	General purpose lanes are within the same facility. If they are heavily congested, they won't compete very well with HOT lane.	Close (within a mile) = Low In vicinity but not close = Medium Remote (more than 3 miles away) = High	Close (within a mile) = Low In vicinity but not close = Medium Remote (more than 3 miles away) = High

Measure/ Application	New Alignment or Greenfield Toll Road	HOV-to-HOT Lane Conversion	New or Replacement Major Bridges	Tolling Existing Facilities
<b>Multimodal</b>	No toll exemption for buses, or no transit service gained as part of project = Low Some toll exemption for buses, some transit services gained as part of project = Medium Transit has toll exemption, excess toll revenue can fund high level of peak transit service = High	Unlikely to fund new transit service or facilities. FHWA will require no negative impact on HOV/bus speeds.	No toll exemption for buses, or no transit service gained as part of project = Low Some toll exemption for buses, some transit services gained as part of project = Medium Transit has toll exemption, excess toll revenue can fund high level of peak transit service = High	No toll exemption for buses, or no transit service gained as part of project = Low Some toll exemption for buses, some transit services gained as part of project = Medium Transit has toll exemption, excess toll revenue can fund high level of peak transit service = High
<b>Revenue Return</b>	Low traffic volumes, low proposed toll = Low Medium traffic volumes, low or medium proposed toll, or high traffic volumes, low proposed toll = Medium High traffic volumes, medium or high proposed toll = High	National experience on corridors that carry 150,000 or more vehicles a day is that revenue will cover operating and maintenance costs, or perhaps a little more, which goes into transit operations. Oregon has no corridors carrying 150,000 or more vehicles per day, but I-5 in Portland is projected to carry that level or higher levels well before 2040.	Low traffic volumes, low proposed toll = Low Medium traffic volumes, low or medium proposed toll, or high traffic volumes, low proposed toll = Medium High traffic volumes, medium or high proposed toll = High	Low traffic volumes, low proposed toll = Low Medium traffic volumes, low or medium proposed toll, or high traffic volumes, low proposed toll = Medium High traffic volumes, medium or high proposed toll = High
<b>Diversion to Free Facilities (based on modeling)</b>	Could be an issue especially if the toll authority has no-compete clause in the tolling agreement. High level of shift, perhaps enough to result in volumes exceeding capacity on adjacent facility = Low Some shift but not enough to cause substantial congestion on parallel routes = Medium Little or no shift onto parallel routes = High	Less likely to occur since HOT lanes are attempting to use up excess HOV capacity.	High level of shift, perhaps enough to result in volumes exceeding capacity on adjacent facility = Low Some shift but not enough to cause substantial congestion on parallel routes = Medium Little or no shift onto parallel routes = High	High level of shift, perhaps enough to result in volumes exceeding capacity on adjacent facility = Low Some shift but not enough to cause substantial congestion on parallel routes = Medium Little or no shift onto parallel routes = High
<b>Access Management</b>	Frequent local access, or > 3 driveways/mile = Low Infrequent or controlled access, 1-	Must be limited access facilities. Access as measured by ability to enter/exit HOT lane:	Typically should be limited access over the river.	Frequent local access, or > 3 driveways/mile = Low Infrequent or controlled access, 1-2

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A	)	RESOLUTION NO. 12-4330
REGIONAL POSITION ON THE	)	
AUTHORIZATION OF A SURFACE	)	Introduced by Councilor Collette
TRANSPORTATION ACT IN THE US		
CONGRESS		

WHEREAS, the Senate Environment and Public Works Committee of the US Senate has introduced to the 112<sup>th</sup> Congress a new transportation authorization bill entitled “Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21); and

WHEREAS, additional legislation is forthcoming from the Senate Banking Committee, the Senate Finance Committee and the House Transportation and Infrastructure Committee; and

WHEREAS, federal transportation legislation is critical to the successful implementation of the region’s plans to achieve the six adopted outcomes of a successful region; and

WHEREAS, it will be important for the region to actively engage in development of legislation as it continues to evolve; and

WHEREAS, on \_\_\_\_\_, 2012 the Joint Policy Advisory Committee on Transportation recommended adoption of this resolution; now therefore

BE IT RESOLVED that the Metro Council endorses Exhibit A reflecting the following key policy positions:

1. The Congress of the United States should invest in America’s prosperity through infrastructure.
2. Congress should end the indecision on transportation authorization legislation in recognition of the need for long lead times for transportation operation, rehabilitation and improvements.
3. The long standing commitment to a funding split between transit and highways should be maintained.
4. The collaborative decision-making of the metropolitan planning organizations should be maintained.
5. The program structure should support the region’s planning for desired outcomes through a program structure that reinforces flexibility with accountability.
6. The federal program should be designed to support discretionary programs to allow for the construction of major transportation projects.
7. The federal program should support incremental upgrading of intercity passenger rail service.
8. The Sustainable Communities Partnership should be sustained, supported and expanded.

9. Although there will not be project earmarking, Congressional intervention will be required for competitive grant applications for programs such as TIFIA, Projects of National Significance and New Starts.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 2012.

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Tom Hughes, Council President

Approved as to Form:

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Dan Cooper, Metro Attorney



**Portland Metro Region Position  
On  
Federal Transportation Authorization Legislation**

1. **The Congress of the United States should invest 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 gap. 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. **Congress should end the indecision on transportation authorization legislation in recognition of the need for long lead times for transportation operation, rehabilitation and improvements:** 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. **The long standing commitment to a funding split between transit and highways should be maintained:** 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. **The collaborative decision-making of the metropolitan planning organizations should be maintained:** 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. **The program structure should support the region's planning for desired outcomes through a program structure that reinforces flexibility with accountability:** The region has oriented its planning and policy setting around achieving six outcomes that define 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 Highway 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.
  - Requirements to spend a minimum funding level on bridges **off** the Federal Aid Highway System should not be retained because it results in more spending on bridges of lower significance in better condition than bridges **on** the Federal Aid Highway System.
  - 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. **The federal program should be designed to support discretionary programs to allow for the construction of 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. **The federal program should support incremental upgrading of intercity passenger rail service:** : 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. **The Sustainable Communities Partnership should be sustained, supported and expanded:**  
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. **Although there will not be project earmarking, Congressional intervention will be required for competitive grant applications for programs such as TIFIA, Projects of National Significance and New Starts:** 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.

<b>Proposed federal action</b>	<b>To support the following regional objective</b>
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
<p>Maintain the 50% set-aside of TMP and CMAQ funds and correct the program structure as follows:</p> <ul style="list-style-type: none"> <li>• assign non-NHS bridge funding to the TMP where the responsibility to fund non-NHS bridges is placed;</li> <li>• shift the NHPP pavement and bridge condition penalty from the TMP to the expansion component of the NHPP;</li> <li>• drop the minimum spending requirement to spend 15% of the bridge program on off-system bridges</li> </ul>	<p>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</p> <ul style="list-style-type: none"> <li>• To ensure bridge repair and replacement on the non-NHS bridges is adequately funded</li> <li>• To link the consequence of inadequate expenditure on NHS system pavement and bridge condition to decisions to invest in NHS expansion</li> <li>• To ensure higher priority bridges are addressed</li> </ul>
Increase the maximum amount of Small Starts funding to \$100 million	<p>To support closing the eastside streetcar loop (at OMSI)</p> <p>To help build the streetcar production market for Oregon Ironworks as a regional economic development strategy</p>
Allow for a Documented Categorical Exclusion in the Small Starts program	To facilitate streamlined delivery of future streetcar projects in the right-of-way
Allow the MPO planning funds to be used as match against university research funds (like the state planning funds)	To increase the partnership between the MPOs and OTREC
<p>Increase the funding level for Projects of National Significance</p> <p>Increase the funding level for TIFIA to \$1 billion (as reflected in the MAP-21 bill) and apply competitive criteria rather than awarding on a "first-come, first-served" basis</p>	To ensure the needed federal highway funding contribution to CRC is feasible
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)

