

Portland State University

PDXScholar

---

Joint Policy Advisory Committee on  
Transportation

Oregon Sustainable Community Digital Library

---

3-13-1997

## Meeting Notes 1997-03-13 [Part A]

Joint Policy Advisory Committee on Transportation

Follow this and additional works at: [https://pdxscholar.library.pdx.edu/oscdl\\_jpact](https://pdxscholar.library.pdx.edu/oscdl_jpact)

**Let us know how access to this document benefits you.**

---

### Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 1997-03-13 [Part A] " (1997). *Joint Policy Advisory Committee on Transportation*. 223.  
[https://pdxscholar.library.pdx.edu/oscdl\\_jpact/223](https://pdxscholar.library.pdx.edu/oscdl_jpact/223)

This Minutes is brought to you for free and open access. It has been accepted for inclusion in Joint Policy Advisory Committee on Transportation by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: [pdxscholar@pdx.edu](mailto:pdxscholar@pdx.edu).



## METRO

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

Date: MARCH 13, 1997

Day: THURSDAY

Time: 7:30 a.m.

Place: METRO, CONFERENCE ROOM 370A-B

- \*1. MEETING REPORT OF FEBRUARY 13, 1997 - APPROVAL REQUESTED.
- \*2. RESOLUTION NO. 97-2467 - AMENDING THE MTIP AND ADOPTING A JOINT METRO/ODOT REGION 1 RECOMMENDATION TO THE OREGON TRANSPORTATION COMMISSION TO ALLOCATE ANTICIPATED FY 1998-2001 STATE MODERNIZATION AND REGIONAL FLEXIBLE FUNDS - APPROVAL REQUESTED - Andy Cotugno.
- \*3. RESOLUTION NO. 97-2464 - APPROVING THE FY 1998 UNIFIED WORK PROGRAM - APPROVAL REQUESTED - Andy Cotugno.
- 4. WASHINGTON, D.C. RECAP - Andy Cotugno.

---

\*Material enclosed.

## MEETING REPORT

DATE OF MEETING: February 13, 1997

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Jon Kvistad, Ed Washington and Susan McLain, Metro Council; Charlie Hales, City of Portland; Ed Lindquist, Clackamas County; David Yaden (alt.), Tri-Met; Jim Kight, Cities in Multnomah County; Craig Lomnicki, Cities in Clackamas County; Grace Crunican, ODOT; Dave Lohman (alt.), Port of Portland; Tanya Collier, Multnomah County; Dean Lookingbill, Southwest Washington RTC; Mary Legry (alt.), WSDOT; Mel Gordon, Clark County; Rob Drake, Cities in Washington County; and Roy Rogers, Washington County

Guests: Lisa Naito (JPACT alt.), Metro Council; Meeky Blizzard, Office of Congressman Blumenauer; Rod Sandoz and John Rist, Clackamas County; Marc Zolton and Steve Dotterer, City of Portland; Gerald Fox, Bernie Bottomly and G.B. Arrington, Tri-Met; John Magnano, ODOT/WSDOT Rail Passenger Program; Ben Schonberger, NGI; Bob Post, BRW, Inc.; Jennifer Nielsen and Gary Obery, Parametrix; Susan Lee, Multnomah County; John Charles, Cascade Policy Institute; Jim Howell, AORTA; Ron Bergman, Clark County; Susie Lahsene, Port of Portland; Scott Rice, City of Cornelius; Rick Brickman, Citizen; Art Lewellan, LOTI; John Rosenberger, Washington County; Gary Katsion, Kittelson & Associates, Inc.; Len Bergstein, Northwest Strategies; and Dave Williams, ODOT

Staff: Mike Burton, Executive Officer  
Andrew Cotugno, Richard Brandman, Leon Skiles, Rich Ledbetter, Gina Whitehill-Baziuk, and Lois Kaplan, Secretary

MEDIA: Gordon Oliver, The Oregonian; Dawn Phillips, KXL Radio; and Bruce Solberg, Daily Journal of Commerce

### SUMMARY:

The meeting was called to order and a quorum declared by Chair Jon Kvistad.

MEETING REPORT

Commissioner Lindquist moved, seconded by Mayor Drake, to approve the January 9, 1997 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 97-2455 - FILLING A VACANCY ON THE TRAFFIC RELIEF OPTIONS STUDY TASK FORCE

Andy Cotugno explained that Delna Jones had resigned from the Traffic Relief Options Study Task Force because of other commitments. This resolution would appoint Betty Atteberry, representing similar interests, to fill that vacancy.

Action Taken: Commissioner Lindquist moved, seconded by Councilor Washington, to recommend approval of Resolution No. 97-2455, filling a vacancy on the Traffic Relief Options Study Task Force. The motion PASSED unanimously.

RESOLUTION NO. 97-2458 - ESTABLISHING PRINCIPLES REGARDING IMPLEMENTATION OF LRT TO PORTLAND INTERNATIONAL AIRPORT

Commissioner Hales thanked everyone for their continuous effort on the light rail extension to the airport. He noted that the idea was a joint venture with the Port, its developer and other agencies. He cited the need to ensure that this project fits in with the whole transportation agenda, commenting that it has good prospects.

Action Taken: Commissioner Hales moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 97-2458, establishing principles regarding implementation of light rail to Portland International Airport.

In discussion on the motion, Grace Crunican asked for clarification regarding the relationship of the airport light rail to the South/North light rail project, this project's timing, and the role of the two committees and Metro.

In response, Andy explained that the project moved up because of Congressional timing. The ISTEA Position Paper, adopted last month, was to have been adopted in March. The directive from Bud Shuster, Chair of the House Committee on Transportation and Infrastructure, is that these project requests must be submitted by February 24. It was, therefore, sent in as a transmittal from the South/North Steering Committee.

Commissioner Hales indicated that the region supports the strategy of a light rail extension to the airport and acknowledges that airport funding should be pursued if it can help the South/

North light rail project. Further discussion centered on the fact that this project could get in the way, the region should be sensitive toward funding on the federal level, and what it means in terms of working with the Federal Government.

Commissioner Lindquist noted that Oregon City was quite concerned but he did not personally feel that this project competes with the South/North LRT project. He felt that everyone was in agreement with the language contained in the resolution.

Mayor Lomnicki wanted to be assured that the region was not being inconsistent with its goal and questioned whether the language is clear enough relating to the second phase to Oregon City. It was noted that the overall project is identified from Oregon City to Clark County.

Chair Kvistad commented that Westside south should also be considered as a placeholder in the future.

In calling for the question, the motion PASSED. Commissioner Gordon abstained.

RESOLUTION NO. 97-2460 - ENDORSING THE SOUTH/NORTH LIGHT RAIL PROJECT FINANCE PLAN

Andy Cotugno explained that Resolution No. 97-2460, distributed at the meeting, endorses the South/North LRT finance plan transmitted by the South/North Steering Committee. This is a follow-on to last month's JPACT meeting. A lot of attention has been given to define a way to provide a budget for maximum benefit and service to the community.

There are components to be deferred such as shortening of the alignment in the Clackamas Town Center area and in the downtown area. In addition, there are changes in scope, lower impact designs and cost changes, recognizing a change in cost methodology. Utility relocation is no longer required of the project as per Ballot Measure 47.

Andy noted that the project entails a \$1.3 billion budget and is longer with higher ridership than what went to the ballot in November. The focus is on the first segment for the first ISTEA. The project relies on the three sources of funds available in the region: the \$475 million bond measure, the Regional STP funds and \$10 million from the Clackamas Town Center Tax Increment District. Andy indicated that the Environmental Impact Statement (EIS) does not reflect some of these changes so a future amendment will be necessary after ISTEA dollars are made known.

Commissioner Rogers asked whether a contingency plan is in place if ISTEA is not appropriated. He noted that the bond measure language approved by the voters was contingent upon having federal funds. Andy indicated that we would not lose the Regional STP funds. The life span on STP funds is over a four-year period. A discussion followed on whether there is enough flexibility for surface transportation projects or bridges should ISTEA funds not be available. Andy indicated that there is flexibility for use of the funds on something else and that, if these STP funds are not used for South/North, they would be available for regional allocation.

Grace Crunican assured the committee that the state never allows any STP dollars to lapse in the region in order to maximize its use. The state serves as a partner banker to help with timing issues related to roads and transit.

Dave Yaden reminded the committee that, historically, the funding was passed with the expectation that it be used for transit. If it is not spent on light rail, he didn't want any immediate presumptions that it would be allocated to roads.

Commissioner Rogers was uncertain whether the General Obligation bond was in hand and cited the need for a contingency plan. Andy Cotugno suggested the following amendment to Clause 2 of the resolution:

"2. Excludes State Transportation Improvement Plan funding from Fiscal Year 1998-2001 from the South/North Finance Plan with the exception of the \$55 million of Regional STP funds committed to the project."

Motion: Commissioner Lindquist moved, seconded by Council McLain, to amend Clause 2 of the Resolution 97-2460 with acceptance of the language proposed by Andy Cotugno. The motion PASSED. Commissioner Gordon abstained.

Motion: Commissioner Lindquist moved, seconded by Commissioner Hales, to recommend approval of Resolution No. 97-2460 as amended. The motion PASSED. Commissioner Gordon abstained, noting that the Clark County Board has not as yet taken a position on this issue.

Commissioner Gordon indicated he personally supports light rail, commented on traffic across the I-205 bridge, and abstained from the vote because the Clark County Board has taken no position on this matter. Chair Kvistad noted that the region is willing to assist Clark County with regard to land use and transportation issues.

Commissioner Lindquist cited the action as a monumental moment in time for Clackamas County and JPACT in view of the long-term effort and its submittal to Congress for funding. He commented that it represents the third segment of light rail, that it was a pleasure to be part of the effort, and noted that there would be additional hurdles to cross. Commissioner Lindquist recalled that the effort has been ongoing since the 70's and thanked the region and staff for being supportive and moving the project forward.

Grace Crunican extended compliments to Commissioner Lindquist for his direction, fine work, and partnership on this project, which was met by a round of applause.

Mayor Drake supported the resolution, citing a great deal of Beaverton citizen support. He indicated that he had received a call from a constituent questioning his support of the South/North light rail project in view of Ballot Measure 47. He noted that the citizens of Beaverton have supported light rail and that it was easy to support as it represents one segment of a multi-modal solution to keeping the region livable and free of congestion.

In commenting on his recent trip to Washington, D.C., Chair Kvistad reported that Congressman DeFazio had raised questions concerning alignment changes and the status of the bond measure, noting that tough discussions took place in D.C.

#### TRANSMITTAL OF ISTEА POSITION PAPER TO OREGON CONGRESSIONAL DELEGATION

There was committee consensus to endorse the letter transmitting the region's adopted position paper for ISTEА reauthorization to the Oregon Congressional delegation. The letters were circulated for signature at the meeting.

#### TRANSMITTAL OF LETTER ON OREGON TRANSPORTATION INITIATIVE

Andy Cotugno reviewed the proposed letter endorsing the overall principles of the Oregon Transportation Initiative for submittal to Senator Ken Baker and Representative Tom Brian, chairs of their respective finance committees. He cited the need for good local and regional funding sources, commenting that the letter acknowledges that the bill introduced by the Governor does address those issues and urges the Legislature to find a "real" solution rather than a stop-gap measure. Andy noted that the letter also requests that auto/truck equity issues be addressed.

Andy proposed that discussions take place with Senator Baker and Representative Brian and suggested that the JPACT Chair appoint

some JPACT representatives to make personal contact. Chair Kvistad felt it would be a positive step to take such action.

#### TGM GRANT CYCLE

Lidwien Rahman, ODOT's Portland Regional Transportation and Growth Management (TGM) Grant Manager, explained that the purpose of her visit is to alert jurisdictions that staff is getting geared for its biennial process to review potential TGM grants. Grants are awarded to local governments and special districts to implement the state's quality community objectives. Preapplications must be submitted by March 3, 1997. An additional two points is awarded for submittal of preapplications.

Lidwien reviewed the objectives of the TGM Program which include compliance with the Transportation Planning Rule (TPR); integration of transportation/land use; use of TGM that is supportive of modal choice and meets transportation objectives; and the preservation and enhancement of urban livability.

TGM awards will be granted by late July. Information relating to contacts, eligible activities and criteria were distributed. Lidwien noted that this program is similar to the previous one. The emphasis is on meeting the TPR and the quality community objectives. She cited the need for the product to be adoptable and implementable and should result in plan or ordinance amendments with evidence of local or political support.

#### ANNOUNCEMENT

Commissioner Hales announced that the City of Portland's Rail Summit has been reformatted. It will be held at Benson High School on April 26, co-sponsored by Metro, and called the Regional Transportation Summit.

#### ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton  
JPACT Members



## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 97-2467 FOR THE PURPOSE OF AMENDING THE MTIP AND ADOPTING A JOINT METRO/ODOT REGION 1 RECOMMENDATION TO THE OREGON TRANSPORTATION COMMISSION TO ALLOCATE ANTICIPATED FY 1998-2001 STATE MODERNIZATION AND REGIONAL FLEXIBLE FUNDS

Date: March 4, 1997

Presented by: Andrew C. Cotugno

### PROPOSED ACTION

Approval of this resolution would endorse the following actions: 1) the recommendation of ODOT's Region 1 staff to the Oregon Transportation Commission (OTC) that it dedicate all \$56 million of projected FY 98-01 state gas tax and federal transportation system Modernization funding to complete currently programmed project commitments; 2) that ODOT allocate \$14.22 million of Region 1 rural Modernization funds to complete currently programmed urban projects; 3) that ODOT credit up to \$21 million of Region 1 Modernization projects against the Region 1 Highway Safety and Bridge Program funding targets set by the Commission (see "State Program" column of Exhibit A of the enclosed resolution); and 5) amends the Metropolitan Transportation Improvement Program (MTIP) to allocate \$12.98 million of anticipated FY 98-01 Regional Flexible funds to support ODOT project commitments and allocates the balance of regional funds expected through FY 2001 (\$14.24 million and an inflation reserve of \$2.84 million) to new transportation projects (see the "Regional Program" column of Exhibit A and also see Exhibit B).

At the February 28 TPAC meeting, the resolution was recommended for adoption with several friendly amendments that clarified reference to:

- . The Hawthorne Bridge bike and pedestrian multi-use pathway;
- . Modernization project credit against the ODOT Region 1 highway safety and bridge program targets; and
- . Reliance on a loan against three currently programmed City of Portland projects and striking "and/or other currently programmed projects."

### Background and Analysis

**Revenue Shortfall.** ODOT and Metro have been developing an FY 1998-2001 MTIP/STIP for approval by the Oregon Transportation Commission since the middle of 1996. Currently committed state system projects require more than all the expected Modernization funding allocated to Region 1 by the OTC during the period of the new STIP. The current FY 1996-1998 STIP commits ODOT to construct approximately \$106 million of transportation system improvement projects in the Portland urban area. However, only \$57 million of system Modernization funds are expected to be available to ODOT Region 1 from FY 1998 through FY 2001 (see the "State Program" column of Exhibit A).

One reason for this shortfall is that ODOT will actually receive only three years of new revenue; FY 98 funds are already allocated to projects in the current STIP. Additionally, the current STIP programs 100 percent of expected federal revenue when federal regulations allow only a portion of appropriated funds to be obligated on projects each year. Less federal funding was appropriated over the previous six years than was expected. Gas tax receipts have been reduced by more efficient vehicles. Extensive storm-related road repair work during the past two years has diverted Modernization funding to system maintenance, which compounds the already high maintenance needs of Oregon's aging transportation facilities. (System maintenance is the OTC's first priority in distributing available transportation funding.) In summary, commitments made by ODOT Region 1 to construct Modernization projects in the Portland area exceed anticipated Modernization funding by nearly \$50 million.

***Financial Plan to Honor Commitments.*** The resolution proposes four measures to bridge this gap. First, it recommends that delivery of currently programmed Modernization projects should be the first priority for use of new Modernization funding in the Portland area. Second, it endorses the Region 1 recommendation to the OTC that \$14.22 million of funds that would normally go toward programming new Modernization projects in the Region 1 rural area should instead be committed to completion of *currently committed urban* projects. Third, up to \$21 million of Modernization projects should be credited toward the Region 1 Highway Safety and Bridge Program funding targets adopted by the OTC. This recognizes that Modernization projects contribute to Highway Safety and Bridge renovation objectives. Finally, Metro would assume funding responsibility for \$12.98 million of ODOT's current project commitments.

***Allocation of Regional Flexible Funds.*** Adoption of this financial plan leaves approximately \$14.24 million of anticipated Regional Flexible funds available for allocation to new projects in FY 98-01, after accounting for reservation of \$13.5 million of Regional STP funds for the South/North LRT Extension; a takedown of Congestion Mitigation/Air Quality (CMAQ) funds to support High-Speed Rail operations and/or capital; and reservation of a \$2.84 million inflation fund that would be allocated to projects once final programming occurs. The Flex Fund revenue assumptions are shown in the "Regional Program" column of Exhibit A of the Resolution.

Metro approved a \$30 million list of candidate projects eligible to compete for these funds in September. A series of four public workshops were held in January to review the candidate list, the revenue assumptions and the financing plan for committed projects. A summary of comments received at the meetings and staff responses has been prepared. A public hearing on this recommendation will be held by the Metro Council Transportation Committee on Tuesday, March 11, at the Metro Regional Headquarters Building, prior to JPACT consideration of the resolution.

***Allocation of Funds Recommended by TPAC.*** TPAC's recommendation for allocation of the Flex Funds is shown in Exhibit B of the

resolution. The recommended allocation takes into account the \$73 million of 1) prior commitments to freeway enhancements that are already programmed by ODOT for construction in the FY 98-01 timeframe and 2) the roughly \$70 million of additional ODOT and regionally programmed non-freeway and alternative mode projects. Against the backdrop of these investments, the remaining \$14.24 million of Regional Flexible funds were then committed based on technical merits of the candidate projects (congestion relief, safety, cost effectiveness), public comment, and local agency preferences. Other factors considered in the allocation decision include:

- . Meeting alternative mode investment mandates of the State air quality maintenance plan;
- . Focused investments that complete new phases of projects already approved for construction;
- . Investment in low-cost/high efficiency roadway system management improvements;
- . The importance of freight movement and intermodal facilities;
- . Supporting high density 2040 priority land uses with adequate transportation facilities; and
- . Regional equity in transportation system investments.