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 12-4330, FOR THE PURPOSE OF ENDORSING A PORTLAND METRO AREA REGIONAL POSITION ON THE AUTHORIZATION OF A SURFACE TRANSPORTATION ACT IN THE US CONGRESS**

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Date: January 23, 2012

Prepared by: Andrew Cotugno

## **BACKGROUND**

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. 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 a significant increase in 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 multiple 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. As delineated in further detail in Exhibit A to this resolution, the key priorities are as follows:

1. The Congress of the United States should invest in America's prosperity through infrastructure.
2. Congress should end the indecision on transportation authorization legislation in recognition of the need for long lead times for transportation operation, rehabilitation and improvements.
3. The long standing commitment to a funding split between transit and highways should be maintained.
4. The collaborative decision-making of the metropolitan planning organizations should be maintained.
5. The program structure should support the region's planning for desired outcomes through a program structure that reinforces flexibility with accountability.
6. The federal program should be designed to support discretionary programs to allow for the construction of major transportation projects.
7. The federal program should support incremental upgrading of intercity passenger rail service.
8. The Sustainable Communities Partnership should be sustained, supported and expanded.
9. Although there will not be project earmarking, Congressional intervention will be required for competitive grant applications for programs such as TIFIA, Projects of National Significance and New Starts.

## ANALYSIS/INFORMATION

1. **Known Opposition:** None
2. **Legal Antecedents:** Policy positions being sought through federal transportation legislation are consistent with the Regional Transportation Plan, adopted by Resolution No. 10-1241B, “For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems 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.” In addition, changes in federal authorizing legislation will change funding authorities delegated to the Metro Council and JPACT.
3. **Anticipated Effects:** Resolution would provide the US Congress and the Oregon Congressional delegation with the region's priorities for transportation funding policy for use in the federal transportation authorization and appropriation process.
4. **Budget Impacts:** Federal transportation legislation will impact the level of federal funding available to the Portland region, a portion of which funds planning and projects at Metro.

## RECOMMENDED ACTION

Approve Resolution 12-4330 for submission to the Oregon Congressional delegation.



- 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 Highway 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 an amount of funding equivalent to the amount of Bridge funds spent on non-NHS bridges annually under SAFETEA-LU should be provided under the TMP as a set aside for non-NHS bridges.~~
- Requirements to spend a minimum funding level on bridges off the Federal Aid Highway System should not be retained because it results in more spending on bridges of lower significance in better condition than bridges on the Federal Aid Highway System.
- 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.

**Comment [A1]:** I took out the "and on the Federal Aid Highway System" because this also covers the OFF system bridges.

**6. The federal program should be designed to support discretionary programs to allow for the construction of 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. The federal program should support incremental upgrading of intercity passenger rail service:** : With ridership growing at double digit rates, the Cascades Amtrak service on the I-5

01/25/2012

***DRAFT FY 2012-13 Unified Planning Work Program Funding Summary***

ODOT Key #	13 PL ODOT <sup>1</sup>	13 STP* (FFY 12) Metro	11 STP* (FFY 10) Metro	10 STP* Guidebooks	FY 14 Next Corridor STP*	FY 14 Freight STP*	13 ODOT Support Funds	13 Sec 5303*	12 Sec 5303*	13 TriMet Support	ODOT TGM* Active Transportation	SW Corridor (FTA 5339) OR-39-0006*	FTA Streetcar OR-39-0002*	CMAQ RTO OR95-X010*	Other Anticipated Funds	Metro/ Local Match	Total
				15584									14570	15548, 17277			
<b><i>METRO</i></b>																	
<b><i>Transportation Planning</i></b>																	
1 Regional Transportation Plan	392,744	259,627	100,860	-	-	-	86,058	111,576	16,753	72,806	-	-	-	-	250,000	73,342	1,363,766
2 Best Design Practices in Transportation	-	78,614	-	100,000	-	-	-	49,590	-	-	-	-	-	-	-	32,841	261,045
3 TSMO - Regional Mobility	45,527	32,104	-	-	-	-	39,195		-	7,436	-	-	-	-	-	3,674	127,936
4 TSMO - Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-		1,940,651	-	101,831	2,042,482
5 Metropolitan Transportation Improvement Program (MTIP)	55,397	113,316	13,318	-	-	-	11,535	126,101	73,308	96,432	-	-	-	-	-	64,346	553,753
6 Environmental Justice and Title VI	30,705	-	20,748	-	-	-	-	-	-	-	-	-	-	-	-	2,375	53,828
7 Regional Transportation Plan Financing	34,426	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34,426
8 Regional Freight Plan	-	84,500	-	-		120,374	-	-	-	-	-	-	-	-	-	23,449	228,323
9 Bi-State Coordination	-	21,996	-	-	-	-	-	-	-	-	-	-	-	-	-	2,518	24,514
<b><i>Research &amp; Modeling</i></b>																	
1 Model Development Program	788,849	-	31,949	-	-	-	3,279	4,338	-	-	-	-	-	-		28,523	856,938
2 System Monitoring	146,490	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146,490
3 Technical Assistance	-	38,326			-	-	28,275			10,826	-	-			90,328	4,387	172,142
4 Economic, Demographic and Land Use Forecasting	157,000	-	-	-	-	-	-	-	71,161	-	-	-	-	-	-	144,159	372,320
5 GIS Mapping and Land Information	80,376	-	-	-	-	-	15,000	55,000	-	37,500	-	-	-	-	531,105	806,307	1,525,288
<b><i>Administrative Services</i></b>																	
1 Grants Management and MPO Coordination	413,461	445,267	63,181	-	-	-	11,253	101,032	5,278	-	-	-	-	-	-	276,977	1,316,449
<b><i>Corridor Planning &amp; Projects of Regional Significance</i></b>																	
1 Corridor Refinement & Project Development	100,191	-	-	-	-	-	30,405	32,973	-	-	-	-	-	-	-	8,243	171,812
2 Streetcar/HCT Economic Development Best Practices	-	-	-	-	-	-	-	-	-	-	-	-	112,426	-	-	28,106	140,532
3 Southwest Corridor Plan	-	-	-	-	-	-	-	-	-	-	-	576,000	-	-	2,017,495	-	2,593,495
4 Active Transportation		-	-	-	-	-	-	-	-	-	147,333	-	-	-	-	72,881	220,214
5 Powell/Foster Bus Rapid Transit	-	-	-	-	172,421	-	-	-	-	-	-	-	-	-	-	19,734	192,155
Metro Subtotal	2,245,166	1,073,750	230,056	100,000	172,421	120,374	225,000	480,610	166,500	225,000	147,333	576,000	112,426	1,940,651	2,888,928	1,693,693	12,397,908
GRAND TOTAL	2,245,166	1,073,750	230,056	100,000	172,421	120,374	225,000	480,610	166,500	225,000	147,333	576,000	112,426	1,940,651	2,888,928	1,693,693	12,397,908

\*Federal funds only, no match included.

<sup>1</sup> PL funds include \$468,609 carryover from FY 11.

**OTHER PROJECTS OF REGIONAL SIGNIFICANCE**  
**FY 2012-13 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY**

1/25/2012

Project	ODOT Key	Jurisdiction	STP	CMAQ	ODOT TGM	TriMet	Federal/ Earmark	Other Funds/ Match(1)	TOTAL
<i>Multimodal Arterial Performance Management Regional Concept of Transportation Operations</i>	17457	<i>Metro</i>		150,000					150,000
<i>Tonquin Trail Master Plan</i>	14339	<i>Metro</i>	188,000					31,517	219,517
<i>LO to Milw Trail Master Plan</i>	14397	<i>Metro</i>	100,000					10,450	110,450
<i>Mt. Scott-Scouter's Mt. Loop Trail Master Plan</i>	14398	<i>Metro</i>	100,000					12,000	112,000
<i>Westside Trail Master Plan: Willamette- Tualatin</i>	15586	<i>Metro</i>					300,000	35,000	335,000
<i>Sunrise Prkwy/Hwy 212/Damascus</i>		<i>City of Damascus</i>			250,000		1,000,000	154,454	1,404,454
<i>Willamette Greenway Trail: N. Columbia Blvd. - Steel Bridge</i>	17269	<i>City of Portland</i>	444,800					50,909	495,709
<i>Council Creek Trail: Banks to Hillsboro</i>	17272	<i>City of Forest Grove</i>	218,444					25,002	243,446
<i>SMART RTO Program</i>	16684	<i>City of Wilsonville</i>		66,110				7,566	73,676
<i>Aloha-Reedville Study &amp; Livability Community Plan</i>		<i>Washington Co</i>					2,000,000	1,243,907	3,243,907
<i>LO Transit Corridor FEIS/PE</i>		<i>TriMet</i>						6,000,000	6,000,000
<i>South Corridor I-205/Ptld Mall LR Before/After Evaluation</i>		<i>TriMet</i>					60,000		60,000
<i>Bus Stop Development Program</i>	15552	<i>TriMet</i>		554,488		63,464			617,952
<i>Employer Outreach Program</i>		<i>TriMet</i>		420,940		48,179			469,119
<i>I-5 Columbia River Crossing</i>		<i>ODOT</i>						197,850,000	197,850,000
<i>ODOT Planning Program</i>		<i>ODOT</i>						2,284,557	2,284,557
GRAND TOTAL			1,051,244	1,191,538	250,000	111,643	3,360,000	207,705,362	213,669,787

# Portland International Airport

2010 Master Plan Executive Summary  
Port of Portland





# Airport Futures

## Reinforcing Portland's Planning Legacy

Airport Futures was a collaborative process involving the Port of Portland (the Port), the City of Portland (the City), and the Portland-Vancouver metropolitan community to create a long-range (through 2035) master plan for Portland International Airport (PDX or the Airport) and a City land use plan governing the Airport and its environs. Beginning in fall 2007 and concluding in summer 2010, the 3-year process reinforced Portland's planning legacy and the Airport's reputation as one of the premier airports in the country, and emphasized sustainability as a core theme.



First meeting of the Planning Advisory Group, September 29, 2007

### Comprehensive Public Involvement

The goal of the public involvement program was to provide an open, honest, and transparent process emphasizing early opportunities for the public to provide input to City and Port staff. The public involvement program included the following key components:

**Planning Advisory Group (PAG)**—The 30-member PAG, consisting of citizens, business owners, and environmental interests helped guide Airport Futures.

**Early Outreach on Project Scope**—Port and City staff met with the PDX Land Use Advisory Committee and other stakeholders to help define the project scope and public involvement program.

**Ongoing Stakeholder Outreach**—Port and City staff and PAG members attended over 200 meetings with neighborhood, business, and environmental groups to provide updates and solicit input on the planning process.

**Public Meetings**—Thirteen public meetings were held throughout the Portland-Vancouver metropolitan area, providing broad opportunities for information sharing and public comment.

**Airport Futures Website**—A continuously updated joint Port/City website provided accessible project information.

### Guided by the Community's Vision

The PAG's vision was an Airport master plan and a City of Portland land use plan that:

- » Enabled the City to address the complex issues associated with PDX and its potential impacts.
- » Provided the community with a greater opportunity to influence PDX planning and development.
- » Provided the Port with the flexibility to respond to changing circumstances in Airport development.

### Primary Outcomes

- » Certainty that PDX will continue to operate in its current location with the flexibility to respond to future needs.
- » Assurances that a third parallel runway or decentralized terminal will involve an appropriate review process and City Council approval.
- » Establishment of an ongoing and highly collaborative public involvement process related to PDX planning.

# The 2010 Master Plan

## Reflects Many Changes Since 2000

The 2000 PDX master plan was completed in a time of steady economic growth and with the expectation that the 2010 Master Plan would address significant Airport expansion, including a third parallel runway and new terminal.

Numerous events since completion of the 2000 master plan, including terrorist attacks on the United States, a severe economic recession, rising fuel costs, and climate change resulted in more modest expectations for the future. Although the 2010 Master Plan preserves the flexibility to accommodate higher levels of activity at PDX, it was recognized that many facilities envisioned in the 2000 master plan will not be needed within the 2035 planning period.

### Sustainability, an Overarching Goal

Sustainability means meeting the region's air transportation needs without compromising the livability and quality of life for future generations. Airport Futures involved exploring requirements, alternatives, and solutions that fairly, realistically, and optimally balance economic, environmental, and social objectives. The desired balance was achieved through the application of sustainability criteria developed by the PAG.

### Integration of Sustainability Principles

Sustainability was a core consideration in the 2010 Master Plan and resulted in a significantly better Plan, including:

- » Probabilistic forecasts of aviation demand and the identification of key issues and trends.
- » Future requirements that reflect the anticipated benefits of technology, changing processes, and common-use facilities. For example, increased gate use will enable the Airport's existing gates to meet demand forecast through 2035.
- » Development alternatives conceived and evaluated based on sustainability criteria.
- » A long-range development plan that will meet the region's aviation needs. The plan is flexible, enhances capacity by increasing operational efficiency, and favors reuse and redevelopment over new development.
- » An affordable implementation strategy that is based on demand.

### Practical Long-Range Plan that Builds on Success

PDX development over the past 15 years included numerous projects that have contributed to the Airport's success, including terminal expansions, roadway improvements, the roadway canopy, an aircraft engine runup facility, award winning concessions, and two new parking garages.

Continuing demand-driven development at PDX will be required. However, the long-range plan is modest as a result of lower forecast demand, the quality of the Airport's existing facilities, the application of sustainability principles, and the notion that future changes will increase facility utilization and operational efficiency.

PDX is consistently rated among the top airports in the United States by *Condé Nast Traveler* magazine



Nike, Delta Air Lines, and the Port joined forces to install solar panels on the Airport's canopy



Planning Advisory Group subcommittees were an important part of Airport Futures



# A Pragmatic Long-Range Development Plan — Sustainable, Flexible, and Affordable

The graphics illustrate the locations of projects and facilities included in the recommended long-range development plan. Although a third parallel runway, crossfield taxiways, and new terminal are not needed within the 2035 planning horizon, the plan reserves area for these facilities if they are needed and approved through the appropriate federal and local land use processes.

Projects will be implemented based on levels of activity, referred to as planning activity levels (PALs). The plan recommendations are based on five PALs, which are identified in the table below. If activity does not materialize as quickly as anticipated, the projects remain valid, although the timing of their implementation may change.

## AIRFIELD

- 1 Reserve the area required for a third parallel runway to ensure flexibility if it is ever needed and approved.
- 2 Reserve the area required for crossfield connector taxiways, awaiting their need and approval (see smaller graphic).
- 3 Increase gate productivity by constructing an additional aircraft parking area north of NE Airport Way (PALs 1 through 3).
- 4 Further increase gate productivity by constructing an additional aircraft parking area west of Runway 3-21 for aircraft that remain at the Airport overnight (PALs 4 and 5).

## PASSENGER TERMINAL

- 5 Reserve the area required for Terminal Expansion East, which will be needed for activity beyond PAL 5 (see smaller graphic).
- 6 Continuously modify passenger security screening areas as required by the Transportation Security Administration.

## GROUND TRANSPORTATION AND PARKING

- 7 Increase capacity at selected roadway intersections (PALs 1 through 5).
- 8 Increase the productivity of rental car operations by providing low-cost, at-grade service facilities (PALs 1 through 3).
- 9 Provide additional on-Airport roadway lanes (PALs 1 through 4).
- 10 Construct a grade-separated interchange at the intersection of NE Airport Way and NE 82nd Avenue (PAL 2).
- 11 Provide additional structured parking (PALs 2 through 5).
- 12 Reorganize the commercial vehicle area to increase the capacity of the deplaning curbside and roadway (PAL 3).
- 13 Develop a consolidated rental car facility (PAL 4).