Some projects that are assumed will obligate funds in FY 97 will most likely be delayed to FY 98, or later. The financial strategy assumes \$4.41 million of projects will be delayed. If projects in excess of \$4.41 million are delayed past FY 97, an equal dollar amount of projects will move into the final year of the MTIP (i.e., FY 2001). This means the final year of the MTIP will become over programmed. Unless new funding is identified, for example, higher than expected federal appropriations, or legislative approval of new sources of transportation funding, it will be necessary to rely on federal and state funds expected after FY 2001 in order to construct these new projects.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE )	RESOLUTION NO. 97-2467
MTIP AND ADOPTING A JOINT METRO/)	
ODOT REGION 1 RECOMMENDATION TO )	Introduced by
THE OREGON TRANSPORTATION COM- )	Presiding Officer Jon Kvistad
MISSION TO ALLOCATE ANTICIPATED )	
FY 1998-2001 STATE MODERNIZATION)	
AND REGIONAL FLEXIBLE FUNDS )	

WHEREAS, Metro is responsible under federal regulations for preparation and update of a Portland area Metropolitan Transportation Improvement Program (MTIP) that shows approved allocation of federal and state transportation funding to projects; and

WHEREAS, ODOT Region 1 is responsible for recommending a program of projects and funding allocations to the Oregon Transportation Commission (OTC) for adoption as a Region 1 element of a State Transportation Improvement Program (STIP); and

WHEREAS, Regulations of the U.S. Department of Transportation require that the approved MTIP and STIP be identical with respect to programmed projects and funding within Metro's jurisdiction; and

WHEREAS, Region 1 and Metro agreed that preparation of the 1998-2001 STIP should be jointly prepared to minimize potential for discrepancy between documents; and

WHEREAS, The Oregon Transportation Commission (OTC) has approved projections of expected state gas tax and federal appropriations for the period of federal fiscal years 1998 through 2001; and

WHEREAS, The OTC has further suballocated expected revenue to various program areas including highway system maintenance, safety

improvements, bridge maintenance and transportation system modernization; and

WHEREAS, The OTC has further allocated expected revenue of these various programs to the five ODOT regions; and

WHEREAS, The OTC has further allocated expected revenues between those principally to be programmed toward state system priorities by ODOT Region staff (State Modernization funds); and

WHEREAS, Region 1 has traditionally suballocated its OTC apportionment between urban and rural portions of its jurisdiction on a roughly 80/20 pro rata of population; and

WHEREAS, The OTC has further allocated expected federal revenue sources that derive from the Regional STP, Congestion Mitigation/Air Quality and Transportation Enhancement Programs, collectively referred to as Regional Flexible funds, that are primarily programmed at the discretion of Metro acting under federal and state regulations as the Portland Metropolitan Area Planning Organization (MPO); and

WHEREAS, Federal regulations require that the first three years of the MTIP and STIP must be constrained to reasonably expected revenue; and

WHEREAS, Currently programmed ODOT system projects exceed Modernization revenue allocated to Region 1 in the period FY 1998-2001 (see Exhibit A); and

WHEREAS, Many of ODOT's currently programmed Modernization projects embody significant safety improvements; and

WHEREAS, No rural Modernization projects are currently programmed for construction in the period FY 1998-2001; and

WHEREAS, Metro anticipates appropriation of Regional Flexible

funds in FY 1998-2001 in excess of currently programmed project commitments (see Exhibit A); and

WHEREAS, Metro approved a list of candidate projects to receive the expected FY 1998-2001 revenue in September of 1996; and

WHEREAS, Metro and ODOT conducted a series of four public workshops throughout the region to receive comments on currently programmed projects, revenue projections and approved candidate projects; and

WHEREAS, A series of programmed improvements to the Hawthorne Bridge will be staged as a single effort rather than as independent projects; and

WHEREAS, The single staging of these efforts is expected to yield project cost savings in the neighborhood of \$1.5 million dollars; and

WHEREAS, The precise project savings will not be known until after bids are received for the work near the end of federal Fiscal Year 1997; and

WHEREAS, It lies within the discretion of Multnomah County to direct any such savings toward construction of a 10-foot bike and pedestrian pathway on the Hawthorne Bridge; and

WHEREAS, The City of Portland has allocated to it \$1.8 million for the Eastbank Esplanade project, \$1.29 million for the Steel Bridge Bicycle and Pedestrian Crossing project, and \$987,300 for the Eastbank Trail: Steel Bridge to OMSI project; now therefore

BE IT RESOLVED:

1. That allocation of expected FY 1998-2001 Regional

Flexible funds to currently programmed projects is the first priority for use of these funds.

2. That Metro formally anticipates delay of \$4.41 million of currently programmed projects into FY 1998 as indicated in Exhibit A which will draw on FY 1998-2001 revenue.

3. The amount of \$12.98 million of FY 1998-2001 Regional Flexible funds will be allocated to assume funding responsibility from ODOT for the "state" projects listed in Exhibit A.

4. The sum of \$14.24 million of anticipated FY 1998-2001 Regional Flexible funding is allocated to the projects listed in Exhibit B. Upon programming of these projects by year, the \$2.84 million inflation reserve will be assigned to these projects accordingly.

5. That Metro endorses the Region 1 recommendation to the Oregon Transportation Commission that up to \$14.22 million of state Modernization funds be allocated to currently programmed "urban" area projects before new "rural" area projects are programmed.

6. That Metro endorses the Region 1 recommendation to the Oregon Transportation Commission that up to \$21 million of Region 1 Modernization projects be credited to "Safety and Bridge" program funding.

7. That the Hawthorne Bridge bike lanes (current federal share estimate of \$1.56 million) be programmed for construction in FY 97 upon receipt of final bids for all bridge-related work, contingent on:

- a) Multnomah County formally allocating any cost savings from single staging of currently programmed bridge improvement projects toward the bike lanes; and

b) a loan by the City of Portland of funds from the Eastbank Esplanade, the Steel Bridge Bike/Pedestrian Crossing project, and the Eastbank Trail project, sufficient to make up any gap that may result in Hawthorne Bike lane project funding after application of other expected cost savings from bridge-related construction activity. The loan is to be repaid from future regional allocations.

8. That should projects in excess of \$4.41 million be delayed from FY 97 into FY 98 or beyond, the fourth year of the MTIP will absorb any such increase, causing that year of the program to become overprogrammed as is permitted by federal regulations.

9. That Metro staff are directed to coordinate with ODOT to determine the final programming of funds, within the limits established by this resolution, according to their availability by year and program category.

10. This approval is subject to demonstration of conformity with the State (Air Quality) Implementation Plan.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_,  
1997.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel



**EXHIBIT A**  
**FEDERAL FISCAL YEAR 1998 - 2001**  
**PORTLAND METROPOLITAN AREA**  
**DRAFT TRANSPORTATION IMPROVEMENT PROGRAM**

<b>STATE PROGRAM</b> Anticipated and Potential Funding (millions)	<b>REGIONAL PROGRAM</b> Anticipated Funding (millions)																																																																												
<b>ODOT Region 1 Urban "Modernization" Funds:</b> 56.87 (e.g., federal or state gas tax funds used to expand road and alternate mode capacity.) <b>Use Region 1 Rural Funds On Urban Projects:</b> 14.22 <b>Safety/Bridge Program Credit for Modern. Projects:</b> 21.00 <b>Metro Flex Fund Allocation</b> 12.98  <b>MAXIMUM ODOT REGION 1 FY 98-01 REVENUE*</b> 105.07	<b>Regional STP Funds:</b> 17.82 (includes reservation of \$13.5 million for S/N LRT) <b>CMAQ Funds (w/ takedown for Hi Speed Rail):</b> 11.98 <b>Transportation Enhancement Funds:</b> 4.67  Subtotal 34.47 Inflation Factor -2.84  <b>TOTAL FY 98-01 REGIONAL FLEX REVENUE</b> 31.63																																																																												
<b>DRAFT LIST OF FY 98 - 01 PROJECTS</b> (All Projects Are Programmed in Current STIP) <table border="1"> <tr><td>BUS PURCHASES (ID NO. 154)</td><td>4.76</td></tr> <tr><td>238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)</td><td>0.28</td></tr> <tr><td>SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)</td><td>0.23</td></tr> <tr><td>BARBUR BLVD BIKE LANES (ID NO. 108)</td><td>1.89</td></tr> <tr><td>LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 142)</td><td>0.99</td></tr> <tr><td>US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)</td><td>4.03</td></tr> <tr><td>US-26 - CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)</td><td>14.98</td></tr> <tr><td>99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 172)</td><td>2.49</td></tr> <tr><td>SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 186)</td><td>0.03</td></tr> <tr><td>BEAVERTON CENTRAL TOD (ID NO. 188)</td><td>0.78</td></tr> <tr><td>GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)</td><td>0.39</td></tr> <tr><td>I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)</td><td>16.90</td></tr> <tr><td>I-5/HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)</td><td>21.57</td></tr> <tr><td>OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)</td><td>4.20</td></tr> <tr><td>NE 148TH SOUNDWALL</td><td>0.19</td></tr> <tr><td>NW 185TH SOUNDWALL</td><td>1.50</td></tr> <tr><td>HALSEY BIKE LANE</td><td>0.80</td></tr> <tr><td>PROJECTS ASSUMED BY METRO (see opposite column)</td><td>12.98</td></tr> <tr><td>ADDITIONAL DELAYED PROJECTS</td><td>12.00</td></tr> <tr><td><b>Subtotal of Project Costs</b></td><td><b>100.98</b></td></tr> <tr><td><b>Subtotal With 5 Percent Inflation</b></td><td><b>106.03</b></td></tr> </table> Region 1 Modernization Funds: 56.87 Inflation Adjusted Project Costs: 106.03  <b>BALANCE</b> -49.16	BUS PURCHASES (ID NO. 154)	4.76	238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)	0.28	SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)	0.23	BARBUR BLVD BIKE LANES (ID NO. 108)	1.89	LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 142)	0.99	US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)	4.03	US-26 - CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)	14.98	99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 172)	2.49	SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 186)	0.03	BEAVERTON CENTRAL TOD (ID NO. 188)	0.78	GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)	0.39	I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)	16.90	I-5/HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)	21.57	OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)	4.20	NE 148TH SOUNDWALL	0.19	NW 185TH SOUNDWALL	1.50	HALSEY BIKE LANE	0.80	PROJECTS ASSUMED BY METRO (see opposite column)	12.98	ADDITIONAL DELAYED PROJECTS	12.00	<b>Subtotal of Project Costs</b>	<b>100.98</b>	<b>Subtotal With 5 Percent Inflation</b>	<b>106.03</b>	<b>DRAFT LIST OF FY 98 - 01 PROJECTS</b> <table border="1"> <tr><td colspan="2"><b>Delayed ODOT Projects Allocated Regional Funds</b></td></tr> <tr><td>BUS PURCHASE (ID NO. 154)</td><td>6.00</td></tr> <tr><td>OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)</td><td>3.10</td></tr> <tr><td>SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)</td><td>2.00</td></tr> <tr><td>PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)</td><td>0.08</td></tr> <tr><td>EASTBANK ESPLANADE (City of Portland) (ID NO. 346)</td><td>1.80</td></tr> <tr><td><b>Subtotal of ODOT Projects Given Flex Funds</b></td><td><b>12.98</b></td></tr> </table> <b>FY 97 Regional Projects Delayed to FY 98-01</b> <table border="1"> <tr><td>SUNNYSIDE RD: I-205 TO 122ND (ID NO. 168)</td><td>3.00</td></tr> <tr><td>TRANSIT ORIENTED DEVELOPMENT RESERVE (ID NO. 609)</td><td>0.70</td></tr> <tr><td>PED TO TRANSIT ACCESS STUDY (PORTLAND) (ID NO. 606)</td><td>0.90</td></tr> <tr><td>HALL BLVD: SPRR/RIDGECREST BIKE LANE (ID NO. 639)</td><td>0.29</td></tr> <tr><td>OREGON ELECTRIC RIGHT OF WAY (WASH. CO.) (ID NO. 275)</td><td>0.09</td></tr> <tr><td>EASTBANK TRAIL: STEEL BRIDGE TO OMSI (ID NO. 302)</td><td>0.99</td></tr> <tr><td>COMPLETE CEDAR CREEK TRAIL (SHERWOOD) (ID NO. 311)</td><td>0.07</td></tr> <tr><td>INTERMODAL TRANSFER PARK (TROUTDALE) (ID NO. 318)</td><td>0.08</td></tr> <tr><td><b>Subtotal of Delayed Regional Projects</b></td><td><b>6.12</b></td></tr> <tr><td><b>JPACT APPROVED TARGET FOR SLIPPAGE</b></td><td><b>4.41</b></td></tr> </table>	<b>Delayed ODOT Projects Allocated Regional Funds</b>		BUS PURCHASE (ID NO. 154)	6.00	OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)	3.10	SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)	2.00	PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)	0.08	EASTBANK ESPLANADE (City of Portland) (ID NO. 346)	1.80	<b>Subtotal of ODOT Projects Given Flex Funds</b>	<b>12.98</b>	SUNNYSIDE RD: I-205 TO 122ND (ID NO. 168)	3.00	TRANSIT ORIENTED DEVELOPMENT RESERVE (ID NO. 609)	0.70	PED TO TRANSIT ACCESS STUDY (PORTLAND) (ID NO. 606)	0.90	HALL BLVD: SPRR/RIDGECREST BIKE LANE (ID NO. 639)	0.29	OREGON ELECTRIC RIGHT OF WAY (WASH. CO.) (ID NO. 275)	0.09	EASTBANK TRAIL: STEEL BRIDGE TO OMSI (ID NO. 302)	0.99	COMPLETE CEDAR CREEK TRAIL (SHERWOOD) (ID NO. 311)	0.07	INTERMODAL TRANSFER PARK (TROUTDALE) (ID NO. 318)	0.08	<b>Subtotal of Delayed Regional Projects</b>	<b>6.12</b>	<b>JPACT APPROVED TARGET FOR SLIPPAGE</b>	<b>4.41</b>
BUS PURCHASES (ID NO. 154)	4.76																																																																												
238TH AND HALSEY INTERSECTION IMPROVEMENT (ID NO. 90)	0.28																																																																												
SPRINGWATER CORRIDOR ACCESS AT 190TH (ID NO. 96)	0.23																																																																												
BARBUR BLVD BIKE LANES (ID NO. 108)	1.89																																																																												
LOMBARD/BURGARD INTERSECTION REALIGNMENT (ID NO. 142)	0.99																																																																												
US-30B - SANDY BLVD MACS IMPLEMENTATION (ID NO. 230)	4.03																																																																												
US-26 - CAMELOT - SYLVAN INTERCHANGE (PH 2) (ID NO. 254)	14.98																																																																												
99W/TUALATIN RD. INTRSCN REALIGNMENT - PH. 1 (ID NO. 172)	2.49																																																																												
SIGNAL INTRCNCT: MURRAY - FARMINGTON/MILLIKAN (ID NO. 186)	0.03																																																																												
BEAVERTON CENTRAL TOD (ID NO. 188)	0.78																																																																												
GREENBURG RD/HWY 217 INTERSECTION (ID NO. 182)	0.39																																																																												
I-205: SUNNYBROOK INTERCHANGE (ID NO. 865)	16.90																																																																												
I-5/HWY 217/KRUSE WAY INTERCHANGE: Ph. 1 (ID NO. 893)	21.57																																																																												
OR-47: COUNCIL CREEK-QUINCE (ID NO. 441)	4.20																																																																												
NE 148TH SOUNDWALL	0.19																																																																												
NW 185TH SOUNDWALL	1.50																																																																												
HALSEY BIKE LANE	0.80																																																																												
PROJECTS ASSUMED BY METRO (see opposite column)	12.98																																																																												
ADDITIONAL DELAYED PROJECTS	12.00																																																																												
<b>Subtotal of Project Costs</b>	<b>100.98</b>																																																																												
<b>Subtotal With 5 Percent Inflation</b>	<b>106.03</b>																																																																												
<b>Delayed ODOT Projects Allocated Regional Funds</b>																																																																													
BUS PURCHASE (ID NO. 154)	6.00																																																																												
OR-8 TV HWY: HWY 217 TO 117TH (ID NO. 240)	3.10																																																																												
SUNNYSIDE RD WIDENING: I-205 TO 122ND (ID NO. 168)	2.00																																																																												
PACIFIC AVE PED PROJECT (F.G.) (ID NO. 184)	0.08																																																																												
EASTBANK ESPLANADE (City of Portland) (ID NO. 346)	1.80																																																																												
<b>Subtotal of ODOT Projects Given Flex Funds</b>	<b>12.98</b>																																																																												
SUNNYSIDE RD: I-205 TO 122ND (ID NO. 168)	3.00																																																																												
TRANSIT ORIENTED DEVELOPMENT RESERVE (ID NO. 609)	0.70																																																																												
PED TO TRANSIT ACCESS STUDY (PORTLAND) (ID NO. 606)	0.90																																																																												
HALL BLVD: SPRR/RIDGECREST BIKE LANE (ID NO. 639)	0.29																																																																												
OREGON ELECTRIC RIGHT OF WAY (WASH. CO.) (ID NO. 275)	0.09																																																																												
EASTBANK TRAIL: STEEL BRIDGE TO OMSI (ID NO. 302)	0.99																																																																												
COMPLETE CEDAR CREEK TRAIL (SHERWOOD) (ID NO. 311)	0.07																																																																												
INTERMODAL TRANSFER PARK (TROUTDALE) (ID NO. 318)	0.08																																																																												
<b>Subtotal of Delayed Regional Projects</b>	<b>6.12</b>																																																																												
<b>JPACT APPROVED TARGET FOR SLIPPAGE</b>	<b>4.41</b>																																																																												
<p>To help make up the \$49 million deficit, ODOT staff and Metro have recommended that the Oregon Transportation Commission prioritize completion of programmed urban projects before allocating modernization funds to rural projects (\$14.22 M) and apply up to \$21.0 M of Safety/Bridge Program funds toward Modernization projects. This would generate the following balance:</p> Maximum Available Revenue 105.07 Inflation Adjusted Project Costs: 106.03  <b>BALANCE OF ODOT MODERNIZATION REVENUE</b> -0.96	 <b>Total Approved Regional FY 98-01 Expenses</b> 17.39 <b>Anticipated FY 98-01 Flexible Revenue</b> 31.63  <b>BALANCE OF REVENUE FOR NEW PROJECTS</b> 14.24 (see Exhibit B for project allocations)																																																																												

\*Figures are still preliminary and may change.

clqpw1qdoc197ip1upcut67/limpstr v.3/3/97

## EXHIBIT B

PROJECTS	Funds
<b>RECOMMENDED FLEX FUND ALLOCATION</b>	
<b>FY 1998 - 2001</b>	
METRO PLANNING	2.40
TDM PROGRAM	1.46
COLUMBIA/BURGARD COMPLETION	0.15
SO. RIVERGATE OVERCROSSING	0.84
PED TO MAX/TRANSIT PROGRAM	0.15
LOVEJOY RAMP REPLACEMENT (PED CREDIT)	3.00
LOVEJOY RAMP REPLACEMENT (ROAD CREDIT)	3.00
SCHOLLS FERRY SIGNAL INTERCONNECT	0.11
TV HWY SIGNAL INTERCONNECT	0.28
GRESHAM/MULT CO SIGNAL INTERCONNECT PROGRAM	1.00
CIVIC NEIGHBORHOOD LRT STATION COMPLETION	0.26
SUNNYSIDE RD: I-205/122ND	0.80
JOHNSON CREEK BLVD PHASE 2	0.80
HAWTHORNE BIKE/PEDESTRIAN LANES	*

**RECOMMENDED ALLOCATION GRAND TOTAL      14.24**

\*Project funding will derive from savings attributable to single staging of all programmed Bridge related improvements contingent on County approval of pass through of savings to the multi-use bike/ped project. Any gap between pathway project cost and overall project savings will be made whole by City of Portland via loan of funds from the Eastbank Esplanade Eastbank Trail (Steel Bridge/OMSI) and/or the Steel Bridge Bicycle/Pedestrian crossing projects, contingent on City of Portland approval.

**1998-2001 MTIP/STIP  
SUMMARY OF PUBLIC COMMENTS  
MARCH 6, 1997**

**Introduction**

This report provides a summary of public comments received to date on transportation funding priorities in the 1998-2001 Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP). Both oral and written comments were received during a series of public meetings called Priorities '97. These meetings were held in January 1997 to solicit comment on the draft MTIP and STIP funding recommendation. This summary also includes comments received at a MTIP/STIP kickoff meeting held in September 1996.

The MTIP is a **regional** transportation funding program which identifies projects to be constructed or programs to be funded with federal transportation revenues over the next four years. Local jurisdictions submit transportation projects to Metro for funding consideration. Eligible projects range from roads and highways to bus purchases, bicycle lanes and pedestrian improvements and planning projects.

The STIP is a **statewide** transportation funding program which also identifies projects to be constructed or programs to be funded within the next four years. Federal regulations require that for urban areas like Portland, the MTIP and STIP must be identical. Therefore, Metro and the Oregon Department of Transportation (ODOT) Region 1 are jointly preparing the Region 1 STIP element. The FY 96-98 STIP makes commitments to a list of projects that will use almost all projected funding during the FY 98-2001 period. Projects have had to be reevaluated due to lower than anticipated funding levels.

**General Comments**

On September 19, 1996, the comment phase of the MTIP/STIP began with a kickoff public meeting. At this meeting, many expressed concern over the shortfall for the 1998-2001 time period and the effects that would have on projects that were initiated in anticipation of funding. Respondents felt strongly that past commitments should be honored to ensure completion of projects.

At the Priorities '97 meetings in January, virtually every respondent suggested a specific area as a priority for MTIP/STIP funding. The suggestions varied in scope and cost. Many program recommendations called for expansion of existing transportation infrastructure, including the widening of highways, construction or updating of interchanges, and expansion of bike lane availability. Other suggestions focused on building new transit options, including light rail expansion to Portland International Airport and the South-North line.

Safety was a theme raised by many commenters. Suggestions to increase funding on many projects often centered on concerns over increased congestion and the region's inadequate infrastructure.

Some suggested an increase in public education regarding transportation issues. All education advocates suggested emphasis on changing people's transit behavior. Some recommended a more aggressive promotion of bus services, noting success in other metropolitan regions. Those that favored transportation education also tended to advocate working and living in the same community.

### **Project Focus**

The comments regarding project focus can be divided into two main categories -- road expansion and other transportation modes.

#### *Road Expansion*

Most of those favoring road expansion pointed out areas of traffic congestion as suggested sites to improve. Multiple participants identified the Sunset Highway, 82nd Avenue, Highway 47, Route 217, Highway 213, I-205, Highway 43, and I-5 as primary targets.

Highway 47 was the subject of many oral and written comments. Most commenters noted that truck traffic, particularly logging trucks, have been a mounting problem in Forest Grove. Many people recommended that the proposed Highway 47 bypass should be included in funding due to major congestion and safety problems associated with the truck traffic. Several people noted that bypass funding would alleviate this problem.

Participants asserted that some highways and roads required widening because congestion is too great, and that funding for additional lane construction on these major thoroughfares would decrease traffic tie-ups.

Commenters also stated that interchange improvements were needed in the Region. The areas most cited were the I-5/217/Kruse Way, I-205/212, and I-205/Sunnybrook interchanges.

The I-5/217/Kruse Way interchange was identified by many participants as an improvement project that is long overdue. Most commenters noted safety and congestion problems caused by the stoplights at the interchange. Traffic backs onto I-5 from the intersection, creating long delays and the potential for serious accidents during every rush hour commute.

Many people also suggested improvements to the I-205/Sunnybrook interchange. Many in the area, particularly business owners and developers, noted that their investment decisions have relied on past commitments to expand the interchange to accommodate increased traffic flows.

Participants added that funding for the interchange is critical to solving the area's traffic congestion problems. Business interests noted that interchange funding will insure the economic well-being and status of the area as a commercial hub for the northwest.

Some people advocated other projects, such as the construction of additional highways and interchanges. Suggestions included Eastside access to I-5 and a Tualatin to Sherwood Freeway. The Lovejoy ramp removal project in Portland was cited by many participants as the key to urban renewal projects in the vicinity. Many commenters linked the success of other transportation initiatives, such as the central city streetcar, with the Lovejoy ramp removal. Participants advocating funding for this project stressed the innovative developments in pedestrian access and neighborhood improvements as major reasons for making the ramp removal a funding priority.

### *Other Transportation*

Participants offered a variety of suggestions for other transportation needs for MTIP/STIP funding. Recommendations included education on transit, the Transportation Demand Management program (TDM), bus improvements, carpooling, high-speed commuter rail, the Pedestrian to MAX improvement program, South-North light rail, the airport MAX spur proposal and bicycling improvements. A few people expressed opposition to bicycle lanes.

The Pedestrian to MAX improvement program was cited by many as a priority. Commenters noted that the proposed program improvements, such as adding street lighting, widening sidewalks and shortening crosswalks will benefit all pedestrians and transit riders in Gresham. All participants advocating funding supported MAX, but stressed that it is not currently "pedestrian-friendly". One person stated that current pedestrian layout is confusing and in need of improvement. Pedestrian to MAX improvement program advocates state that these problems can be solved through continued funding of the program.

The TDM program received good reviews from participating organizations, including Providence Health Center and Nordstrom. The full subsidy pass program established for Providence Health Center alone doubled the number of employees using transit. Nordstrom has documented an 18% decrease in employees who drive alone to work as a result of its carpooling program established under the TDM program. Proponents of TDM note that the program's success indicates it deserves continued funding.

### **Funding Issues**

Due to the decreased funding available, there is approximately \$106 million over programmed in the STIP alone. Some participants suggested alternative financing strategies. Recommendations included a gas tax hike, a studded tire surcharge, a Vehicle Miles Traveled (VMT) fee and selected toll roads and bridges. Some commenters opposed gas tax and license fee increases.

**1998-2001 MTIP/STIP  
SUMMARY OF COMMENTS AND RESPONSES  
MARCH 6, 1997**

The following is a list of projects raised as funding priorities in oral and written public comments. The projects are categorized as candidate projects, prior commitments, or off topic. Following each project is the Transportation Policy Alternatives Committee's (TPAC) funding recommendation.

**Candidate Projects**

- Sunnyside Road: 1-205 to 122nd  
TPAC response: recommended for funding
- TDM Program  
TPAC response: recommended for funding
- Pedestrian to MAX program  
TPAC response: recommended for funding
- Lovejoy Ramp replacement  
TPAC response: recommended for funding
- Hawthorne Bridge bike-pedestrian multi-use pathway  
TPAC response: recommended for funding
- Gresham Signal Optimization  
TPAC response: recommended for funding
- Civic neighborhood station (Gresham)  
TPAC response: recommended for funding
- Springwater Access at 190th  
TPAC response: not recommended for funding
- 238th & Halsey signal  
TPAC response: not recommended for funding
- 99W improvements at Tualatin road intersection  
TPAC response: not recommended for funding

**Prior Commitments**

- I-205/Sunnybrook interchange  
TPAC response: recommended for funding
- I-5/Hwy 217/Kruse Way interchange  
TPAC response: recommended for funding
- Bus purchases  
TPAC response: recommended for funding

- Council Creek - Quince Hwy 47 Truck Bypass  
TPAC response: recommended for funding
- US 26 Camelot to Sylvan interchange reconstruction  
TPAC response: recommended for funding
- Farmington Road widening  
TPAC response: recommended for funding
- Hwy 217/Greenburg Rd widening  
TPAC response: recommended for funding
- Hwy 43 improvements  
TPAC response: recommended for funding

### **Off Topic**

The following were not applicable to the 1998 – 2001 MTIP/STIP funding process or were not recommended for funding:

- Orenco light rail station  
TPAC response: received Transit Oriented Development (TOD) funds in 1997
- Widening of Hwy 217 from Hwy 26 to 72nd Avenue Interchange
- Hwy 213 improvements
- I-205/Hwy 212 interchange
- Western bypass construction
- Sunrise corridor highway construction
- Hwy 224 improvements
- 130th Avenue improvements
- 82nd Avenue improvements
- I-5/Marquam interchange improvements
- Ross Island Bridge
- Tualatin-Sherwood Expressway
- Hillsboro airport upgrade
- S/N Light rail support
- MAX to PDX support
- Gas tax support & opposition
- Studded tire surcharge or ban support
- Toll roads
- VMT tax support
- Streetcar project support
- High-speed commuter rail
- Opposition to increased licensing fees

**An open letter from the residents, businesses, organizations and public  
and private institutions of the City of Forest Grove**

**March 12, 1997**

**Dear JPACT member:**

The residents, businesses and public and private institutions of Forest Grove are very encouraged and appreciative that the Oregon Highway 47 Council Creek to Quince truck route has been retained in the draft list of FY 98-01 transportation projects. We are pleased the Metro staff recognized that the project will dramatically improve safety, provide access to industrial and residential land within the existing urban growth boundary, create an opportunity for a more viable connection between Forest Grove's historic town center and Pacific University and provide a vital link in the movement of farm, forest and commercial products through the western edge of the metro area.

The support for the Highway 47 truck route is nearly unanimous, you will find letters of support in the record from the following businesses, organizations and individuals:

**Rosemay Trudeau, a member of CPO 12**, documenting citizen support and their recognition of the community-wide benefits of the project,

**John Davis, owner, Stewart-Stiles Truck Line**, on the importance the route to the economic viability of the western metro area,

**Larry Neitling, President, Merix Corporation**, recognizing the financial commitment that city and county residents have pledged to this project, with the bulk of the support raised back in 1989,

**David Johnson, District Forester with the Oregon Department of Forestry**, outlining the important role this route will play as areas of the Tillamook Burn mature to harvest age, harvests that have seen a twelve-fold increase since 1992,

**Robert VanNatta, VanNatta Brothers Trucking**, identifying the growing use of Highway 47 as a *de facto* western bypass of the congested and unpredictable roads of the metro area by commercial haulers from Aberdeen, Washington to Willamina, Corvallis and other points in the central Willamette Valley,

**Mark Nakajima, Ace Hardware and member of the CAC for the project**, underscoring the investment of time, engineering and planning that have gone into the project over the last 20 years by citizens and city, county and state staff.



**Open letter, page 2**

**Other letters include:**

Barbara and Andrew Klein  
Matsushita Electric Materials, Inc.  
Stimson Lumber Company  
David Easton  
BOORA Architects  
City of Forest Grove  
Forest Grove Chamber of Commerce  
Forest Grove/Cornelius Economic Development Council  
Pacific University  
as well as postcards and signatures from 200 or more staff and students of Pacific University and residents and business owners of Forest Grove

**Please continue to support the Highway 47 truck route as a regional transportation priority and please help us convince ODOT that this project must remain on the list of projects to be funded as regional needs are matched with the available state and regional resources. Any funding shortfall should be met with additional contributions from county and city sources, as we are providing for Highway 47, and not from the elimination of individual projects such as ours.**

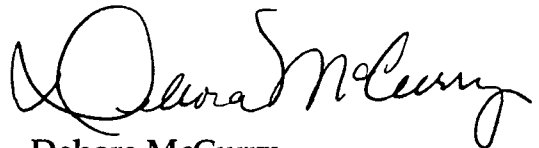
Thank you for your support.



**Mike O'Brien**  
Mayor  
City of Forest Grove



**Carl Heisler**  
President  
Forest Grove/Cornelius Economic  
Development Council



**Debora McCurry**  
Manager, Forest Grove  
Chamber of Commerce



**Doug Longhurst**  
Director of Campus Planning  
Pacific University

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 97-2464 FOR THE PURPOSE OF APPROVING THE FY 1998 UNIFIED WORK PROGRAM

Date: February 18, 1997                      Presented by: Andrew C. Cotugno

## PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) continuing the transportation planning work program for FY 1998 and 2) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC has reviewed the FY 1998 Unified Work Program and recommends approval of Resolution No. 97-2464.

## FACTUAL BACKGROUND AND ANALYSIS

The FY 1998 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1997. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland and local jurisdictions. Major commitments continue to the Traffic Relief Options Study (Congestion Pricing) pilot project, Urban Growth Management, the Westside Corridor project, and the South/North Alternatives Analysis (AA). Also of major priority are the Transit-Oriented Development project, the Southeast Corridor Study, the response to Rule 12 and the Intermodal Surface Transportation Efficiency Act (ISTEA), the Travel-Forecasting Surveys and Research and implementation of the Management System.

The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Executive Officer to the Metro Council and is subject to revision in the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1997 in accordance with established Metro priorities.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE )	RESOLUTION NO. 97-2464
FY 1998 UNIFIED WORK PROGRAM )	
	Introduced by
	Councilor Jon Kvistad,
	JPACT Chair

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1998; and

WHEREAS, The FY 1998 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1998 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1998 Unified Work Program is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the FY 1998 Unified Work Program is approved.
2. That the FY 1998 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_,  
1997.

\_\_\_\_\_  
Jon Kvistad, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

97-2464.RES  
KT:lmk  
2-18-97

# FY 1997-98 Unified Work Program

Transportation Planning in the  
Portland-Vancouver Metropolitan Area

Metro  
Southwest Washington Regional Transportation Council  
Oregon Department of Transportation  
City of Portland  
Tri-Met

Adopted

# **FY 1997-98 Unified Work Program**

---

Transportation Planning in the Portland-Vancouver Metropolitan Area

Metro  
Southwest Washington Regional Transportation Council  
Oregon Department of Transportation  
City of Portland  
Tri-Met

# Table of Contents

## OREGON PORTION

	<u>Page</u>
Overview .....	i
 <b>METRO</b>	
Regional Transportation Plan .....	1
Regional Street Design Study.....	6
Congestion Management System.....	8
Intermodal Management System .....	10
Regional Bicycle and Pedestrian Program .....	12
Metropolitan Transportation Improvement Program.....	15
Urban Arterial Fund .....	19
Local Plan Coordination.....	22
Traffic Relief Options Study (Congestion Pricing Pilot Study).....	25
Major Investment Studies - South Willamette River Crossing Study.....	29
Major Investment Studies - Highway 217 Corridor Study.....	32
South/North Transit Corridor Study.....	35
Westside Corridor Project.....	38
Airport Ground Access Study .....	40
USDOT Transportation Model Improvement Program: Trip Planner Development.....	41
Survey and Research Program.....	43
Model Refinement Program.....	46
Transportation System Monitoring Program .....	48
Transportation Growth Management .....	50
Technical Assistance Program .....	53
Management and Coordination .....	55
Data Resource Center RLIS/Support Services .....	57
TOD Implementation Program .....	58
Major Investment Studies .....	60
 <b>Other Projects of Regional Significance.....</b>	 <b>61</b>
 <b>ODOT - Planning Assistance .....</b>	 <b>63</b>
 <b>1998 Unified Work Program Funding Summary</b>	

# SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

## FY98 UNIFIED PLANNING WORK PROGRAM

### TABLE OF CONTENTS

Page

<b>FISCAL YEAR 1998 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION .....</b>	<b>I</b>
<b>Purpose of UPWP.....</b>	<b>i</b>
<b>UPWP Objectives.....</b>	<b>i</b>
Extent of RTC Regional Transportation Planning Organization Region .....	ii
Extent of RTC Metropolitan Planning Organization Region .....	iii
RTC: Agency Structure .....	iv
RTC: Table of Organization .....	iv
<b>Participants, Coordination and Funding Sources .....</b>	<b>v</b>
 <b>I. REGIONAL TRANSPORTATION PLANNING PROGRAM .....</b>	<b>1</b>
A. Metropolitan Transportation Plan.....	2
B. Regional Transportation Improvement Program .....	7
C. Congestion Management Monitoring .....	9
D. Regional High Occupancy Transportation Study .....	11
E. Commuter Rail.....	14
F. I-205 Six-Point Access Report.....	15
G. Skamania County RTPO .....	17
H. Klickitat County RTPO .....	19
 <b>II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS .....</b>	<b>21</b>
A. Regional Transportation Data and Travel Forecasting .....	22
B. Air Quality Planning.....	25
C. Commute Trip Reduction.....	27
 <b>III. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT.....</b>	<b>29</b>
A. Regional Transportation Program Coordination and Management .....	30
 <b>IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES.....</b>	<b>35</b>
A. Washington State Department of Transportation, Southwest Region .....	35
B. C-TRAN.....	36
C. Clark County and other Local Jurisdictions .....	36
 <b>V. GLOSSARY.....</b>	<b>38</b>
 <b>VI. Summary of EXPENDITURES and REVENUES.....</b>	<b>41</b>
A. FY98 Summary Spreadsheet .....	41
B. FTA GMIS Codes .....	42



**1997-98  
PORTLAND AND METROPOLITAN AREA  
UNIFIED WORK PROGRAM  
OVERVIEW**

## **INTRODUCTION**

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland-Vancouver urbanized area. It is required to meet the Intermodal Surface Transportation Efficiency Act (ISTEA) "Transportation Management" areas, the Land Conservation and Development Commission Transportation Planning Rule (TPR) requirements and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use decisions and plans for the region, with an emphasis on development of a multi-modal transportation system which reduces reliance on the single-occupant automobile and consistent with realistic financial constraints.