## AVIATION SUPPORT

- 14 Provide additional fuel system capacity (PALs 1 through 5).

## AIR CARGO

- 15 Improve undeveloped parcels or redevelop existing facilities within the AirTrans Cargo Center (PALs 1 through 3).
- 16 Provide additional cargo facilities in the Southwest Quadrant or in other nearby locations that may be available (PALs 4 and 5).

## GENERAL AVIATION

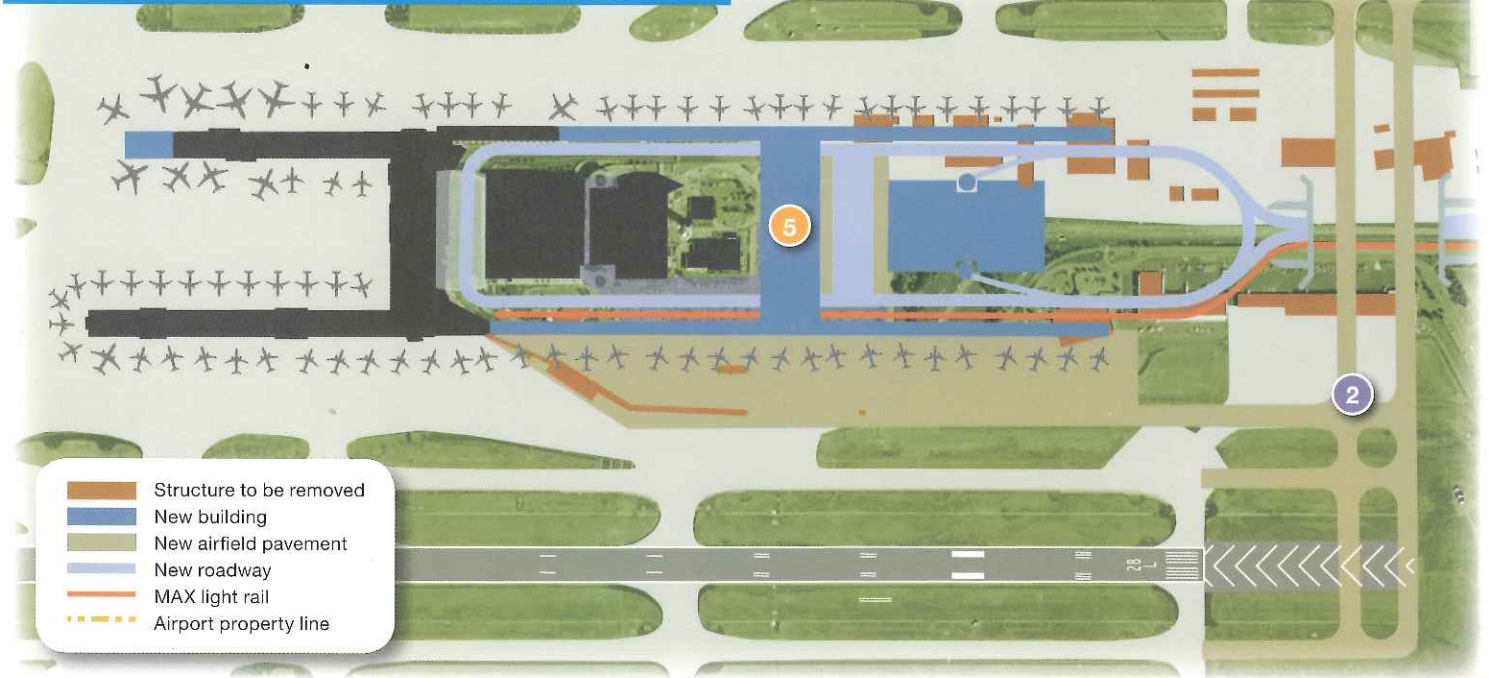
- 17 Preserve land for interim general aviation expansion.
- 18 Preserve land to ultimately accommodate all general aviation facilities.

RELATIONSHIP BETWEEN PALs AND AVIATION DEMAND FORECASTS

	2007 Actual	2012 PAL 1	2017 PAL 2	2022 PAL 3	2027 PAL 4	2035 PAL 5
Passengers (a)	14.7	15	18	20.6	23.7	26.8
Cargo (b)	280	322	414	496	594	732
Aircraft operations (c)	265	258	292	318	347	378

(a) millions (b) thousands of metric tons (c) thousands  
PAL = Planning activity level

## ULTIMATE PASSENGER TERMINAL BUILDOUT CONCEPT







# Aviation Demand Forecasts

## An Innovative Approach

### A Collaborative Process

The forecast process included:

- » Coordinating with the PAG Forecast Subcommittee, the Federal Aviation Administration (FAA), and the City's peer reviewer.
- » Reviewing the 2000 PDX master plan and FAA forecasts for the Airport.
- » Identifying key issues and trends affecting future aviation demand at PDX.
- » Conducting supplemental analyses to address stakeholder input.
- » Developing appropriate statistical models and probabilistic demand forecasts.

### Range of Potential Demand through 2035

Probabilistic forecasts express the likelihood of realizing a specific demand in a future year. The graph below indicates future passenger demand that can be expected at PDX, with probabilities ranging from 10% to 90%. The long-range plan is based on the 50th percentile forecasts, but has the flexibility to accommodate the higher-growth (90th percentile) or lower-growth (10th percentile) forecasts.



A trend toward larger aircraft has affected the number of aircraft operations nationwide

### Valid Forecasts Despite Uncertain Times

The demand forecasts were completed in spring 2008 and approved by the PAG and the FAA. Subsequently, factors such as the credit crisis in October 2008, airline industry seating capacity reductions, and volatility in the price of oil continued to affect demand at PDX and other airports. Accordingly, the demand forecasts were reviewed in fall 2009. It was concluded that the forecasts were still valid.

E-ticketing has reduced the space needed for ticket counters and agents

# PDX Planning and Development

## An Adaptive Process

The Port's partnership with the City and the Portland-Vancouver metropolitan community encompasses an adaptive process for planning and developing PDX. The adaptive process involves understanding the Port's long-range development objectives, continuously evaluating development options, implementing projects, and monitoring results.

### Follow-on Studies

The 2010 Master Plan resulted in alternatives, strategies, and recommended projects for Airport development through 2035. Equally important, it resulted in the identification of follow-on studies to address issues raised by PAG members and to develop the technical details required for development decisions. Those studies will address specific facilities and issues ranging from aircraft parking to connectivity between PDX and a future regional high-speed rail system.

### New Opportunities to Reduce Noise Impacts

The FAA, U.S. Environmental Protection Agency, and Oregon Department of Environmental Quality define the threshold of noise significance as day-night level (DNL) 65. Airport Futures resulted in the establishment of a temporary working group that explores aircraft noise in communities located beyond the area exposed to DNL 65.

The working group developed key recommendations that built upon the successes of the PDX Citizen Noise Advisory Committee, the PAG, the Port, and the City to continue providing leadership in addressing community noise impacts.

### Improvement of Airport's Natural Resources

The City updated its Environmental Program to ensure compliance with regional, State, and federal requirements. The Environmental Program incorporates a comprehensive natural resources package that reflects the following principles:

- » Avoid, minimize, mitigate, and restore.
- » Ensure impacts are fully mitigated.
- » Contribute to the overall improvement of wildlife habitat quality, quantity, and connectivity within the Columbia Slough Watershed.

The natural resources package includes grassland mitigation on Government Island, enhancements to the Columbia Slough Watershed, and enhancements to the urban tree canopy.