The Unified Work Program (UWP) includes, primarily, the transportation planning activities of Metro and other area governments with reference to land use planning activities.

## **DECISION-MAKING PROCESS**

Metro is governed by a directly elected council in accordance with a voter-approved charter. The council is comprised of seven districts. The agency is administered under the direction of an executive officer, elected by voters district-wide.

Metro uses a decision-making structure which provides state, regional and local governments the opportunity to participate in the transportation and land use decision of the organization. The two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Advisory Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

### ***JPACT***

This committee is comprised of Metro Councilors (three), local elected officials (nine, including two from Clark County, Washington) and appointed officials from the Oregon Department of Transportation (ODOT), Tri-Met, the Port of Portland and the Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

### ***MPAC***

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes local elected officials (11), appointed

officials representing special districts (three), citizens (three), Metro Councilors (two with non-voting status), Clark County, Washington (two) and an appointed official from the State of Oregon (with non-voting status). Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter required Regional Framework Plan.

The Regional Framework Plan must address the following topics:

- transportation
- urban growth boundary
- urban reserves
- open space and parks
- water supply
- housing densities
- urban design
- coordination with Clark County, Washington
- other issues of regional significance

In accordance with this requirement, the transportation plan developed to meet ISTEA, Rule 12 and Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

#### **TPAC**

This committee is comprised of technical staff from the same jurisdictions as JPACT plus six citizens.

#### **MTAC**

Is a committee comprised of technical staff from the same jurisdictions as MPAC to develop recommendations to MPAC on land use-related matters.

### **Planning Priorities Facing the Portland Region**

ISTEA, the Clean Air Act Amendment of 1990 (CAAA), Rule 12, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) and the Regional 2040 Growth Concept, in combination, have created a policy direction for the region to update land use and transportation plans on an integrated basis and define, adopt and implement a multi-modal transportation system. Major land use planning efforts underway include:

- Adoption of a Region 2040 Growth Management Functional Plan to establish basic directions on urban form to serve as the basis for the upcoming revision to the *Regional Transportation Plan* (RTP);
- Initiation of a *Regional Framework Plan*.

These policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Initiation of alternative mode projects through the new Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement Programs.

- Allocation of regional and state Surface Transportation Program (STP) funds to ensure completion of the Hillsboro extension of the Westside Project.
- Update to the State and Metropolitan Transportation Improvement Programs for the period 1998-2001.

Finally, these policy directives point toward efforts to reduce vehicle travel and vehicle emissions, in particular:

- The state requirement to reduce vehicle miles traveled (VMT) per capita by 20 percent over the next 30 years.
- Recently adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air quality violations do not develop.
- Completion of a regional TDM study to define policy directions for reducing demand for inclusion in the RTP.
- Consideration of congestion pricing pilot project.
- Update to the Regional Transportation Plan to implement the Region 2040 growth concept.

In order to implement these transportation needs, finance remains a significant priority. This is particularly critical with the rejection of a transportation finance measure by the 1993 and 1995 Oregon Legislature. Major efforts underway include:

- Implementation of a funding proposal by the 1997 Oregon Legislature under the auspices of a Governor's Transportation Initiative.
- Community Bridge and Road Fund.
- Inclusion of financial constraint in the TIP and RTP.
- Development of a finance package for the South/North HCT Project.
- Successful Tri-Met bond measure vote for South/North LRT and redirection after failure of state lottery funds for URT.

A number of transportation issues remain unresolved and are being studied on a corridor or subarea basis to determine appropriate actions for inclusion in the RTP. The following major studies are underway or upcoming:

- Sunrise Corridor Study
- Mt. Hood Parkway Study
- South/North DEIS
- Willamette River Crossing Study
- Highway 217 Corridor
- Barnes Road Study Area
- Columbia Corridor

Several of the above issues are of interstate significance, chief among them adoption of land use plans under the Washington Growth Management Act, completion of the South/North DEIS and meeting and maintaining air quality standards in the Bi-State Air Quality Maintenance Area.

## **REGIONAL TRANSPORTATION PLAN**

### **PROGRAM DESCRIPTION**

The Regional Transportation Plan (RTP) provides the region with a comprehensive transportation system policy and investment strategy. The RTP is updated at regular intervals to ensure that the plan adequately reflects current regional, state and federal planning requirements, and changing population, employment and travel demand trends.

The RTP was first adopted in 1982 and updated in 1983, 1989, 1992 and 1995. The RTP fulfills federal planning requirements intended to ensure coordinated and logical urban transportation systems prior to the disbursement of Federal funds. The RTP also fulfills State planning requirements for a regional functional transportation system plan in the Portland area. At the regional level, the RTP serves as the transportation component of Metro's Regional Framework Plan (RFP).

The last major update to the RTP was in 1992. That revision was necessary in order to position projects for federal funding and to incorporate policy direction as specified in recent state and federal regulation and legislation, including the State Transportation Planning Rule (TPR), the Clean Air Act Amendments (CAAA) of 1990, and the Americans with Disabilities Act (ADA) of 1991.

The first phase of the current update to the RTP was completed in 1995 to address regulations set forth in the federal Intermodal Surface Transportation Efficiency Act (ISTEA), resulting in adoption of the Interim Federal RTP. This interim document was adopted to maintain compliance with federal requirements, and includes a long-range multi-modal system plan consistent with 16 broad planning factors. Among the revisions is a fiscally constrained level of projects and programs which addresses all modes of travel and the movement of both freight and people. The second phase of the update, currently underway, is focused on meeting state and regional planning requirements.

Local transportation plans in the region must conform with the RTP, and Metro provides ongoing technical and policy support for local transportation planning activities. In addition, the RTP program includes corridor studies that are conducted in cooperation with the state and local jurisdictions.

Other activities included in the Regional Transportation Planning program include:

- Tri-Met five-year Transit Development Program (Transit Choices for Livability)
- Congestion Management System
- Intermodal Management System
- Regional Transportation Demand Management (TDM) Program
- Regional Bicycle Plan
- Regional Pedestrian Plan
- Regional Transportation Public Involvement Planning

## **RELATION TO PREVIOUS WORK**

### **Work Program Prior to FY 1997-98**

The FY 96-97 work program centered on completing most Phase 2 activities of the current RTP update. The second phase includes adoption of an updated RTP consistent with both the federal ISTEA and state Transportation Planning Rule (TPR). Phase 2 projects completed in FY 96-97 include:

- Completion of draft RTP text and map revisions that satisfy ISTEA and TPR requirements and implement the 2040 Growth Concept;
- Development of new system performance measures and standards;
- Development of financially "constrained," "strategic" and "preferred" transportation systems;
- Development of the transportation component of Metro's Regional Framework Plan that is consistent with the broader RTP goals and objectives; and
- Coordination with local governments on local planning issues as they relate to the RTP.

The Phase 2 update will continue through the first half of FY 1997-98:

## **OBJECTIVES**

### **Work Program for FY 1997-98**

The FY 97-98 program will focus on two activities: 1) Completion of Phase II of the RTP update by December, 1997; and 2) Initiating refinement plans and local TSP support activities related to local adoption of plans consistent with the RTP. These activities relate directly to Transportation Department goals to maintain and update regional transportation policy and planning.

Part of the Phase 2 RTP update includes a major public outreach and comment on proposed changes to the RTP, including periodic newsletters, open houses, speakers bureau, public hearings, interactive computer kiosk displays at major destinations and community events in the region, internet web page comments and public opinion surveys. Upon Council and JPACT adoption of an updated RTP, an air quality conformity analysis of the newly adopted "financially constrained" plan will be conducted.

Within one year of adoption of the second component of the updated RTP (in the second quarter of FY 97-98), each local jurisdiction must submit a transportation system plan (TSP) consistent with the RTP. Consequently, Metro will continue to work closely with local governments to ensure that consistency. Local coordination will be expanded to assist jurisdictions in preparing local TSPs. This work will begin in Winter 1998 and continue through FY 97-98. Also upon completion of the RTP Update, Metro will begin a series of refinement plans for specific corridors within the region.

The following are key issues and activities that will occur as part of the Phase II update effort and subsequent implementation activities that will be completed during the next fiscal year:

1. Meet or exceed the provisions of the state TPR for the development of multi-modal policies, plans, and programs; Complete through Metro Council adoption, the RTP System component.
2. Support implementation of the Region 2040 Growth Concept by adoption of both the policy and system components of an updated RTP.
3. Satisfy ISTEA financial analysis requirements for the development of a financially constrained plan.
4. Conform updated RTP with ODOT's Multi-Modal Oregon Transportation Plan.
5. Coordinate with ODOT's plan for multi-modal corridor studies (MACS) intended to identify improvements on key, state-owned urban arterials.
6. Coordinate and provide technical assistance in local TSP development and adoption.
7. Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel demand projections, cost and revenue estimates and amendments to local comprehensive plans.
8. Continue to coordinate development of the IMS and CMS efforts.
9. Continue development of the Regional TDM program and support for local TDM programs.
10. Continue to actively participate as a member of various sub-regional transportation coordinating committees.

Other RTP related activities include:

- Implement the public involvement plan through all transportation planning activities.
- Continue development and maintenance of the congestion management system (CMS). The CMS will require ongoing monitoring and data collection during FY 97-98, and all projects must be monitored for consistency with the CMS.
- Continue development of the intermodal management system (IMS) as a basic tool for determining regional freight and intermodal needs, and as a tool in developing the next MTIP.
- Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel demand projections, cost and revenue estimates and amendments to local comprehensive plans.
- Assist ODOT and local jurisdictions in evaluating consistency of the metropolitan-area Access Oregon Highways (Mount Hood Parkway, Sunrise Corridor and Western Bypass) with regional land use goals and transportation objectives.
- Pursue federal funding opportunities as available under ISTEA that support implementation of the Region 2040 Recommended Alternative and implementation of the Regional Framework Plan.
- Continue to assist ODOT, DLCD, and the region in the transportation planning, project development and implementation, and decision-making consistent with State

## Transportation Rule 12.

- Continue to assist ODOT and DLCD in administration, implementation, and monitoring of their transportation and growth management program.
- Participate as an agency in various planning or engineering technical advisory committees involved with refinement and implementation of regionally significant actions related to the RTP or development of local TSPs (see also Local Plan Coordination).
- Support the findings of the Transit Choices for Livability Study.
- Developing and maintaining planning agreements with ODOT, Tri-Met, the Port of Portland and SW Washington Regional Transportation Council.

## **RTP PRODUCTS**

The major product for FY 1997-98 will be completion of Phase II of the RTP update, including:

- Developing performance criteria for corridors and modes;
- Updating the regional functional class system to reflect multi-modal policies and the transportation needs of the 2040 Growth Concept;
- Completing a fiscal analysis that demonstrates a "constrained" system;
- Completing an air quality conformity analysis that complies with federal requirements;
- Meeting the requirements of the state TPR; and
- Creating a transportation system plan that supports the urban form and land uses set for the in the Regional Framework Plan (RFP).

## **OTHER PRODUCTS**

Other major products for FY 1997-98 include:

- Updated Regional Bicycle Plan that expands on the basic bicycle policies set forth in the RTP and is updated to be consistent with RTP policy revisions;
- Regional Pedestrian Plan that closely reflects the land use objectives of the 2040 Growth Concept and expands on the basic pedestrian policies set forth in the RTP;
- Regional Street Design Handbook, including strategies to assist local jurisdictions in meeting regional street design policies, evaluation measures for TSP compliance, case studies of "connectivity" policies and criteria for use of parallel routes in multi-modal corridor designs that complement RTP functional system policies;
- Intermodal Management System (IMS) database and software for using IMS in transportation planning activities; and
- Congestion Management System (CMS) database and software for using CMS in transportation planning activities.
- Planning Agreements with regional planning partners, as necessary.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	\$485,794	5.416	FY98 PL	\$378,957
Transfers	112,383		FY 98 Metro STP/ ODOT Match	66,406
Materials & Services	78,042		FY98 Tri-Met	37,500
Computer	45,938		Metro	239,294
Capital	0			
<b>Total</b>	<b>\$722,157</b>		<b>Total</b>	<b>\$722,157</b>



## **REGIONAL STREET DESIGN STUDY**

### **PROGRAM DESCRIPTION**

The Regional Street Design Study is divided into two distinct phases, with products from the first phase intended to facilitate completion of the TSP, in the first half of FY 97-98. The second phase of the study will focus on products that can be used in implementation of the regional TSP, and development of local TSPs within the Portland region during the second half of FY 97-98.

The street design policies and classification system were developed to better address the relationship between transportation improvements and the 2040 Growth Concept. A range of design standards and recommendations that correspond to the design classifications were developed through a 96-97 TGM grant, and will be evaluated as part of the RTP adoption process. Some design standards may be incorporated into the final RTP document, although most are intended as informal guides for local TSP development. This phase of the RTP update will be completed in December 1997 with adoption of the updated RTP, and local TSPs must be completed within one year of that date.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

In FY 96-97, Metro received a combination of category 1 and category 2 Transportation Growth Management (TGM) grants to help the Portland region develop a street design classification approach for the regional transportation system defined in the RTP. The state Transportation Planning Rule (TPR) requires metropolitan planning organizations (MPOs), like Metro, to prepare multi-modal transportation system plans (TSP) that establish a system of transportation facilities and services adequate to meet identified regional transportation needs, and be consistent with the state TSP.

### **PRODUCTS**

Street Design Study activities completed in FY 96-97 include:

- Literature search to identify a broad range of innovative approaches to functional classification, multi-modal street design and access management.
- Development of street design classification system incorporating motor vehicle, bike, pedestrian, transit and freight design elements.
- Development of performance measures to maintain an efficient and complementary relationship between land use and the regional street system.
- Development of six prototypical subareas for 2017 modeling to evaluate the effects of increased or decreased street connectivity.
- Development of application and selection criteria for parallel routes.
- Analysis of financial impacts of regional street design policies on local jurisdictions.

## **OBJECTIVES**

### **Work Program for FY 1997-98**

The focus of this year's program will be the evaluation of findings and recommendations from the street design consultant's report, and incorporating key standards and measures into the updated RTP. Upon adoption of the RTP in December 1997, the focus will shift to implementation of the updated plan.

As part of the current phase of the RTP update, Metro will use the 2017 regional population and employment forecast and the 2040 Growth Concept elements to evaluate the impact of growth on the existing and planned transportation system. A "preferred" system of transportation improvements will then be developed to address these impacts. The street design classification system was developed to better address the relationship between street design and the 2040 urban form, and to integrate the various modal systems that make up the region's transportation strategy. A range of street design standards that correspond to the design classifications will be evaluated as part of the RTP adoption process. Certain design standards may then be incorporated into the final document. A corresponding Street Design Classification map will be refined and adopted as part of the regional TSP. The map will be the primary implementation tool for the regional street design policies and standards. This phase of the RTP update will be completed in December 1997.

During the second half of the fiscal year, regional street design activities will shift from policy development and adoption to local implementation. This effort will include technical assistance and interpretation of regional policy for local jurisdictions as they develop TSPs that are consistent with the updated RTP.

## **PRODUCTS**

- Refine and adopt street design standards and performance measures developed as part of the 96-97 TGM study.
- Refine and adopt a Regional Street Design Classification map in the updated RTP.
- Provide technical assistance and interpretation of street design standards and policies to local jurisdictions as part of local TSP development.

<b>EXPENDITURES</b>		<b>FTE</b>	<b>REVENUE</b>	
	<b>Amount</b>			<b>Amount</b>
Personal Services	\$43,070	.616	FY98 PL	56,000
Transfers	12,930			
Materials & Services	0			
Computer	0			
Capital	0			
<b>Total</b>	<b>\$56,000</b>		<b>Total</b>	<b>\$56,000</b>

## **CONGESTION MANAGEMENT SYSTEM**

### **PROGRAM DESCRIPTION**

ISTEA requires the development of a Congestion Management System (CMS) in a non-attainment Transportation Management Area (TMA). The CMS requires ongoing efforts in data collection, network monitoring and transportation project review. Within the monitoring and data collection effort, the CMS defines the system to be monitored for congestion, identifies measures of congestion, and is the basis for an on-going monitoring plan in which congestion-related data must be updated periodically. Metro is the responsible agency within its boundaries for reviewing transportation projects for consistency with the CMS. ISTEA directs that federal funds may not be programmed for projects which significantly increase single occupant vehicle capacity (SOV) unless the project is from an approved CMS.

All work activities will be coordinated with and through ODOT. Local jurisdictions and Tri-Met also participate in ongoing data collection, monitoring and project review elements of the CMS. An Interim CMS, as required by ISTEA, is currently in place. The Final CMS Document was completed in FY 1996-97 and must be implemented by October 1, 1997.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

The focus of FY 1996-97 activities was to develop the Final CMS for review and adoption. Specific tasks included:

- Ongoing incorporation of basic CMS elements into the metropolitan planning process;
- Refinement of congestion performance measures;
- Refinement of the informational and planning elements of the Final CMS;
- Refinement of the CMS monitoring network;
- Final CMS adoption;
- Ongoing collection and analysis of appropriate multi-modal, traffic and congestion related data.

### **OBJECTIVES**

#### **Work Program for FY 1997-98**

- Ongoing transportation project review of determination and compliance through the Interim CMS, and after October 1, 1997, the Final CMS;
- Submittal of the Final CMS implementation plan to USDOT;
- Develop CMS guidelines/users manual for project development managers;
- Ongoing coordination with the Oregon Intermodal Management System (IMS);
- Ongoing development of a GIS-based data collection and monitoring program;

- Ongoing data collection and network monitoring activities.

## **PRODUCTS**

- Final CMS Implementation Plan
- CMS Guidelines and Users Manual
- State of Regional Congestion Report

<b>EXPENDITURES</b>		<b>FTE</b>	<b>REVENUE</b>	
	<b>Amount</b>			<b>Amount</b>
Personal Services	43,269	.607	FY98 PL	\$53,000
Transfers	12,931		Metro	3,200
Materials & Services	0			
Computer	0			
Capital	0			
<b>Total</b>	<b>\$56,200</b>		<b>Total</b>	<b>\$56,200</b>

## **INTERMODAL MANAGEMENT SYSTEM**

### **PROGRAM DESCRIPTION**

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 required the development of an Intermodal Management System (IMS) to provide planning and programming information related to interconnected intra-state, inter-state, and international freight and passenger systems and intermodal facilities. The IMS is intended to ensure the efficient, safe, and convenient movement of people and goods and to improve coordination in planning and implementing air, water, and the various land-based transportation facilities and systems.

A completed IMS will include: 1) an inventory of intermodal facilities and systems; 2) incorporation of IMS strategies and actions into the Oregon Transportation Plan, the RTP, and the TIP; and 3) a fully integrated implementation plan.

All work activities are being coordinated with and through ODOT and the Port of Portland as specified in an intergovernmental agreement. Tri-Met and local jurisdictions are also participating in the development of the Portland area IMS. Statewide, ODOT is coordinating with other MPOs, port districts, and local jurisdictions. Private sector transportation providers and shippers are also included in the process.

Despite federal actions to make the IMS voluntary, the region intends to fully develop and implement the IMS.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

Work on the IMS has been conducted in two phases. Phase I was completed in 1994 and included development of a preliminary IMS, including a preliminary system, performance measures, data needs and a scope of work for Phase II. Phase II of the IMS, essentially completed in FY 1996-97, including hiring consultants for assistance in developing performance measures for freight routes and intermodal facilities, designing and testing of an IMS database and filling the database with available data.

Activities included:

- Development of an IGA with the Port of Portland for project assistance. The Port of Portland was acting as the lead IMS agency in the Portland area, in conjunction with Metro and ODOT. Metro will be responsible for IMS implementation.
- Development of public outreach activities, including formation of an intermodal and goods movement task force. Coordinating intermodal and freight activities into Metro's public processes for the RTP and MTIP.
- Analyzing long-term commodity flows relative to land use and transportation alternatives identified in Metro's Region 2040 process.

- Identifying freight and intermodal policies, systems, and projects in the Interim Federal RTP (adopted July 1995) and the RTP Update (December 1997)
- Incorporating needs identified through the IMS into the MTIP process (concluding October, 1997).
- Coordinated information with other management systems and GIS.
- Utilized the IMS through corridor and sub-area studies.
- Identified data collection, work-station and training needs.

## **OBJECTIVES**

### **Work Program for FY 1997-98**

FY 1997-98 activities will include:

- Working with Metro's DRC, Travel Forecasting, ODOT and the Port, develop a more efficient process for transmittal of electronically available data from various sources to the IMS by expanding its relationship to the GIS and Sybase systems.
- Increase the reliability of truck and freight movement data by incorporating the results of the Traffic Commodity Flow Study into the IMS.
- Create an efficient regional data collection and sharing system by coordinating data collection and analysis processes with the Congestion Management System, TIP and other information systems.
- Support the 2040 Growth Concept by working with local jurisdictions and the Port to develop access strategies to industrial districts and intermodal facilities that the IMS performance measures identify as needs.
- Further identify freight movement needs by working with the Port and others to expand the outreach program with local jurisdictions, economic development councils, developers, private transportation providers and shippers.

## **PRODUCTS**

- An inventory of intermodal facilities and systems accessible through a database.
- Incorporation of IMS strategies and actions into the Oregon Transportation Plan, the RTP and the MTIP/STIP.
- A fully integrated implementation plan for further refining and updating the IMS.

<b>EXPENDITURES</b>		<b>FTE</b>	<b>REVENUE</b>	
	<b>Amount</b>			<b>Amount</b>
Personal Services	35,344	.507	FY98 PL	\$44,000
Transfers	10,647		Metro	3,200
Materials & Services	0			
Computer	1,209			
Capital	0			
<b>Total</b>	<b>\$47,200</b>		<b>Total</b>	<b>\$47,200</b>

## **REGIONAL BICYCLE AND PEDESTRIAN PROGRAM**

### **PROGRAM DESCRIPTION**

The Regional Bicycle and Pedestrian Program in part responds to State Rule 12 and ISTEA directives to develop balanced, multi-modal system plans which de-emphasize reliance on the single-occupant-vehicle. Through the program, Metro is the lead agency for coordinating, implementing and monitoring bicycle and pedestrian-related policies incorporated into the RTP, including revised Chapter 1 policies adopted July 25, 1996. Refinements to the Regional Bicycle Plan and RTP Pedestrian Element will continue during the RTP Transportation System Plan (TSP) Update in FY 1997-98.

The program will continue to be responsible for coordination with local jurisdictions and the public to ensure regional consistency with the RTP in local bicycle and pedestrian planning, programming, and project development.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

Specific activities during FY 1996-97 included:

- Participation in local project development activities related to bicycle and pedestrian projects;
- Assistance to local jurisdictions with local bicycle and pedestrian system detail and expansion related to city and county Transportation System Plan (TSP) updates;
- Provided bicycle and pedestrian planning and facility design expertise in coordination with main street planning, station area planning, regional trails and intermodal issues;
- Provided assistance to local efforts to improve pedestrian access to transit;
- Completion of the Draft Regional Pedestrian System Plan background report, which includes regional pedestrian transportation policy and analysis of current conditions;
- Refinement of bicycle and pedestrian mode goals, objectives for Chapter One of the RTP;
- Development of performance measure for the RTP System Component Update;
- Refinement of the preferred regional bicycle network functional classification map for the RTP System Component Update;
- Initial development of a bicycle accessibility model;
- Planning and implementation of an Eastside Bicycle Commute to Work Day in coordination with Oregon Bike Month (May 1997);
- Presentations on bicycle route suitability mapping at a national bicycle/pedestrian conference and a regional geographic information systems conference;
- Initial planning for regionally-based bicycle and pedestrian safety and education programs;
- Steering committee participation in planning the second annual Bridge Pedal Event (scheduled for Labor Day 1997).

## **OBJECTIVES**

### **Work Program For FY 1997-98**

The FY 1997-98 work program continues implementation, through the RTP System Component Update, of regional bicycle and pedestrian planning activities in the Portland Metropolitan Area. Program activities are consistent with agency and RTP objectives to provide for enhanced non-single occupant vehicle transportation and mobility opportunities. The objectives are also implicit within ISTEA and Rule 12. Metro will continue to participate in the following planning and programming activities:

- Development and adoption of regionally significant bikeway and pedestrian systems and projects for inclusion in the RTP and Metropolitan Transportation Improvement Program (MTIP);
- Provide a leadership role in assisting local jurisdictions with local bicycle and pedestrian system detail and expansion related to city and county transportation system plan (TSP) updates;
- Revise and update the Regional Bicycle and Pedestrian Plans;
- Work with employers and local governments to develop and implement the bicycle and pedestrian elements of the DEQ Employee Commute Options (ECO) Rule;
- Ongoing development and expansion of a regionally-based bicycle, pedestrian and traffic safety/education program;
- Provide bicycle and pedestrian planning and facility design expertise in ongoing coordination with main street and regional center planning, station area planning and intermodal issues, such as bicycle and pedestrian access to transit stations and park-and-rides, and Tri-Met's bicycles on transit program;
- Provide bicycle and pedestrian planning facility design expertise in ongoing coordination with the Regional Parks and Greenspaces Program to plan and implement multi-modal trails;
- Provide technical expertise on bicycle and pedestrian planning and design issues related to on-going regional studies and projects, such as the South Willamette River Crossing Study and South/North Transit Corridor Study, and the Westside Light Rail Project;
- Provide assistance to local efforts to improve pedestrian access to transit;
- Develop a measure for pedestrian level of service;
- Continue to develop and refine the bicycle accessibility model; initiate development of a bicycle network travel demand model;
- Update, print and distribute "Bike There!" the regional bicycle user suitability map;
- Participation in the second annual Bridge Pedal Event (Labor Day 1997) and in Bike Month (May 1998) through a regional series of traffic safety and education workshops.



EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	69,022	1.022	98 Metro STP/ ODOT Match	\$85,378
Transfers	20,978		Metro	4,622
Materials & Services	0			
Computer	0			
Capital	0			
<b>Total</b>	<b>\$90,000</b>		<b>Total</b>	<b>\$90,000</b>

# **METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

## **PROGRAM DESCRIPTION**

The TIP program is responsible for multi-year identification of federal and state funds available for transportation system improvement purposes in the Portland urban area, allocation of such funds to projects, assuring compliance of transportation projects with federal and state air quality requirements and recording the expenditure of authorized project funds. These activities require special coordination with staff from ODOT and other regional, county and city agencies and management of significant public involvement efforts.

## **RELATIONSHIP TO PREVIOUS WORK**

### **Work Program Prior to FY 1997-98**

- Development of the FY 1998 -2001 MTIP was initiated in FY 97. Early work in FY 98 will consolidate funding allocation decisions and continue with publication of a final MTIP document.
- Network development for Conformity of the FY 1998 - 2001 MTIP began in FY 97 and will be completed in FY 98. Additionally, the Quantitative and Qualitative analysis will also need to encompass final revision of the RTP Constrained transportation network due in December 1997.
- Quarterly coordination sessions were initiated in FY 97 to provide regional oversight to the obligation process. These sessions will continue in FY 98 in order to prioritize projects for receipt of limited obligation authority. As the September 30 deadline for obligation nears, decisions will be required about which projects will be expected to proceed to obligation as opposed to those which will need to be delayed to the first quarter of federal fiscal year 1998. Additionally, this process is intended to free development staff resource for critical projects rather than spreading staff across multiple projects, most of which will be unable to obligate funds in federal FY 97.
- Staff participation in ISTEAs discussion, training and information sessions, including participation in workshops, conferences, local transportation system plan updates and project development activities.
- Database maintenance will be needed to reflect final results of amendments initiated in FY 97.
- Renewed attention to MTIP and STIP database fusion to capitalize on new Metro hardware and software acquisitions and ODOT information services initiatives.

## **OBJECTIVES**

### **Work Program for FY 97-98**

The FY 1997-98 program focuses on revision of project selection procedures to account for the 1997 ISTEA Reauthorization, final revision of the RTP and adoption of the Framework Plan. Other factors include an increased focus on Public Involvement initiatives to comply with Federal commentary on the MTIP/STIP development, amendment and Conformity process

with special emphasis on improved notification of TIP amendments and development and sharing of TIP information in electronic formats. Specific activities include:

- **MTIP/STIP Update Focus.** Coordinate adoption of the *Final FY 98-01 MTIP/STIP* in July/August/ September 1997 by TPAC/JPACT/Metro Council and the Oregon Transportation Commission. Complete solicitation and allocations for pedestrian and transit oriented *programs* if any are adopted in the FY 98 MTIP/STIP.

In January 1998, begin coordination with ODOT, the TIP Subcommittee, and the public, to initiate a new 21-month TIP update process to culminate early in FY 2000 with adoption of the *FY 00-04 MTIP/STIP*. Two elements of this next Update will occur in FY 98.

1. In January begin work with ODOT to agree upon anticipated revenues. Relevant considerations include details of the 1997 ISTEA Reauthorization, results of the 1997 Legislative session, outcome of anticipated regional highway/transit revenue ballot measures, and actual FY 98 federal highway/transit appropriations. Share revenue estimate data with agencies and the public (see Public Involvement focus, below).
2. Determine whether to modify project selection criteria. Relevant Issues include policy revisions in the ISTEA Reauthorization, planned revision of the RTP in December 1997 to address Rule 12 Transportation System Planning mandates and adoption of the Regional Framework Plan. *Adoption of new criteria would entail significant public involvement activity (see Public Involvement focus, below).*

As revenue and selection criteria are finalized, coordinate with ODOT to solicit nomination of candidate transportation projects for technical and policy-based evaluation and ranking. Solicitation would begin late in FY 98 with technical and policy rankings occurring during FY 99.

- **Amendment Focus.** Process both Administrative and Policy-based amendments of the TIP throughout FY 98 pursuant to provisions of Metro Resolution No. 85-592. Technical Amendments can be staff-initiated with monthly notification to TPAC and quarterly notification to JPACT. Policy amendments are processed by Resolution action and are needed to include significant new projects into the TIP. *Federal review of the MTIP/STIP amendment process specifically noted a need to enhance public involvement efforts related to TIP amendment activity (see Public Involvement focus, below).*
- **Database Maintenance Focus.** Coordinate quarterly ODOT and local jurisdiction meetings to discuss funding issues and better manage project implementation activities. Monitor past and current funding allocations and project schedules to manage cost overruns, underruns and schedule slippage. Produce quarterly reports documenting funding authorizations, obligations, and reserves by funding category and jurisdiction. Prepare an Annual Report during October/November updating the TIP to reflect current costs, schedules, priorities, actual appropriations and other funding actions approved throughout the year. The Annual Report will also address progress and/or delays in implementing major projects as mandated by ISTEA.

*Develop broad agency and public electronic access to a common MTIP/STIP database per Federal review of the MTIP/STIP process.*

- **Conformity Focus.** Prepare both Quantitative and Qualitative elements of the 1997 Air Quality Conformity Determination. Account for projects programmed in the STIP and address final update of the RTP Constrained 20-year network due in early fall. Federal and State Conformity regulations mandate public involvement during adoption of the Determination (see Public Involvement focus, below).

Per adopted State regulations, coordinate interagency consultation to determine regional conformity status of individual projects that may not be included in a conforming MTIP/STIP, or whose concept and scope have significantly changed. Make provision for "appropriate public participation" (see Public Involvement focus, below).

- **Public Involvement Focus.** Provide opportunities for meaningful public involvement at significant junctures for virtually all the TIP-related activity described above; forty-five day advance notice of TIP-kickoff work is specified, to be followed by 30-day notice of subsequent program activity. Expand inclusiveness of outreach and seek better representation of communities traditionally underserved by the regional transportation system. *Metro's TIP-related public involvement program requires substantial expansion to fully achieve mandates set forth in Federal and State regulations.*

Continue emphasis on developing the program of projects to receive federal/state funding. Summarize public comments and responses in the TIP, which does not now occur, per Federal regulations.

Highlight TIP amendments in regular meeting notices. Pursuant to Federal comment of the MTIP/STIP program, improved communication of amendment actions will be made to interested persons and organizations in the region.

Post the MTIP six year summary tables of project authorizations and obligations -- the core of the TIP -- to Metro's Home Page. Expedite electronic access to current ODOT project data within the region and broaden circulation and enhance content of quarterly reports in both hard copy and electronic format.

Expand public involvement opportunities during preparation of Conformity Determinations and during subsequent interagency consultation regarding Conformity status of individual projects.

## **PRODUCTS**

- FY 98-01 Metropolitan Transportation Improvement Program.
- Air Quality Conformity Determination for RTP and MTIP.
- Quarterly Reports reflecting ongoing update of approved project authority and obligation status.
- Processing staff initiated and outside-agency requested administrative and policy-based amendments.
- Consultation with ODOT and local jurisdictions to expedite obligation of approved funds.
- Sponsorship of and participation in allied public involvement initiatives mandated by federal, state and Metro policies and regulations.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	\$183,761	2.455	FY98 PL	46,419
Transfers	52,056		FY98 Sec 5303	38,104
Materials & Services	21,100		FY 98 Metro STP/ ODOT Match	26,561
Computer	37,033		FY98 ODOT Supplemental	45,000
Capital	0		FY98 Tri-Met	45,000
			FY97 Metro STP/ ODOT Match	21,145
			FY97 Sec 5303	25,000
			Metro	46,721
<b>Total</b>	<b>\$293,950</b>		<b>Total</b>	<b>\$293,950</b>

## **URBAN ARTERIAL FUND**

### **PROGRAM DESCRIPTION**

In 1989, the Metro Council and JPACT adopted a comprehensive financing strategy for LRT, expanded transit operations, major highway corridors and urban arterials. This overall strategy for implementing the RTP included pursuing a local option vehicle registration fee for roadway (arterial) improvements. Due to a number of issues, including support for a comprehensive statewide funding initiative in the 1993 legislative session, and recognition that a request for an Arterial Improvement Program in 1994 could have jeopardized federal funding and the passage of a General Obligation Bond Measure for the South North Transit Program, Metro delayed taking a finalized arterial program proposal to the voters. The South North Transit Program received federal funds in 1994 and passage of the bond measure by the voters in November 1994. However, the 1993 and 1995 legislative funding packages were not approved by the State Legislature.

In July of 1994, the Metro Council approved Resolution No. 94-2009 which established a five and ten year transportation finance strategy and called for the pursuit of a Metro referred funding measure to be voted on in November 1995, for an arterials/bridge/freight/access/bicycle/pedestrian improvement program.

In April of 1995, Metro released an RFP with the purpose of developing a comprehensive regional arterial/bridge/freight access/bicycle/pedestrian improvement program. The program's objective is to address the needs established in the Oregon Roads Finance Study, Multnomah County Bridge Capital Plan, and updated RTP based on the results of Region 2040.

A consultant team was selected for the Regional Arterial Program in May of 1995. In June, a core group of JPACT Finance developed a proposal for what categories of transportation projects, and their relative sizes, should be included in the regional arterial funding package. The core group and JPACT Finance also discussed various funding sources for the program. This program was reviewed with the public in January 1996. Subsequently this program was put on hold until completion of the Governor's Transportation Initiative.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

The local staff group and consultant team worked to complete the following portions of the Regional Arterial Program Work Plan:

- A project solicitation process where local jurisdictions submitted prioritized lists of projects for inclusion in the program;
- A telephone survey of 600 registered voters selected in equal numbers from the three counties within the Metro district. The purpose was to establish a baseline of public understanding and initial support for a funding measure;

- Two focus groups of ten likely-to-vote registered voters each. The focus groups explored in greater depth any obstacles to funding support, reviewed potential capital improvement projects, and help test the effectiveness of public information material;
- Holding public information meetings and hearings;
- A standard engineering/costing methodology for each potential project to ensure consistent project information and provide a reliable source of data on project costs;
- A financial plan to evaluate the feasibility of alternative funding sources for the Regional Arterial Program;
- A recommendation for a comprehensive regional program which included a recommended funding source (combined gas tax and diesel fuel tax) and amount (\$200 million), a list of proposed transportation projects, and a schedule for implementation (over six years) to be forwarded to JPACT, TPAC, and the Metro Council.

Two focus groups of ten likely-to-vote registered voters each were conducted in the fall of 1995. Six open houses were held in December of 1995 to obtain public feedback on the program. The original intent of the RFP was to take the program to a vote between November of 1995 and May 1996. However, the findings of the focus groups, public input, and the consultants recommendations convinced JPACT and JPACT Finance to postpone the vote until September or November of 1996. It was determined that more time was needed to identify appropriate themes to build the program around and which types of projects were most important to the public. This was subsequently postponed until 1997 following action by the 1997 Oregon Legislature on the Governor's Transportation Initiative.