The Port embraces an adaptive process for developing PDX



Portland is one of 12 major U.S. cities with public rail service from the city center to the airport

### Development According to City's Land Use Plan

The City's land use plan recognizes that the Airport is a unique land use and eliminates the need for the Port to periodically reapply for a permit to continue operating the Airport. Mitigation of impacts will still be required as the Airport grows, but the triggers for City review will be based on the impacts rather than a rigid timeframe. The land use plan provides the Port with the flexibility to respond to changing circumstances, while allowing the City to examine increasingly complex issues related to the Airport. Also, the land use plan affords the community a greater opportunity to influence decisions related to Airport development.

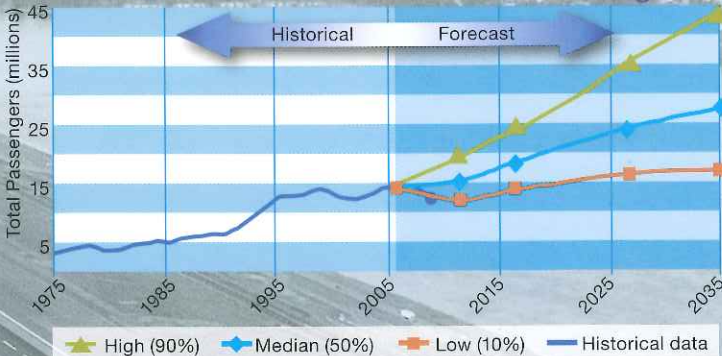
The Environmental Program is proactive in addressing natural resource issues such as those involving the Columbia Slough, shown below along NE Cornfoot Road

### Aviation Demand Forecasts

	2007 Actual	2012 PAL 1	2017 PAL 2	2022 PAL 3	2027 PAL 4	2035 PAL 5
Passengers (a)	14.7	15	18	20.6	23.7	26.8
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Aircraft operations (c)	265	258	292	318	347	378

(a) millions (b) thousands of metric tons (c) thousands  
PAL = Planning activity level  
Sources:  
Historical: Port of Portland  
Forecasts: Jacobs Consultancy and NEXTOR, April 2008

### Probabilistic Forecasts of Total Passengers





# The Port's Commitment

## Development Decisions that Seek a Balance among Economic, Environmental, and Social Values

The Port of Portland will develop PDX to meet the region's air transportation needs in a manner that contributes to the long-term economic, environmental, and social health of the region. Development will be accomplished in partnership with the City and the Portland-Vancouver metropolitan community.

### Realistic Financial Strategy

Airport development will be driven by numerous objectives, including those related to project timing and financing. Project timing is related to demand—projects will be implemented only when needed. The project financing plan will ensure that:

- » Projects are economically feasible.
- » Competitive rates are maintained for the airlines and reasonable charges are maintained for passengers.
- » Debt remains within practical limits.
- » Sufficient financing capacity remains available to meet other requirements.

The Port has the ability to finance the recommended projects and meet its objectives.

### Commitment to the Environment

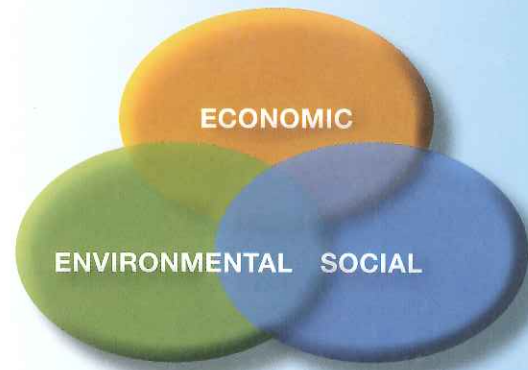
The PAG shared the Port's and City's commitment to the environment and made recommendations that stressed the importance of protecting the environment for future generations. PAG's recommendations include the following key elements:

- » Establish and track clear, measurable goals that are linked to those of the governmental partners.
- » Decision making should consider individual and cumulative economic, environmental, and social impacts.
- » Reduce, reuse, and recycle.
- » Minimize impacts and enhance natural resources.
- » Accelerate, support, and implement innovative programs, projects, and initiatives to maintain and increase our collective leadership in sustainability.



Buses operating on compressed natural gas and recycling exemplify the Port's commitment to protecting the environment for future generations

### The Sustainability Framework



In planning, developing, and operating PDX, the Port strives to balance economic, environmental, and social values.

### Ongoing Public Involvement

The Port, the City, and the City of Vancouver have agreed to sponsor the PDX Community Advisory Committee (CAC). Advice from the PDX CAC will be primarily to the Port, which owns and operates PDX, and the City, which has land use jurisdiction over PDX and surrounding lands.

The mission of the PDX CAC will be to:

- » Support meaningful public dialogue related to PDX planning and development.
- » Provide an opportunity for the public to inform decision-making related to PDX.
- » Increase public awareness about PDX and affected communities.

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CONSULTANCY



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# TPAC Briefing

January 27, 2012



# AIRPORT FUTURES

CHARTING A COURSE FOR PDX

## TPAC BRIEFING

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### Presentation Outline

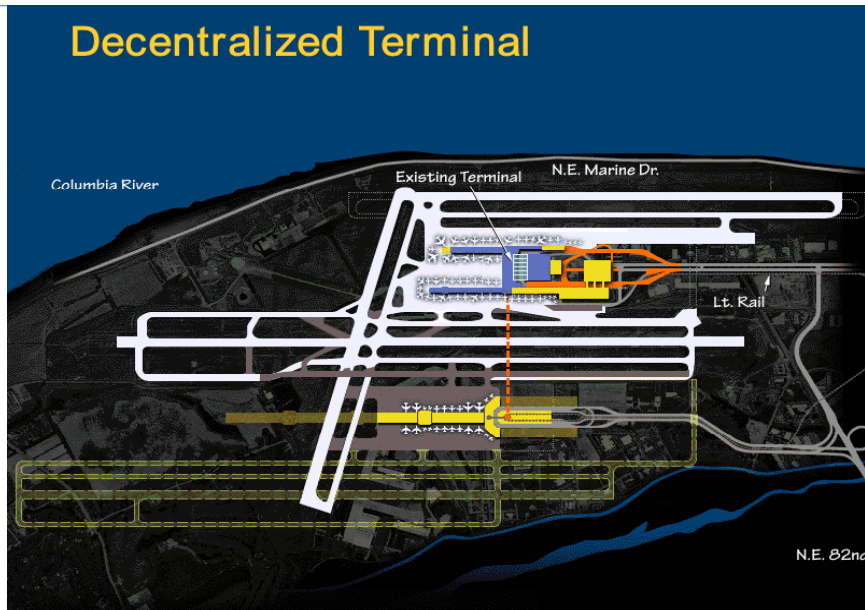
- What Airport Futures was
- Key Themes
- The Process
- Major Outcomes
- Transportation Key Points



## AIRPORT FUTURES OVERVIEW

### 2000 PDX Master Plan

- Passengers
  - 13,790,000 in 2000
  - 27,000,000 in 2020
- Aircraft Operations
  - 314,000 in 2000
  - 485,000 in 2020
- New Decentralized Terminal
- New 3<sup>rd</sup> Parallel Runway



## AIRPORT FUTURES OVERVIEW

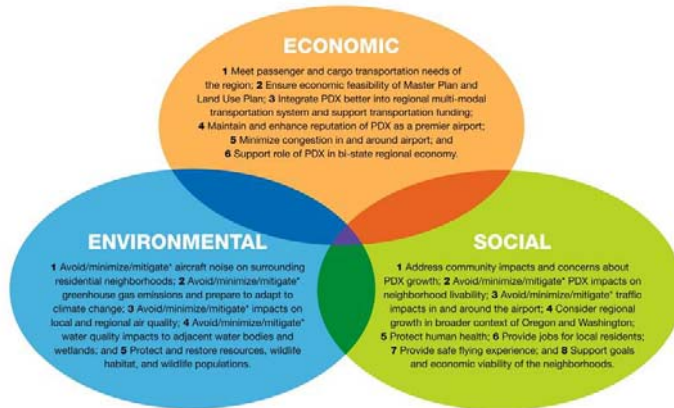
- Started with a 2001 City-Port joint resolution
  - Create a long range development plan for Portland International Airport through 2035
  - Using a collaborative planning process with Port of Portland, City of Portland and metropolitan community
- 3 Year Process started in 2007 – concluded in 2010
- 3 Key Products