The local staff group and consultant team continue to work on the following areas:

- Completion of a stakeholder and public involvement plan;
- Conducting four more focus groups of motivated voters, which will consist of one group from each of the three counties, and one region-wide group. The focus groups will help test strategies for meeting road and bridge funding needs. They will also help test program themes, types of projects that reflect citizen priorities, and alternative funding sources (i.e. gas tax, vehicle registration fee, diesel fuel tax);
- Conducting a survey of 400 motivated voters to determine voter support for various funding sources and the overall road and bridge program;
- Revising the program recommendations based on the focus groups, survey results, and direction from JPACT, TPAC and the Metro Council;
- Coordination of a joint State/Regional transportation funding package for the 1997 State legislative session.

## **OBJECTIVES**

### **Work Program For FY 1997-98**

Based upon four follow-up focus groups, the JPACT Finance Committee determined that further efforts should be pursued as follows:

1. Close integration with the Governor's Transportation Initiative to determine transportation priorities and state and regional funding measures to implement these priorities;
2. Initiation of a public education program on regional transportation needs;
3. Close coordination with proposals for a transit finance measure to ensure road and transit funding measures are aimed at managing growth and maintaining livability through the Region 2040 Growth Concept. Referral of these ballot measures will likely be in 1997.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	35,969	.38	Metro	\$48,500
Transfers	10,631			
Materials & Services	1,900			
Computer	0			
<b>Total</b>	<b>\$48,500</b>		<b>Total</b>	<b>\$48,500</b>



## **LOCAL PLAN COORDINATION**

### **PROGRAM DESCRIPTION**

As noted in the Regional Transportation Plan (RTP) program, the RTP provides the region with a comprehensive policy and investment blueprint for long-range improvements to the region's transportation system. It also responds to long-range transportation planning requirements of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Clean Air Act Amendments of 1990, and the state Transportation Planning Rule. The RTP also fulfills Metro Charter objectives for a regional functional transportation system plan within the context of the Regional Framework Plan.

Similarly, local transportation plans in the region must conform with the RTP, and Metro provides ongoing technical and policy support for local transportation planning activities. In addition, the results of corridor, subarea, or other planning studies that are conducted in cooperation with the state and local jurisdictions are included, as appropriate, in the RTP. Metro is responsible for the ongoing review, comment, and coordination of local and regional plans, projects, and studies conducted by other agencies for their consistency with regional transportation policy, primarily identified in the RTP and the Framework Plan. Metro's review authority is specifically identified in the Transportation Planning Rule. Under ISTEA, inter-agency coordination with transit agencies, Port authorities, State departments of transportation and air quality agencies is also required.

The Local Plan Coordination (LPC) Program provides for Metro involvement in the following activity areas:

- Local Transportation System Planning under the Transportation Planning Rule; including modal plans for roads, freight, transit, bicycles, pedestrians, and demand/system management;
- Local and State Corridor and Subarea Plans;
- Local and State policy and project development;
- General coordination with ODOT, Tri-Met, DEQ, and the Port of Portland;
- Bi-State coordination with State of Washington agencies and jurisdictions;
- Local development review consistent with the Urban Growth Management Functional Plan.

Metro's involvement in these activities is ongoing from previous fiscal years.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

The primary focus in FY 1996-97 was the update to the RTP to address provisions of the state Transportation Planning Rule (TPR). Local coordination activities were, in part, associated with local jurisdiction's and agency's involvement in the Metro process. However, most of the region's 24 cities and three counties have initiated planning efforts to meet the TPR. Metro has initiated the coordination /review process with these jurisdictions.

The LPC program is also responsible for Metro involvement in policy coordination with each of the four Metro area counties: Washington, Multnomah, Clackamas, and Clark (WA). Each has a policy body consisting mainly of local jurisdictions. The policy bodies will often take action on items of regional significance that will be discussed by JPACT and the Metro Council. Similarly, each policy body has a technical committee, on which Metro staff is represented. That participation is included in the LPC program.

The LPC program is also responsible for Metro's involvement in studies conducted by other jurisdictions or agencies which may result in RTP action. This year Metro staff participated in the following activities:

- ODOT: Statewide CMAQ Committee; Statewide ITS Group; Western Bypass Study; Mt. Hood Parkway MIS; Sunrise Corridor MIS; Highway 43 Corridor; Highway 26 Corridor; Highway 30 Corridor; Sandy Blvd. Corridor; and toll studies for the 1-5/99W Connector and Newberg/Dundee Bypass;
- Tri-Met: Barnes Road access (in conjunction with Westside LRT); Westside Transportation Mitigation Program; Transit Choices for Livability;
- Port of Portland: West Hayden Island Major Investment Study (MIS); Airport Way Study; PDX Master Plan update; Air Trans Access Study;
- Local Jurisdictions: Portland Columbia Corridor Study; South Portland Circulation; Various Portland Community Plans; Washington County studies in Sherwood and for the Scholls/B-H Highway/Oleson intersection; Clackamas County Sunnyside Road; Multnomah County 242nd Connector. Also, Metro transportation and growth management staff have begun to coordinate on a number of Regional and Town Center implementation projects.

For each of these activities, Metro staff attends all technical meetings, reviews and comments on materials, and represents Metro policy positions at numerous citizen, project management, or steering committees. In the case of an MIS, Metro is responsible for ensuring a report is prepared consistent with MIS procedures. Where policy action is required, Metro staff is responsible for the preparation of reports and adopting resolutions for review by JPACT and the Metro Council.

## **OBJECTIVES**

### **Work Program for FY 1997-98**

A greater focus for FY 98 will be the review of local development proposals and land use actions for consistency with Metro's Urban Growth Management Functional Plan. Transportation staff will coordinate with Metro growth management and open space staff to provide timely and unified responses to local jurisdictions.

Next year's program will continue this year's local coordination on the following areas:

- Local Transportation System Planning under the Transportation Planning Rule. Metro will be responsible for reviewing for consistency with the RTP all 24 City and three county Transportation System Plans. Included will be specific review and comment of all modal

(road, bike, etc.) elements;

- Local Corridor and Subarea Plans. Metro will continue to participate on studies conducted by other jurisdictions that may have RTP or other regional impacts. A number of studies generated through the ODOT/LCDC Transportation Growth Management Program have identified technical committees with Metro representation. ODOT will be continuing its corridor planning program and its study of toll facilities for the 99W/I-5 Connector and Newberg Bypass;
- Local policy and project development. Metro will continue to participate on the four County Transportation Coordinating Committees;
- Transit. Metro will be actively involved in the conclusions of Transit Choices for Livability and the development of the five-year Transit Development Program (TDP);
- Transportation Finance. Metro will participate in regional and statewide efforts related to transportation finance, including activities resulting from the 1997 Legislature.

## **PRODUCTS**

The LPC Program is generally subject to the timetables of local jurisdictions or agencies. Therefore, Metro's products will be focused on participation and timeliness of review. As such, Metro will:

- Participate in those activities having regional transportation planning, programming, or project development significance;
- Attend all meetings, hearings, workshops, and forums to the degree necessary and practicable;
- Provide timely review and comment of all draft materials;
- Offer expertise to the extent practicable and necessary;
- Coordinate and assist agencies and local jurisdictions on matters requiring JPACT/Metro Council action or review.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	163,322	2.347	FY98 Metro STP/ ODOT Match	149,202
Transfers	49,678		FY97 Metro STP/ ODOT Match	52,861
Materials & Services	0		Metro	10,937
Computer	0			
Capital	0			
Total	\$213,000		Total	\$213,000

## **TRAFFIC RELIEF OPTIONS STUDY (Congestion Pricing Pilot Study)**

### **PROGRAM DESCRIPTION**

Section 1012 (b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program to establish, maintain, and monitor pilot projects in several states throughout the country. In August 1995 FHWA approved a joint Metro/ODOT Congestion Pricing application for pre-project funding of \$1,290,000 for a two-year, two phase study of congestion pricing in the Portland area. The overall goals of the study are to: (1) develop a replicable process for gaining public and political understanding about congestion pricing as a demand management tool to reduce congestion; and (2) to provide for a comprehensive evaluation and possible implementation of congestion pricing, beginning with a pre-project study to evaluate alternatives.

In order to accomplish the program goals, the study has been divided into two distinct but overlapping components: Technical Work and Public Involvement. While there is a recognized separation between these two components, an important aspect of this study is the coordinated integration of these efforts.

The major issues to be addressed by the study include the following:

- Definition and evaluation of pricing alternatives, including their geographic location, technology to be used, fee level, costs, revenues and population served;
- Determination of the socioeconomic impacts of congestion pricing on business, land development, and low income drivers;
- A recommendation as to whether congestion pricing is an appropriate traffic management tool in the region and, if so, the parameters of a demonstration project.

In 1995/96 year, contracts were signed with ODOT, who is the pass-through agency for receipt of federal funds, and between Metro and six participating agencies for securing the required 20 percent local match. A hiring process was undertaken and, in the spring of 1996, a Program Supervisor and an Associate Public Involvement Planner were hired to manage the project.

In addition, two Requests for Proposals, one each for the Technical and the Public Involvement work components, were issued. After an evaluation of the responses, contracts were executed in June 1996 with ECONorthwest and Cogan Owens Cogan for the technical and public involvement work efforts, respectively. Deakins/Harvey/Skabardonis, Mark Bradley, Rao Associates, Kittelson and Associates and Parsons Brinkerhoff are assisting ECO in the modeling and engineering aspects of the work program. Pacific Rim Resources, Cole and Weber, Davis and Hibbitts and Wilbur Smith Associates are supporting Cogan Owens Cogan with the public involvement program.

## **Current Year's Program - 1996-97**

The two year work program began in July 1996, and is broken into an 18 month Phase I and a 6 month Phase II. Phase I is focused on the development of a large number of possible pricing options (around 40), development of evaluative criteria, successive reviews based on those criteria and eventual selection of 3-5 preferred alternatives. Phase II will encompass the conceptual design of those 3-5 alternatives for final evaluation and recommendation on a demonstration project.

FY 96-97 has seen technical and policy committees for conducting the study established and approximately two-thirds of the technical and public involvement work elements for Phase I accomplished.

A Task Force comprised of 13 business, academic and community leaders, and the Metro Executive Officer and the Chairman of the Oregon Transportation Commission (who participate ex-officio), was appointed by JPACT and the Metro Council. The Task Force was charged with oversight of the study and making recommendations to the Metro Council and the OTC. A Project Management Group (PMG) of high level officials at the various jurisdictions is responsible for coordination of policy issues and review of major work products. A Technical Advisory Committee (TAC) meets twice a month to advise Metro and the PMG on technical matters relating to the pre-project study.

The technical work program for the year included completion of working papers and modeling to accomplish the following:

- Identify the specific scope of pricing techniques to be addressed in the study;
- Review and identify the possible effects of a congestion pricing implementation program and establish evaluation criteria;
- Identify congested locations and types of congestion pricing in order to establish a large group of (approximately 40) preliminary options for further study;
- Evaluate and rank the initial group of potential pricing options;
- Based on the initial evaluation, selection of a smaller group of (approximately 10) specific pricing alternatives for detailed modeling and analysis;
- Detailed specification of top 10 alternatives including cost estimates, revenues, technology and identification of implementation issues for further evaluation;
- Upgrading of Metro's Travel Forecasting Model to include pricing sensitivity based on pricing elasticities derived from Stated Preference and Revealed Preference survey results;
- Application of the updated regional model to the 2015 Transportation system to account for pricing effects;
- Production of updated EMME/2 travel forecasting baseline data, maps and charts for use at public meetings.

The public involvement program is also well underway. An outreach plan was developed with an initial emphasis on research and targeted outreach to interest groups and media with a gradual ramping up of the outreach efforts to include broader segments of the public as more

specific technical information becomes available. The work program for the year called for:

- Completion of initial research including two randomly selected focus groups to determine initial public attitudes, a survey of public outreach efforts on similar studies across the country and interviews with 30 stakeholders;
- Production of study fact sheets, newsletters and brochures to inform and educate the general public about study objectives, progress and initial results;
- Briefings with key regional newspapers at the commencement of the study and at key milestones throughout the study;
- Conducting workshops targeted to groups in specific issue areas to review study progress and proposed evaluation criteria;
- Establishment of a speakers bureau to present the objectives and initial results of the pre-project study at a variety of civic and community organizations;
- Creation of a 10 minute video/slide show on the study for public education purposes;
- Holding open houses with the general public to provide an overview of the study results to date, obtain input into key decisions and highlight issues of concern;
- Completion of the first public opinion survey to obtain initial public response to specific options under consideration.

#### **Next Year's Program - 1997-98**

##### **OBJECTIVES**

Next year's program will focus on specific program objectives to complete the remaining work on Phase I and Phase II work elements. On the technical side, these tasks include the following activities:

- Final review and evaluation of the small group of (approximately 10) alternatives based on modeling and other analysis;
- Selection of 3-5 preferred alternatives;
- Conceptual design of the 3-5 alternatives;
- Implementation of the 3-5 alternatives on the upgraded model;
- Final evaluation of the 3-5 alternatives based on modeling and other analysis;
- Scoring and ranking the 3-5 alternatives and selection of the preferred alternative (if any).

During this period the public outreach effort will shift into high gear in order to maximize education and input into the final alternative selection. Throughout the study, technical and public involvement efforts will be closely coordinated and feedback integrated. Public involvement activities will include:

- Public open houses and neighborhood meetings to educate on the proposed final alternatives and obtain feedback for use in the selection process;

- A regional issues conference on the final selection process;
- Fact sheets, newsletter and a brochure about Phase II activities;
- Focus groups to assess issues and concerns about possible implementation of a proposed pricing alternative;
- A random public opinion survey to assess public attitudes about Phase II congestion pricing alternatives;
- A media campaign including paid newspaper and radio advertisements to inform people about upcoming decision points and public involvement activities.

## **PRODUCTS**

### *Specific products for technical work component:*

- Working paper outlining process for, and results of, selection of 3-5 alternatives;
- Schematic designs of 3-5 preferred alternatives;
- A final report evaluating the 3-5 alternatives and, if appropriate, recommending the parameters of a demonstration project;
- Written task force report to JPACT, the Metro Council and the OTC summarizing its findings and recommending whether congestion pricing should be implemented within the region and, if so, outlining the parameters of a proposed demonstration project.

### *Specific products for public involvement component:*

- Written report about public awareness and attitudes about congestion pricing;
- Written advertisement and production material;
- Newsletters, fact sheets and brochure;
- Written record of public comment.

<b>EXPENDITURES</b>			<b>REVENUE</b>	
	Amount	FTE		Amount
Personal Services	\$147,577	2.25	FHWA Pilot/Grant	523,600
Transfers	45,023		Local Match	62,457
Materials & Services	430,800		Metro	43,943
Computer	6,600			
Capital	0			
<b>Total</b>	<b>\$630,000</b>		<b>Total</b>	<b>\$630,000</b>

## **MAJOR INVESTMENT STUDIES (South Willamette River Crossing Study)**

### **PROGRAM DESCRIPTION**

Pursuant to Federal Regulations [23 CFR 450.318] implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a major investment study (MIS) is required when alternatives may include " a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPOs (Metro) to develop procedures for addressing this requirement. Metro procedures have been in effect since FY 95 and are applied to projects or studies meeting the above definition, regardless of lead agency.

In FY 97-98 Metro will be the lead agency on system-level sub-area Major Investment Studies for the South Willamette River Corridor and the Highway 217 Corridor. Metro conducts sub-area or corridor level MISs when high-type investments are potentially needed for the regional system and/or when multi-jurisdictional transportation issues require a broad-based regional over-view. The Highway 217 Corridor Study will begin following completion of the South Willamette River Crossing (SWX) Study although some overlap was intentional for efficient use of resources.

The SWX Study will identify multi-modal river crossing improvements in the area between the Marquam Bridge and the I-205 Bridge, including addressing the need for improvements to the aging Sellwood Bridge.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 96-97**

Metro completed the MIS Procedures document and initiated the South Willamette River Crossing (SWX) Study in late FY 95. Initial SWX activities included problem identification, development of study goals and objectives, and identification of alternatives. A study technical advisory committee (TAC), a study area Community Review Group, and general public workshops assisted in defining these initial draft elements. An initial universe of potential crossing options were developed and screened based on community comment and a recommendation from the study Steering Committee.

In 96-97, the study completed a further narrowing of the number of alternatives. Major activities included:

- Completing a second screening of the options to narrow the list from 12 to approximately 8, identifying combinations of options for further testing, and refining the option definitions for evaluation purposes.
- Completing the traffic forecasts for each of the remaining options in year 2015 (and 2017 when available), indicating projected demand for other system improvements on both sides of the river associated with the crossing improvement.



- Completing analysis of the impacts of the remaining crossing improvements on the arterial, transit, bicycle, pedestrian, and freight system operation.
- Completing analysis of land use and environmental impacts for the options, using available data.
- Assessing the implications for financing the options, considering available resources.

## **OBJECTIVES**

### **Work Program for FY 97-98**

Next Year's MIS program will bring the results of the technical analysis into the institutional process. Major activities include:

1. Identify a package of preferred improvements within the study area, including cost estimates and project timing, and phasing activities and seek Metro Council recommendations. A contract for engineering support will be executed with either ODOT or a consultant.
2. Work with jurisdictions and the public to gain consensus on a preferred set of alternatives.
3. Develop a Major Investment Study Report and integrate study recommendations into the RTP Update, the Oregon Transportation Plan, and local transportation system plans, as necessary.

## **PRODUCTS**

Major Products for the SWX Study in FY 1996-97 include:

- Identification of a recommended package of alternatives.
- Development of a system-level MIS report defining the procedural elements of study.
- Development of a study Recommendations Report, which includes results of alternatives analysis.
- Completion of the public involvement and review process, including final public workshops and hearings. Adoption of study recommendations by JPACT and Metro Council for inclusion in the RTP
- Commitment from affected jurisdictions for funding one or more environmental impact statements for the preferred improvement projects.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	\$67,780	1.07	FY98 PL	\$83,000
Transfers	20,933		FY98 Sec 5303	4,000
Materials & Services	70,820		FY98 ODOT	10,000
			Supplemental	
Computer	4,626		FY 96 STP/	52,860
			ODOT Match	
Capital	0		Metro	14,299
<b>Total</b>	<b>\$164,159</b>		<b>Total</b>	<b>\$164,159</b>

## **MAJOR INVESTMENT STUDIES (Highway 217 Corridor Study)**

### **PROGRAM DESCRIPTION**

Pursuant to Federal Regulations [23 CFR 450.318] implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a major investment study (MIS) is required when alternatives may include " a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPOs (Metro) to develop procedures for addressing this requirement. Metro procedures have been in effect since FY 95 and are applied to projects or studies meeting the above definition, regardless of lead agency.