## AIRPORT FUTURES – KEY THEMES

### • Sustainability

- Balancing economic, environmental and social values
- *“Meeting the region’s air transportation needs without compromising the livability and quality of life for future generations”*



## AIRPORT FUTURES – KEY THEMES

### • Certainty

- PDX will continue to operate in its existing location with flexibility to respond to future needs
- Big decisions (3rd runway, new terminal) will require new process





## AIRPORT FUTURES – KEY THEMES

- Community

- Planning and development guided by community Vision & Values
- Ongoing community involvement in airport decision making



## PUBLIC ENGAGEMENT

### 30 Member Regional Planning Advisory Group

- 24 PAG Meetings



## PUBLIC ENGAGEMENT

### 63 Subcommittee Meetings



City of Portland Bureau of  
Planning and Sustainability

**AIRPORT FUTURES**  
CHARTING A COURSE FOR PDX



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## PUBLIC ENGAGEMENT

### 13 Community Meetings & 131 Stakeholder Meetings



City of Portland Bureau of  
Planning and Sustainability

**AIRPORT FUTURES**  
CHARTING A COURSE FOR PDX



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Possibility. In every direction.



## PUBLIC ENGAGEMENT

### Planning Commission, City Council, Port Commission and Vancouver City Council Briefings & Hearings



## PLANNING ADVISORY GROUP (PAG)

### Consensus PAG Recommendation – May 25, 2010



## STUDY AREA BOUNDARIES

### Land Use Transportation, Natural Resources, Height, Noise



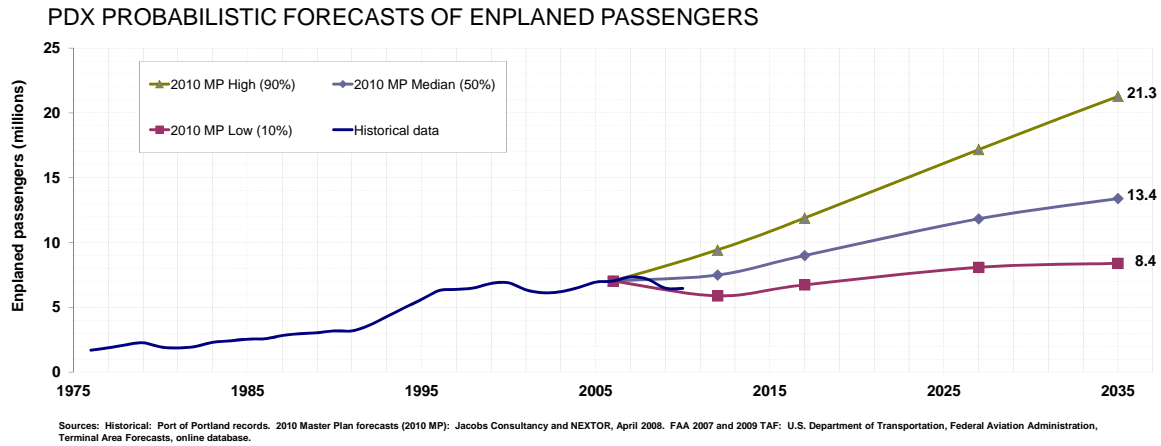
## PORT'S PDX MASTER PLAN

### Overview

- Long range airport development plan
  - Plan for facilities required to accommodate forecasted growth through 2035
  - Actual development based on demand
- Review criteria developed to help balance economic, environmental and social values
  - Preserve future development options
  - Minimize environmental impacts
  - Use land resources efficiently
  - Maximize operational efficiency
  - Ensure development can be effectively phased

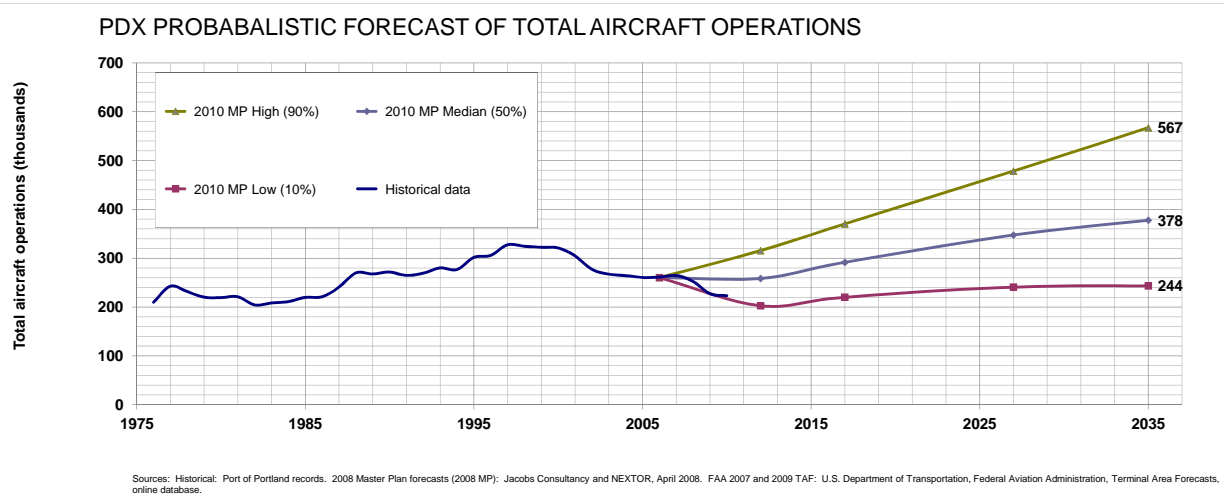
## PORT'S PDX MASTER PLAN

### Probabilistic Forecast



## PORT'S PDX MASTER PLAN

### Probabilistic Forecast





## PORT'S PDX MASTER PLAN

### Centralized Terminal More Sustainable

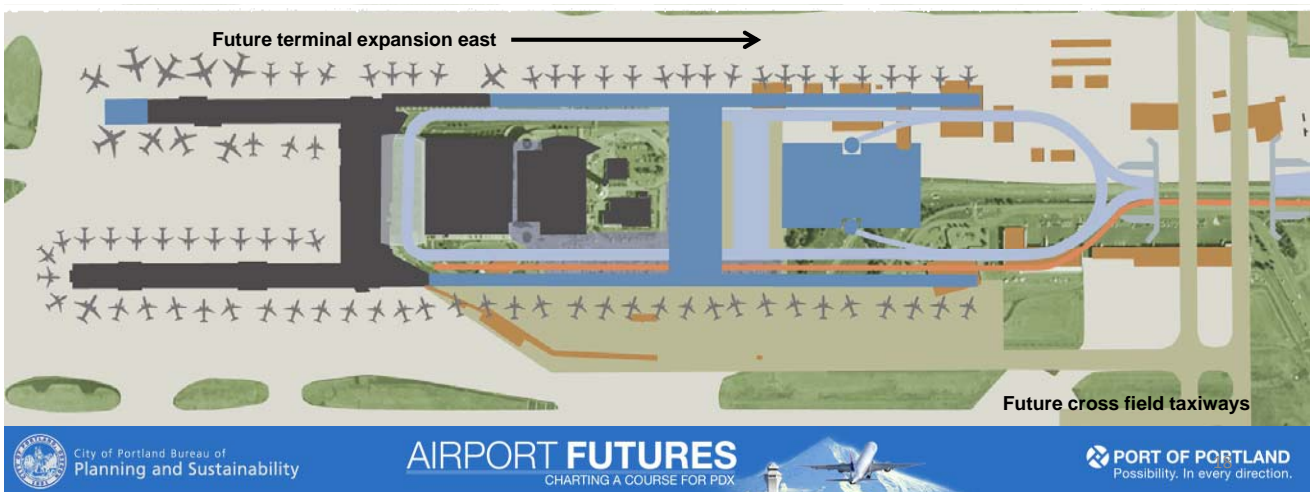
Avoiding construction, reuse, and redevelopment as important as new facilities



## PORT'S PDX MASTER PLAN

### Centralized Terminal More Sustainable

Avoiding construction, reuse, and redevelopment as important as new facilities



## PORT'S PDX MASTER PLAN

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### Key Take Aways

- Third parallel runway not needed in planning horizon (2035)
- Development will continue with Centralized concept
- Modest investments may be needed through 2017 (18 MAP)
  - Existing terminal area be maximized through operational efficiencies (e.g., shared use of gates and ticket counters)
  - Limited terminal, roadway and airfield improvements
  - Additional remote aircraft parking
  - Potential expansion of general aviation operations
- Additional investment may be needed by 2022 (21 MAP)
  - Public Parking
  - Cargo (AirTrans Cargo/Maintenance Center at capacity)

## CITY LAND USE PLAN

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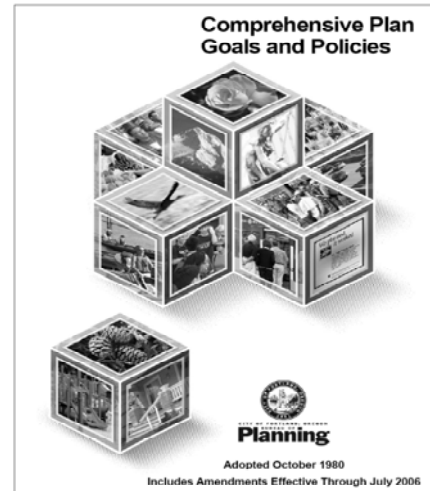
### Overview

- Replace Conditional Use Process with a Plan District
- Evaluate impacts of airport development in broad context
- Amend City Comprehensive Plan, Zoning Code, and Zoning Maps
- Update City's Natural Resources Program

## CITY LAND USE PLAN

### Comprehensive Plan Amendments

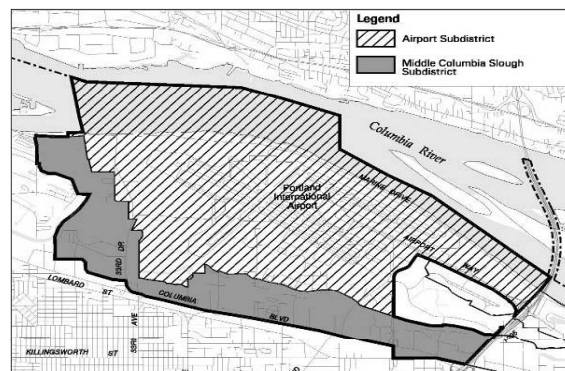
- Goal 1 – Metropolitan Coordination
  - Add language for partnership with Port and goal to become the “most sustainable airport in the world”
- Goal 5 – Economic Development
- Goal 8 – Environment
- Goal 11 – Public facilities
  - Regulations
  - Partnerships
  - Investments



## CITY LAND USE PLAN – ZONING CODE

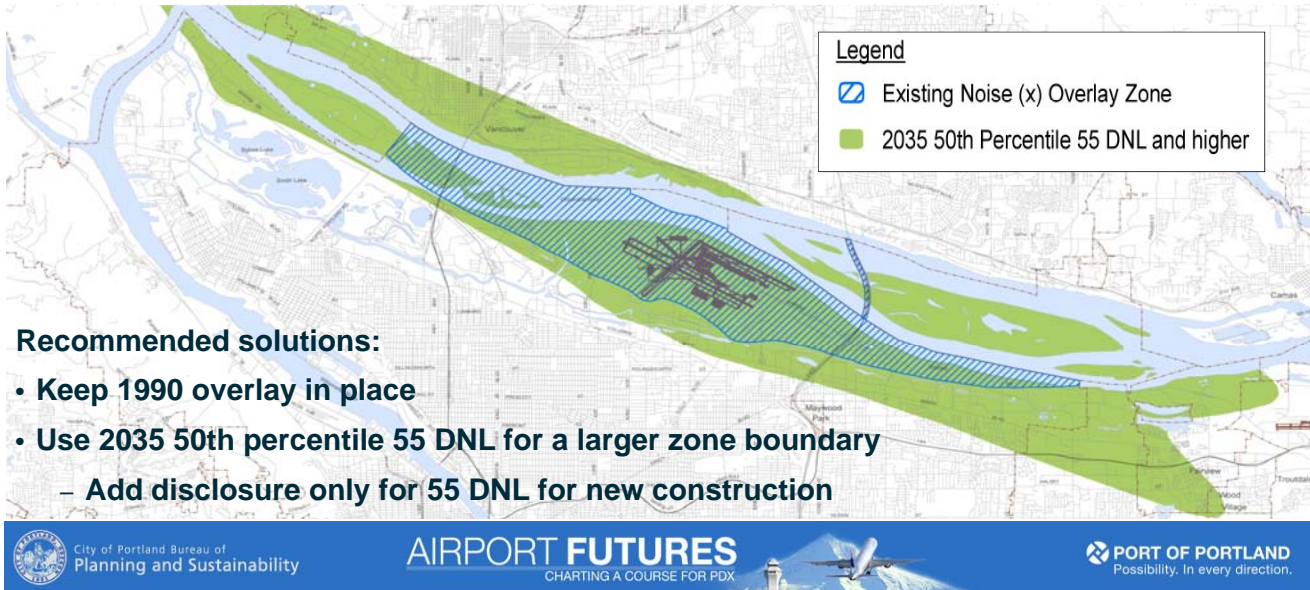
### Proposed Airport Subdistrict

- Airport is “allowed by right”
- Additional “allowed uses” or “accessory uses”
  - Hotels, motels, rental car facilities
- Amended landscaping standards and Portland Plant List to address wildlife hazard issues
- Neighborhood and PDX Community Advisory Committee notice requirements
- Transportation impact analysis required at regular intervals





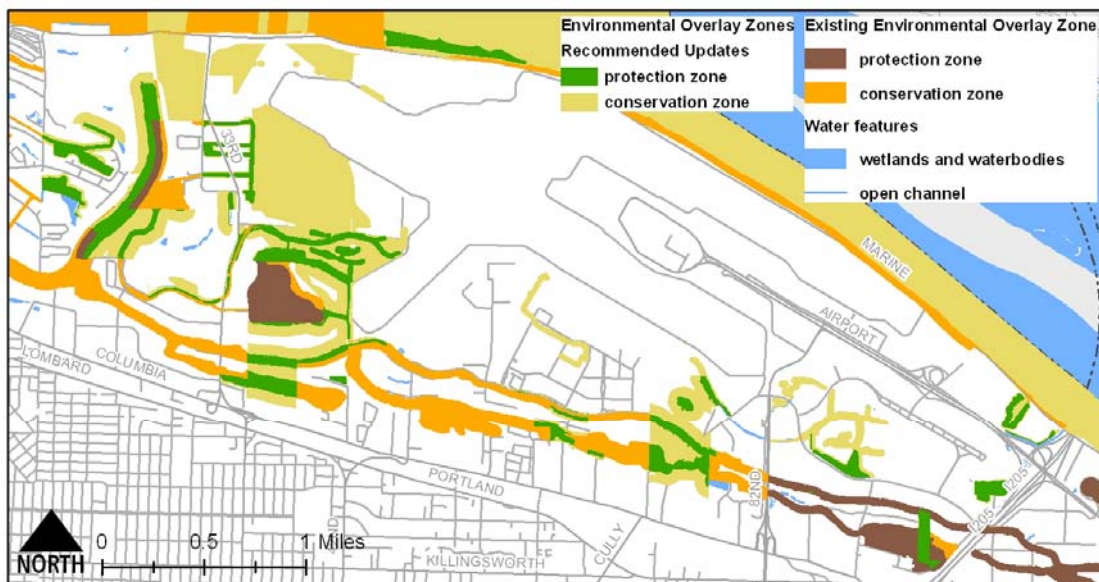
## New Noise Overlay Boundary



## Transportation Impact Analysis



## CITY LAND USE PLAN – ENVIRONMENTAL PROGRAM



## CITY LAND USE PLAN

### Port Mitigation for Upland Grassland and Habitat





### Key Take Aways

- More flexibility to meet changing needs
- Third runway and new terminal require new plan
  - City legislative process with Council approval
- Improved airport regulations
  - Addressed safety related to wildlife hazards
  - Noise and height overlays
- Mitigation for transportation and natural resource impacts
- Ongoing PDX Community Advisory Committee