In FY 97-98 Metro will be the lead agency on system-level sub-area Major Investment Studies for the South Willamette River Corridor and the Highway 217 Corridor. Metro conducts a sub-area or corridor level MIS when high-type investments are potentially needed for the regional system and/or when multi-jurisdictional transportation issues require a broad-based regional over-view. The Highway 217 Corridor Study will begin following completion of the South Willamette River Crossing (SWX) Study although some overlap was intentional for efficient use of resources.

The Highway 217 Study will identify access strategies for the regional centers in the Highway 217 corridor and meet other access needs.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 96-97**

Work prior to FY 96-97 identified the purpose and need for the Highway 217 Study. Completed studies and identified issues include:

- Western Bypass Study. This study re-affirmed the need for additional capacity in the 217 corridor, without specifying functional or design components. Those elements and others will be reviewed as part of the MIS;
- Tigard Triangle. Development pressure in the Tigard Triangle area (bounded by I-5, 217, and Hwy. 99) calls for examining 217 access issues and identifying the multi-modal arterial/collector system in the area;
- I-5/217/Kruse Interchange. A design recommendation for this interchange called for additional analysis of the arterial/collector system in the vicinity;
- Barnes Road/217. Arterial/collector traffic and circulation problems persist in this area just north of the Sunset Highway. Significant regional traffic contributes to the problems.

In addition, the corridor contains two regional centers as identified in Metro's Region 2040 studies. Access to these growing areas and circulation within them are key regional issues.

In FY 96-97, Metro initiated the Highway 217 Corridor Study by developing the study work

program, schedule, and public involvement program and establishing a study support structure of technical and citizen committees. Work was also begun to develop study background information including technical data, information, public input and a literature search for results of other planning activities within or adjacent to study area.

## **OBJECTIVES**

### **Work Program for FY 97-98**

Highway 217 MIS activities will focus on the following:

1. Completing an analysis of travel patterns in the corridor using a combination of synthesized data from the travel forecasting model and primary data collection, which could include an origin-destination survey;
2. Defining problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land use goals in the corridor and to facilitate regional travel;
3. Keeping the public actively involved through regularly scheduled meetings with the Citizens Advisory Committee, general mailings and other outreach efforts;
4. Developing a wide range of alternatives for all modes in addition to demand management;
5. Developing evaluation criteria and methodologies for selecting a preferred strategy, including budget and intergovernmental Agreement implications;

The study alternatives analysis and recommendations would be completed in FY 98-99.

## **PRODUCTS**

Major Highway 217 MIS products for FY 96-97 include:

- Agreement on study goals and objectives;
- Understanding of travel demand patterns and land use goals and related issues;
- Incorporation of public and technical comments into the study;
- Development of a wide range of alternatives;
- An approach, including criteria and methods, for selection of a preferred strategy.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	\$105,923	1.586	FY98 PL	\$27,000
Transfers	33,022		FY98 Sec 5303	8,000
Materials & Services	34,100		FY98 ODOT	28,000
Computer	2,893		Supplemental	
Capital	0		FY98 Tri-Met	15,000
			FY97 Metro STP/ ODOT Match	52,861
			Metro	45,077
<b>Total</b>	<b>\$175,938</b>		<b>Total</b>	<b>\$175,938</b>

## **SOUTH/NORTH TRANSIT CORRIDOR STUDY**

### **PROGRAM DESCRIPTION**

The High Capacity Transit (HCT) Program is responsible for the completion of project planning for major fixed guideway transit facilities in the Region, from systems planning, through the Major Investment Study (MIS) process, to the completion of the federal environmental process, Preliminary Engineering (PE) and adoption of a project financing plan. The HCT Program at Metro works closely with Tri-Met, ODOT and local jurisdictions in HCT studies.

Currently, the HCT Program includes one fixed guideway study: the South/North Transit Corridor Study. The South/North Study was initiated in mid-1993 following completion of the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analyses. The Federal Transit Administration (FTA) authorized the preparation of a Draft Environmental Impact Statement (DEIS) for the South/North Corridor in October 1993. Following the Scoping Process that concluded in December 1993, the Study initiated and completed Tier I (in December 1994) with the selection of the Length (terminus) and Alignment (routing) Alternatives to be studied further within the DEIS. Tier I also concluded with the adoption of light rail as the locally preferred alternative (LPA) and subsequent inclusion of light rail in the South/North Corridor as the LPA through amendments to Metro's and the Southwest Washington Regional Transportation Council's Region Transportation Plans. Metro concluded the federal MIS process in November 1995 with the adoption of the *South/North MIS Final Report*. In December 1995, the Study adopted the set of design options and the downtown Portland alignment alternatives to be studied further within the DEIS. In April 1996, the FTA approved the *South/North MIS Final Report* and authorized the project to advance into PE concurrent with the preparation of the DEIS.

The focus of the South/North Corridor Study in FY 97/98 will be the publication of the South/North DEIS, adoption of the *Locally Preferred Strategy Report*, initiation of the Final Environmental Impact Statement and continuation of PE. The Study expects to complete the federal environmental process and PE within FY 98/99, allowing final design and construction to be initiated on the initial segment or Interim Operable Segment. The Study will also focus on narrowing alignment alternatives for a Phase II extension to Oregon City.

The Program is generally subject to the federal intermodal surface transportation funding schedule which authorizes federal funding match to new start rail programs approximately every five to six years, with annual appropriations. The Region has proposed approximately 50% federal funding for the Project. In addition, the Program provides the required federal environmental process and documentation needed to qualify for federal funding. The Program also provides the federal, state and local project and land use decision-making process for the South/North project.

The federal environmental process and federal, state and local transportation and land use decision-making provides the clientele for the Program. The Program's clientele includes the general public (which is involved in the process through an early, continuing and pro-active public involvement program), local jurisdictions (through participation in technical, project management and decision-making committees) and the federal and state governments (which

are provided the environmental process and documentation needed to approve a variety of federal and state permits and the federal record of decision).

### **RELATION TO PREVIOUS WORK** (Work Program Prior to FY 97-98)

With the defeat of Ballot Measure 32, which would have provided, among other things, \$375 million in state lottery bond funds, the South/North Project has undertaken a reassessment and re-scoping process aimed at reducing project costs. This process has delayed publication of the DEIS by approximately six months, depending upon the scope of the changes to be made to the DEIS alternatives. Ballot Measure 32 results may also reduce the level of PE activities to be undertaken concurrently with the preparation of the DEIS. Finally, adoption of the *LPS Report* and initiation of the FEIS have also been delayed by approximately six months.

### **OBJECTIVES**

- Completion of the technical analysis for the DEIS and documentation of that analysis in a variety of Results Reports;
- Publication of the South/North DEIS in the *Federal Register*;
- Adoption of the *LPS Report* for the Project by Metro Council;
- Adoption of the *Land Use Final Order* for the Project by Metro Council;
- Approval by the FTA to initiate preparation of the FEIS;
- Initiate refinement of the Results Reports, preparation of Mitigation Plans and preparation of the FEIS;
- Continuation of PE; and
- Continued implementation of a pro-active public involvement program;
- Narrow alignment alternatives for a Phase II extension to Oregon City.

### **PRODUCTS**

- Results Reports (Draft and Final)
- PE Status Report
- DEIS
- Briefing Document
- Public Information Material
- Locally Preferred Strategy Report
- Land Use Final Order and Findings Report
- Initial Draft Products for FEIS and Mitigation Plans
- Phase II Oregon City extension reports

During this period the public involvement program will concentrate on the publication of the DEIS and providing public with the opportunity to participate in the adoption of the *LPS Report* and *LUFO*. Activities will include distribution of the *South/North News* (summarizing the DEIS results), open houses following publication of the DEIS, federally required public hearings and a public comment period of at least 45 days and various other forums for public comment during the LPS adoption process. More focused public involvement efforts supporting the preparation of mitigation plans and the FEIS will be initiated following adoption of the *LPS Report*. A public involvement plan and program for the phase II Oregon City extension will also be developed and implemented.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	\$1,423,277	22.266	FTA OR-29-9023	7,017,263
Transfers	425,448		Tri-Met Local Match	1,847,212
Material & Services	6,981,063			
Computer	29,687			
Capital Projects	5,000			
<b>Total</b>	<b>\$8,864,475</b>		<b>Total</b>	<b>\$8,864,475</b>

**GRANT OR-29-9023  
DEIS/FEIS/PE**

Expenditures	4/1/96 - 6/30/97	7/1/97 - 6/30/98	7/1/98 - 2/28/99	Total
Personal Services	\$1,508,919	\$1,423,277	\$1,166,233	\$4,098,429
Transfers	\$417,644	\$425,448	\$348,612	\$1,191,704
Materials & Services	\$6,624,401	\$6,981,063	\$5,720,283	\$19,325,747
Computer	\$65,623	\$29,687	\$24,326	\$119,636
Capital Projects		\$5,000	\$4,096	\$9,096
<b>Total Expenditures</b>	<b>\$8,616,587</b>	<b>\$8,864,475</b>	<b>\$7,263,550</b>	<b>\$24,744,612</b>
Revenue	4/1/96 - 6/30/97	7/1/97 - 6/30/98	7/1/98 - 2/28/99	Total
FTA OR-29-9023	\$7,206,422	\$5,855,273		\$13,061,695
FTA OR-29-9023 Amend (Sec. 5309)		\$1,161,990	\$4,796,147	\$5,958,137
Clackamas County C-TRAN	\$138,443		\$2,000,000	\$2,000,000
Tri-Met	\$1,271,722	\$1,847,212	\$467,403	\$3,586,337
<b>Total Revenue</b>	<b>\$8,616,587</b>	<b>\$8,864,475</b>	<b>\$7,263,550</b>	<b>\$24,744,612</b>



## **WESTSIDE CORRIDOR PROJECT**

### **PROGRAM DESCRIPTION**

The Westside Corridor Project to Hillsboro has been the region's and the state's number one transportation priority for the past decade. Metro has been a cooperating jurisdiction throughout the study. In the early 1980's, Metro was the lead agency for the project and performed an AA and Environmental Impact Statement. This led to the selection of the alignment to Beaverton and Washington County as the locally preferred alternative.

During the late 1980's, Metro continued to perform a series of ridership analyses for the project which were required by the FTA. Subsequent to these analyses, Metro performed a variety of services for Tri-Met including the management of the Supplement DEIS and FEIS under an interagency agreement.

Following the completion of the Westside FEIS, Tri-Met entered into another interagency agreement with Metro to perform additional services during the period that the project is undergoing final design and construction.

Metro has worked with Tri-Met and the City of Portland to define Metro's funding commitments and design the Zoo Station.

#### **Current Year's Program - FY 1997-98**

The focus of this year's activities for the Westside/Hillsboro Phase III are in the following areas:

- Perform ridership analysis as required to determine changes in the project such as station locations or park and ride lot size;
- Provide further environmental assistance as required. Activities have focused on an analysis of elements which have been deleted from the project's scope;
- Assist Tri-Met in general project financing issues;
- Continue work with Tri-Met and the City of Portland to define Metro's funding commitments and design of the Zoo Station.

#### **Next Year's Program 1998-99**

Work activities next year for the Westside/Hillsboro Phase III will be in the same areas as those shown this year. Additional ridership and environmental analysis may be required for changes in the project description. Work will also continue on overall project financing issues.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	\$43,779	.50	Tri-Met Westside/ Hillsboro (FFGA)	57,000
Transfers	13,221			
Materials & Services	0			
Computer	0			
Capital	0			
<b>Total</b>	<b>\$57,000</b>		<b>Total</b>	<b>\$57,000</b>

## **AIRPORT GROUND ACCESS STUDY**

### **PROGRAM DESCRIPTION**

Metro resolution 95-2058 directed staff to prepare an application to FTA for \$300,000 for a comprehensive study of ground (non-auto and non-freight) access to the Portland International Airport (PDX). That grant was approved and received in August, 1996. The Port of Portland is the lead agency for the study with support being provided by Metro and Tri-Met. The study is considering intermediate range alternatives and is being coordinated with long-range plans for high capacity transit to PDX.

### **RELATIONSHIP TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

In FY98, the work program focused on several areas. Background research was completed on existing ground access conditions at PDX and at similar airports nationally and internationally. It also included the preparation and implementation of survey research on airport user travel behavior, including the use of both revealed and stated preference techniques. A PDX specific mode choice model was developed that reflects the unique mode sensitivities of airport users. The model was used to evaluate the effectiveness of various mode options that might serve the airport.

### **OBJECTIVES**

#### **Work Program for FY 1997-98**

An implementation strategy will be developed for initiating transit service improvements that lead to the eventual provision of light rail service to PDX. Service improvements will be proposed for Tri-Met and C-Tran.

A comprehensive strategy on ground transportation will be prepared that maximizes the use of non-auto modes to service the needs of airport employees and airport users.

### **PRODUCTS**

- Develop a strategy for implementation of public transit service improvements;
- Prepare a comprehensive strategy on ground transportation.

<b>EXPENDITURES</b>		<b>FTE</b>	<b>REVENUE</b>	
	<b>Amount</b>			<b>Amount</b>
Personal Services	27,718	.375	FTA OR-29-9024	\$64,600
Transfers	8,282		Metro	11,400
Materials & Services	40,000			
Computer	0			
Capital	0			
<b>Total</b>	<b>\$76,000</b>		<b>Total</b>	<b>\$76,000</b>

## **USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM: TRIP PLANNER DEVELOPMENT**

### **PROGRAM DESCRIPTION**

The Transportation Model Improvement Program (TMIP) is a large national effort to develop a new transportation modeling paradigm that can respond to the issues in ISTEA. The TMIP would also accurately evaluate air quality impacts of proposed actions, and confidently depict travel response to both transportation infrastructure changes and travel demand management actions such as road pricing, parking supply actions, fuel price change effects, and employer travel reduction programs. The program is four years old and this task is part of the long term model improvement, expected to produce the models that will be used in the longer term (five plus years).

The current paradigm, popularly known as the four-step model, was developed in the late 1950s and in use since the early 1960s. It was developed to respond to the perceived need for new highways. The model works well to justify highway improvements in the context of developing with the automobile as the only means of transportation, with no congestion. It has been improved to respond to transit service changes, and more recently, to include pedestrian movement and some urban design effects. The structure of the model, however, compromises efforts to get accurate forecasts of these non-highway elements. The structure also precludes any accurate or realistic way of evaluating the air quality impacts of various actions. The current emissions model (Mobile 5a from the EPA) has shortcomings, and improved emissions models would require much more detail than currently possible with the four-step model.

The USDOT has awarded the lead in this long term model improvement to the Los Alamos National Laboratory, which is developing a model package known as Transims. This package includes development of a detailed traffic assignment program (second by second real-time traffic simulation that is at the traffic operations level), a real-time emissions model, an air quality concentrations model, a household trip planning model, and a trip plan response to change in the travel environment model.

The process includes the use of major urban regions as "test-beds" for practical implementation of these elements and to optimize the cost effectiveness of each element. Dallas-Fort Worth was chosen for the detailed traffic assignment test (which is almost complete). The Portland region has been chosen as the place to develop and test the trip planner. The criteria for choice include being complex enough (existence of congestion and the provision of all modes of travel including light rail), not being too large and too complex, the existence of a high quality modeling environment that is in the forefront of current practice, and the existence of recent activity and travel data from a household survey.

The ultimate beneficiaries of this effort will be all of the major metropolitan areas in the United States. This region will be able to use elements of this model development to enhance its current modeling capability. This will also position the region to transition from the old paradigm to the new one quickly and inexpensively.

## RELATIONSHIP TO PREVIOUS WORK

### Work Program Prior to FY 1997-98

This is a new program. However, elements from the Survey and Research Program (1994/1995 Household Activity Survey) and the Model Refinement Program (network development activities) directly feed into the project.

## OBJECTIVES

### Work Program for FY 1997-98

Metro staff will be required to build a much more detailed transportation network for the project. In addition, Metro assistance may be required in the trip planner development process. Metro will be able to use the products to enhance its current travel forecasting models.

The proposal is to award a grant to Metro for \$600,000, at least \$100,000 of which will be available to cover Metro expenses. The remaining \$500,000 would be awarded to Los Alamos and its subcontractors in a sole source contract administered through Metro. There is no required match.

## PRODUCTS

- Detailed transportation network for use in this project;
- Trip planner component of the Transims model package.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	0	0	USDOT Sec 5309	600,000
			TMIP	
Transfers	0			
Materials & Services	573,498			
Computer	26,502			
Capital	0			
<b>Total</b>	<b>\$600,000</b>		<b>Total</b>	<b>\$600,000</b>

## **SURVEY AND RESEARCH PROGRAM**

### **PROGRAM DESCRIPTION**

The purpose of the Survey and Research Program is to use survey data to improve or replace current models with ones offering enhanced explanatory capabilities. This program is very important because results from the travel demand models are used extensively in the analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

Significant investments have been made in survey data collection for this region. Over the past ten years there have been three revealed preference surveys (two region wide, one corridor specific), three stated preference surveys, and a survey of external travel. The data have been used to make substantial improvements in the modeling capabilities and analytical expertise for the region. Furthermore, the information will continue to be used over the next five to eight years to make further strides.

The Survey and Research Program focuses on two significant areas. Those areas include the development of person travel models and commodity carrier models.

### **RELATIONSHIP TO PREVIOUS WORK**

#### **Work Program prior to FY 1997-98**

##### ***Person Travel Demand Model***

Work on these models progressed significantly during 1996-97. The data were organized into tours (a tour being defined as a whole journey from home to each activity in turn until the return home). The basic organization was designed to include the decision to pursue an activity in-home. The basic models were estimated for three basic tour types - work/school, household maintenance, and discretionary. The models completed so far include primary mode and destination choice for all three types and some secondary destination and mode choice models for work tours. The inclusion of value of time elements (for different cost elements such as transit fare, auto operating costs, parking, and tolls) was completed, using the 1994-95 stated preference survey.

These models are being developed using utility maximization, which is a traditional approach having choice set size limitations in this context.

##### ***Collection and Analysis of Commodity Flow Information***

The Commodity Flow Project focuses on the: 1) quantification of the baseline commodity data (i.e., update of Region 2040 Commodity Flow Report, establish regional control totals for commodities stratified by major STCC groups, identify high volume shipping/receiving firms by commodity type); 2) collection of origin and destination data; 3) application of a stated preference survey to determine the elasticities for those variables that influence shipping choices; and, 4) development of a simulation tool for use in analyzing and estimating

commodity movements. In FY 1996-97, a consultant contract was initiated to carry out the work activities. An expert review panel was formed to provide project oversight. This project will continue through the fourth quarter of FY 1997-98.