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## INTERGOVERNMENTAL AGREEMENTS – CITY/PORT

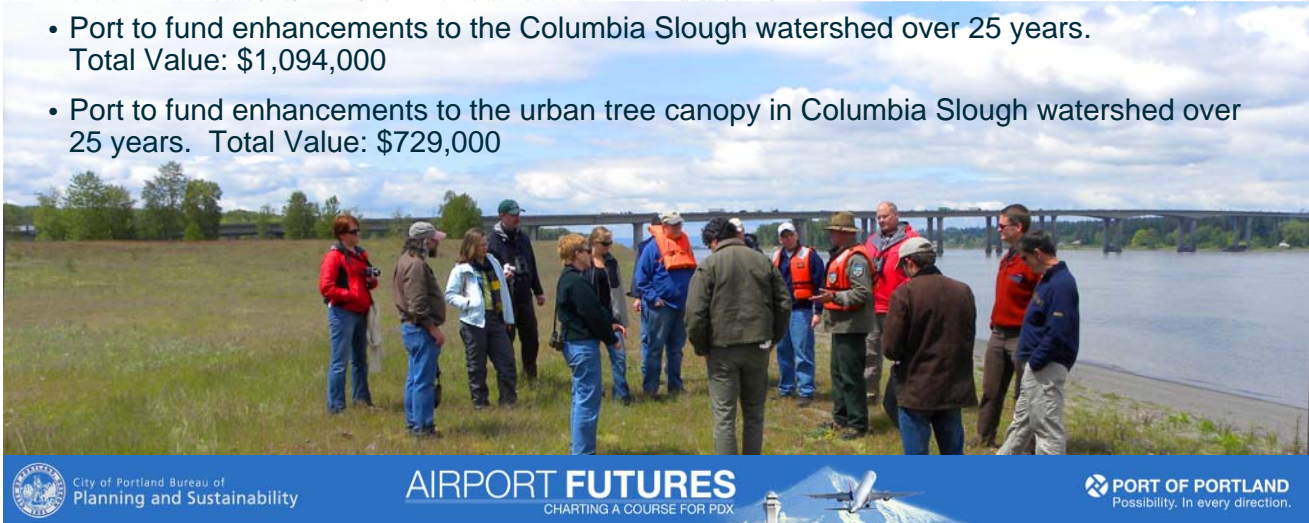
### General

- Transportation
  - Defines mitigation responsibilities
  - Advocate for regional transportation improvements
  - Advocate for transit and bicycle and pedestrian network
- Sustainability
  - Memorializes City and Port commitment to the PAG's vision and values, guiding principles, and goals
- Noise
  - City and Port to continue efforts to creative solutions to address noise impacts
  - Regular updates to noise contours

## INTERGOVERNMENTAL AGREEMENTS – CITY/PORT

### Natural Resources

- Port to construct phased mitigation of 300 acres on Government Island in lieu of overlays on four Port properties
- Port to fund enhancements to the Columbia Slough watershed over 25 years. Total Value: \$1,094,000
- Port to fund enhancements to the urban tree canopy in Columbia Slough watershed over 25 years. Total Value: \$729,000



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**AIRPORT FUTURES**  
CHARTING A COURSE FOR PDX



**PORT OF PORTLAND**  
Possibility. In every direction.

## INTERGOVERNMENTAL AGREEMENTS – CITY/PORT/VANCOUVER

### PDX Community Advisory Committee

- Ongoing PDX Community Advisory Committee will:
  - Raise public knowledge about airport issues
  - Support meaningful public engagement
  - Provide opportunity to inform Port and City decision-making
  - Measurement of success in achieving sustainability goals
- Sponsored by Port of Portland, City of Portland & City of Vancouver
- 30 member body (20 voting, 10 ex officio members)
  - Regional, diverse interests
- Quarterly meetings on a broad range of topics
- Regular reports to sponsoring and appointing agencies



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## AIRPORT FUTURES

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### Major Outcomes and Summary

- Flexibility for PDX to meet changing needs
- Big issues require community involvement and Portland City Council approval
- Compliance with regulatory requirements
- Mitigation of impacts and overall enhancement of watershed
- Improved partnership between City, Port, and community



**AIRPORT FUTURES**  
CHARTING A COURSE FOR PDX



## AIRPORT FUTURES

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### Decisions

- **Portland City Council (April 13, 2011)**
  - Adopt City Land Use Plan
  - Approve 3 Intergovernmental Agreements
- **Port of Portland Commission (April 13, 2011)**
  - Adopt PDX Master Plan
  - Approve 3 Intergovernmental Agreements
  - Forward PDX Airport Layout Plan to Federal Aviation Administration
- **Vancouver City Council (April 25, 2011)**
  - Approve PDX Community Advisory Committee Agreement



**AIRPORT FUTURES**  
CHARTING A COURSE FOR PDX





## Modeling

- Developed new Air Passenger Demand Model
  - Module for regional travel forecasting model
- Major findings
  - Minor neighborhood traffic infiltration
  - Too constrained airport parking = more vehicle trips

## Motor Vehicle Needs

- Mitigation @ Columbia/Cully/Alderwood (15 MAP)
- New interchange @ Airport Way/82<sup>nd</sup> (17 MAP)
- New parking capacity (starting at 18 MAP)
  - Structured, not surface
  - Technology to maximize capacity
- Reconfigure terminal road for commercial vehicles (24 MAP)
- Intergovernmental Agreement
  - City/Port agree to advocate for airport area improvements as appropriate



## AIRPORT FUTURES – TRANSPORTATION FOCUS

### Transit

- Current air passenger mode split = 7.2%
  - Upper third for US airports
  - Originally projected at 5%
- Goal = highest mode split in US by 2035 (15%)
  - Major factors
    - Regional highway congestion
    - LRT system expansion (inc. Clark Co.)
- Intergovernmental Agreement
  - City/Port agree to work to improve ridership



## AIRPORT FUTURES – TRANSPORTATION FOCUS

### Bicycle & Pedestrian

- PDX Program
  - most extensive infrastructure for all US airports
  - PDX Pedestrian & Bicycle Plan
  - [http://www.portofportland.com/pdx\\_bcycl\\_trnsprtn.aspx](http://www.portofportland.com/pdx_bcycl_trnsprtn.aspx)
- Intergovernmental Agreement
  - City/Port agree to promote & improve access to PDX



## AIRPORT FUTURES

### Want More Info?

Visit our website at:

- [www.pdxairportfutures.com](http://www.pdxairportfutures.com)
- Visit the new PDX CAC website at:
- [http://www.portofportland.com/PDX\\_Cmnty\\_Advsry\\_Cmt.aspx](http://www.portofportland.com/PDX_Cmnty_Advsry_Cmt.aspx)