In addition, an Intergovernmental Agreement between Metro and the Port of Portland was initiated in FY97 that defined Port work elements in the project. The IGA will continue through the fourth quarter of FY 1997-98.

## **OBJECTIVES**

### **Work Program for FY 1997-98**

#### ***Person Travel Demand Model***

FY 1997-98 work will continue the person model development to completion (or near completion). The models will be expanded to include as large a set of secondary activity stops as is feasible with the data. The other major advance will be the attempt to complete the estimation of a daily activity pattern model, which deals with the relationship of the individual tours in time during the day. This will be one of the first models in the country to deal with the time of day choice as endogenous to the decision structure.

This project will enable the analytical and planning community in this region to allow for the effects of socio-demographic changes (such as two worker household and other household structure effects) of urban design on travel decisions. These models are being designed to replace the current models, which are trip based, in planning for the region for the next two to five years.

Although unfunded at this point, the need exists for a longitudinal household survey panel to be created. This type of survey tracks the change in behavior to a small set of households over a period of time. With this data, two major improvements could include the development of an automobile holdings model and a household location model. The cost for such a survey would be \$150,000.

#### ***Collection and Analysis of Commodity Flow Information***

The work elements defined in the Commodity Flow Project began in FY 1996-97. The work continues into FY 1997-98. The FY98 budget of \$410,000 is split into \$180,000 for Metro staff/computer and \$230,000 for Port/consultant contracts.

The information gathered and produced will enable analysts to: 1) identify current problem areas; 2) anticipate future problem areas; 3) generate viable solutions and improvements; and, 4) evaluate the effectiveness of potential improvements. The data is essential so that policy leaders may make sound decisions in prioritizing freight improvements as they compete for funds with other regional projects.

## **PRODUCTS**

### ***Person Travel Models***

- Completion of secondary choice models;
- Completion of daily activity pattern models;
- Calibration of the model elements for application;
- Integration of the elements into a modeling package at Metro;

### ***Collection and Analysis of Commodity Flow Information***

- Quantification of baseline commodity data;
- Collection and analysis of commodity origin and destination data;
- Application and analysis of stated preference survey to determine those variables that influence shipping decisions;
- Development of a simulation tool for use in analyzing and estimating commodity movements.

<b>EXPENDITURES</b>		<b>FTE</b>	<b>REVENUE</b>	
	<b>Amount</b>			<b>Amount</b>
Personal Services	\$321,359	4.15	FY98 PL	\$168,555
Transfers	100,014		FY98 Sec 5303	25,000
Materials & Services	380,000		FY 98 Metro STP/ ODOT Match	169,157
Computer	124,629		FY98 ODOT Supplemental	75,000
Capital	0		FY98 Tri-Met	50,000
			FY97 Metro STP/ ODOT Match	225,648
			Other	150,000
			Metro	62,642
<b>Total</b>	<b>\$926,002</b>		<b>Total</b>	<b>\$926,002</b>



## **MODEL REFINEMENT PROGRAM**

### **PROGRAM DESCRIPTION**

It is important to keep the travel demand forecasting model current because results of the model are used extensively in the analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

The program focuses on three areas of on-going refinement. First, the inputs to the travel demand forecasting model are continually refined and updated as necessary to maintain accuracy. Second, the syntax of the model code is adapted, when appropriate, to improve the computational efficiency. Third, up to date short and long range travel forecasts are maintained which reflect the changes in household and employment assumptions, projected roadway and transit investments, and socioeconomic conditions.

All agencies that require the use of travel demand forecasting services benefit from the Model Refinement Program. Clients include Metro, governments (cities and counties of this region), and regional agencies (Oregon Department of Transportation, Tri-Met, Department of Environmental Quality).

### **RELATIONSHIP TO PREVIOUS WORK**

#### **Work Program prior to FY 1997-98**

The products of the Model Refinement Program include updated travel characteristics at special trip generator locations, refined simulation networks and demand model inputs, adaptation of model syntax to changing needs and conditions, and the investigation and promotion of transportation planning software and GIS data sharing capabilities.

### **OBJECTIVES**

#### **Work Program for FY 1997-98**

The focus of the program remains the same as last year. Improvements are made to the demand model on a regular basis in order to ensure it's accuracy, efficiency, and usefulness.

### **PRODUCTS**

- Continue the on-going effort to investigate the travel characteristics at special trip generator locations (i.e., shopping centers, the Washington Park Zoo, OMSI, colleges and universities, the Portland International Airport, and the Swan Island area;
- Update the computer simulation networks, demand model inputs, and trip tables to ensure accuracy and consistency with plans and policies;
- Adapt the model code to changing needs and conditions;

- Take advantage of software enhancements to produce a higher degree of data sharing between the EMME/2 (travel demand forecasting) and Arc/Info (GIS) software packages.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	\$61,111	.804	FY98 PL	\$17,000
Transfers	18,661		FY98 Sec 5303	15,000
Materials & Services	0		FY 98 Metro STP/ ODOT Match	30,594
Computer	25,228		FY98 ODOT Supplemental	15,000
Capital	0		FY98 Tri-Met Metro	15,000 12,406
<b>Total</b>	<b>\$105,000</b>		<b>Total</b>	<b>\$105,000</b>

# **TRANSPORTATION SYSTEM MONITORING PROGRAM**

## **PROGRAM DESCRIPTION**

The purpose of the Transportation System Monitoring Program is to establish and maintain a database of transportation related data. Established in 1989, the data from this activity is updated on a regular basis. With the advent of the Intermodal Surface Transportation Efficiency Act, the Clean Air Act Amendment, and the Transportation Planning Rule, this program is essential to monitoring the transportation system performance.

The information is useful to Metro, the jurisdictions, developers, and consultants because it provides an historical prospective on travel trends for use in project planning. The program also provides essential input and validation information (i.e., cost of travel, count data) for the regional travel forecasting model.

## **RELATIONSHIP TO PREVIOUS WORK**

### **Work Program prior to FY 1997-98**

Each year data is gathered so that the state of the transportation system can be defined and evaluated. Information regarding travel costs, traffic counts (automobile and truck), vehicle miles traveled, transit patronage, and other data has been collected and summarized. The data is essential to understanding current characteristics and establishing a basis for estimating future conditions.

## **OBJECTIVES**

### **Work Program for FY 1997-98**

The Transportation System Monitoring Program is on-going. No significant changes from last year are in the FY 1997-98 scope.

The products from the Monitoring Program include 1) a summary of trends for transit fares, auto operating costs, parking costs, auto and truck usage, and transit patronage, 2) a summary of various performance characteristics for the existing system, and 3) the administration of the regional count program.

## **PRODUCTS**

- Continue to summarize transportation related data for use in assessing system performance and monitoring system trends;
- Summarize performance characteristics of the transportation system using results from computer simulation. A report documenting the vehicle miles traveled, vehicle hours of delay, road miles of congestion, and other measures will be prepared;
- Continue the administration of the regional count program. This element ensures that proper inputs are available for the VMT estimation process and that quality vehicle classification count data is available for model validation.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	\$77,996	1.297	FY98 PL	\$31,000
Transfers	24,504		FY98 Sec 5303	15,000
Materials & Services	3,800		FY 98 Metro STP/ ODOT Match	27,748
Computer	2,700		FY98 ODOT Supplemental	15,000
Capital	0		FY98 Tri-Met Metro	15,000 5,252
<b>Total</b>	<b>\$109,000</b>		<b>Total</b>	<b>\$109,000</b>

## **TRANSPORTATION GROWTH MANAGEMENT**

### **PROGRAM DESCRIPTION**

In both 1993 and 1995, the Oregon Legislature approved funding for the joint ODOT and the Department of Land Conservation and Development (DLCD) Transportation Growth Management (TGM) Program. The program is intended to assist local and regional governments to meet the objectives of Oregon's Transportation Planning Rule to better integrate transportation and land use planning and to manage growth to achieve compact urban forms which accommodate alternative transportation modes.

The TGM Program consists of three categories, with categories one most directly relevant to transportation planning. The three categories include:

1. Transportation Planning/Land Use Alternative Grants: Fund upgrade of local transportation plans elements: transit, bicycle, and pedestrian elements; alternatives to state highways for local circulation; land use plan changes to reduce auto travel and support transit, bicycle, and pedestrian travel; ordinance amendments; implementation strategies, including preliminary engineering. **\$2,100,000**
2. Urban Growth Management Grants: Fund local government development and application of urban growth management measures. Add school facility planning/coordination and 2709 implementation. **\$600,000**
3. Development Assistance: **\$624,000**

As noted, both the 1993 and 1995 Legislature approved funding for two cycles of funding. A third cycle for 1997 to 1999 is being requested through the 1997 Legislature.

### **RELATION TO PREVIOUS WORK**

Metro was lead agency or responsible for the following programs:

- A Street Design Study to develop multi-modal street design standards and guidelines for use by local jurisdictions and ODOT. The standards and guidelines recognize the inherent modal and land use differences that the multi-modal street system is intended to serve;

36 other TGM grants were awarded to Metro area cities, counties, and agencies during the last round at a total of \$2.1 million.

- A shared parking study for mixed use areas;
- A joint master planning project with Forest Grove for their Town Center;
- A joint master plan for the Milwaukie Regional Center;
- A joint study with Cornelius for their mail street.

## **OBJECTIVES**

### **Work Program for FY 1997-98**

ODOT and DLCD have requested \$6.7 million in TGM grant funds for the 1997-99 biennium. Roughly 30 to 40 percent of the grant awards go to the Metro area. Metro and local jurisdictions are currently developing grant proposals. The emphasis of the proposals is on implementation measures such as plan and policy revisions; comprehensive plan, land use, and zoning amendments; regulatory and incentive programs; and other actions consistent with State land use laws, particularly the Transportation Planning Rule. At the regional level, programs, studies, actions, and planning tools that help implement Metro's Region 2040 concept are being encouraged.

Local governments submitted pre-application notices to DLCD and ODOT in early March. Grant applications were due in May, with grant awards scheduled for late July. Local applications are still in the formative stage. Metro is considering the following grant proposals:

- Washington Regional Center Master Plan. A joint project with Tigard, Beaverton, Washington County.
- Raleigh Hills Town Center. A joint master plan with Beaverton, Portland, and Washington County.
- Sherwood Town Center Plan and pre-planning for urban reserve #45. A joint land use and transportation plan for the Sherwood town center and urban reserve area.
- Murray Hill Town Center Plan. A joint project between Beaverton and Metro.
- Parking District Plan for Beaverton Regional Center. A joint project with Beaverton.
- Planning Urban Reserves. Case study model for urban reserve planning.
- Corner Commercial Handbook. A handbook for local governments defining zoning and design practices for local commercial infill.
- Connectivity Solutions Handbook. A handbook for local governments to assist in developing connected street systems.
- Defining Bike and Pedestrian Improvements. Developing bicycle modeling techniques leading to better bicycle project selection methods.
- Rural Road Access Study. Study and develop design and access policies guiding rural road access to and between urban areas.
- Green Corridor Tool Box and Demonstration. Develop policies and standards for green corridors (connections to neighbor cities outside the Metro boundary) and conduct an implementation demonstration.
- Secondary Transit to Industrial Areas. Define the best and most efficient strategies for serving industrial areas with transit service.
- Freight Access to 2040 Land Uses. Examine the freight access and circulation needs within 2040 land use areas including the Central City, regional centers, town centers, and industrial areas.

- Auto Travel Speed Survey. Collect real time travel speed on selected facilities to better calibrate models and provide a real time performance measure to evaluate transportation system plans.

Metro and the local governments will provide ODOT and DLCD with recommendations on priority projects within the Metro area.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services			TGM	3,324,000
Transfers				
Materials & Services				
Computer				
Capital				
<b>Total</b>			<b>Total</b>	<b>\$3,324,000</b>

## **TECHNICAL ASSISTANCE PROGRAM**

### **PROGRAM DESCRIPTION**

The Technical Assistance Program provides travel forecasting support to the Oregon Department of Transportation, Tri-Met, the Port of Portland, and the cities and counties of this region. Assistance is provided in terms of staff support, computer usage, and training. A budget allocation is developed that defines the amount of assistance that can be provided to each jurisdiction.

The jurisdictions of this region perform a multitude of studies to determine the effects of development, transportation policy, and changes to the infrastructure. Upon request, Metro staff support is provided to assist in the travel forecasting aspects of the work.

ODOT, Tri-Met, Multnomah County, Clackamas County, Washington County, the City of Portland, and the City of Gresham have modem connections to the transportation planning EMME/2 database. These jurisdictions are able to use the software as a remote workstation. Analysis can be done in this way without directly using Metro staff. Computer charges are assessed on a rate per cpu second basis.

Metro provides training to the jurisdictional staff regarding the use of the EMME/2 Transportation Planning Software, the theory of travel demand modeling, and computer simulation network analysis. The service is provided on demand.

### **RELATIONSHIP TO PREVIOUS WORK**

#### **Work Program prior to FY 1997-98**

The program is on-going. Service is provided on demand and varies by request.

### **OBJECTIVES**

#### **Work Program for FY 1997-98**

Travel forecasting assistance will be provided to ODOT, Tri-Met, the Port of Portland, and the cities and counties of this region in terms of 1) staff support, 2) access to the EMME/2 Transportation Planning Software via modem connections, and 3) training on the topics of software use and demand modeling theory.

The technical assistance will be based upon the following budget allocation:

<b><u>JURISDICTION</u></b>	<b><u>BUDGET</u></b>
City of Portland	\$ 27,448
Washington County	26,266
Clackamas County	25,368
ODOT	22,000
Port of Portland	11,652



City of Gresham	12,462
Multnomah County	12,252
Tri-Met	10,000
Sales	7,000
RTC	4,000
Clark County	3,000
Metro	4,500

Expense reports will be provided to each jurisdiction at least quarterly.

### **PRODUCTS**

- Provide assistance as requested by client;
- Provide expense reports to each jurisdiction at least quarterly.

<b>EXPENDITURES</b>		<b>FTE</b>	<b>REVENUE</b>	
	<b>Amount</b>			<b>Amount</b>
Personal Services	\$75,633	1.186	FY 98 Metro STP/ ODOT Match	79,292
Transfers	21,014		FY98 ODOT Supplemental	22,000
Materials & Services	0		FY98 Tri-Met	10,000
Computer	69,300		FY97 Metro STP/ ODOT Match	26,431
Capital	0		Other	14,000
			Metro	14,224
<b>Total</b>	<b>\$165,947</b>		<b>Total</b>	<b>\$165,947</b>

## **MANAGEMENT AND COORDINATION**

### **PROGRAM DESCRIPTION**

Provide for overall ongoing department management, including budget, UWP, contracts, grants, personnel and activities required by TPAC, JPACT and the Metro Council.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

Ensure compliance with all federal requirements for receipt of grants and maintain "certification" of the region for continued receipt of transit and highway construction funds and provide documentation to the FHWA and the FTA of such activity. Provide support to JPAC, MPAC, TPAC and subcommittees to ensure coordination between state, regional and local transportation, plans and priorities.

Provide department management, including personnel matters, management of expenditures for materials, services and capital, contract compliance and departmental work programs. Particular products and activities are as follows:

- FY 98 UWP;
- Management of department budget, staff time and products;
- Required documentation to FHWA and FTA such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execution and monitoring of various pass-through agreements;
- Interdepartmental coordination;
- Periodic review with FHWA and FTA on UWP progress; and
- Update interagency agreements with ODOT, DEQ, RTC, Tri-Met and the Bi-State.

### **OBJECTIVES**

#### **Work Program for FY 1997-98**

Ongoing.

### **PRODUCTS**

- Budget Adoption (June); UWP Adoption (March)
- Grant Approvals (June)
- Contract Approvals (as needed)

- Federal Certification (annual)
- Progress Reports for Council and Federal Agencies (quarterly)
- Updated Interagency Agreements

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	\$83,655	1.16	98 PL	40,870
Transfers	25,345		98 Sec 5303	30,000
Materials & Services	0		Metro	38,130
Computer	0			
Capital	0			
<b>Total</b>	<b>\$109,000</b>		<b>Total</b>	<b>\$109,000</b>

## DATA RESOURCE CENTER RLIS/SUPPORT SERVICES

### PROGRAM DESCRIPTION

The Data Resource Center (DRC) is a central service function at Metro, housed within the Growth Management Services Department. Ongoing maintenance of the DRC's socio-economic and mapping databases is a shared cost across its user base. This customer base consists of three categories of users: Metro departments, local government partners (subscribers), and private purchasers of data and services. The socio-economic databases are a principal source for staff providing research services tailored to specific end user needs. Requests range from preprinted reports to study area demographic profiles to geographic analysis using RLIS. A substantial portion of staff resources are devoted to providing such services to Metro departments and member jurisdictions. Each year a technical assistance budget allocates a specific amount of staff and computer resource to each of the user groups. In FY 1996-97, Metro shifted from a dues funded program involving all local governments to a sales or subscription program for those that chose to use the services of the DRC.

### OBJECTIVES

#### Work Program for FY 1997-98

The Center has experienced growth in response to new GIS and forecasting capabilities. However, FTE is decreasing by one position this fiscal year due to a person being transferred to the Transportation Department. This person has been providing GIS services for Transportation at nearly the one FTE rate this year. Next year's transfer will functionally integrate this position into the work group preparing the revised Regional Transportation Plan.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	364,334	.45	FY98 PL	\$73,030
Transfers	124,128		FY98 Sec 5303	66,000
Materials & Services	177,346		97 ODOT	15,000
			Supplement	
Computer	74,334		97 Tri-Met	37,500
Capital	9,000		Sales	32,798
			Metro	524,814
<b>Total</b>	<b>\$749,142</b>		<b>Total</b>	<b>\$749,142</b>

## **TOD IMPLEMENTATION PROGRAM**

### **PROGRAM DESCRIPTION**

The TOD Implementation Program provides for a development program that will ensure that some regionally significant Transit Oriented Development (TOD) demonstration projects are undertaken and that development tools for the program are in place. The program will cause construction by the private sector of higher density housing and mixed-use projects that encourage increased transit use. These projects, located at light rail stations, will be constructed with a strong pedestrian environment. Included will be street and sidewalk amenities, plazas, promenades and building massing and orientation that reinforce street level activity. These public-private partnerships will utilize Development Agreements for sale or lease of TOD sites and Financial Participation Agreements for eligible site preparation and site improvements when these funds become available. The TOD Implementation Program Fund will be the first in the United States that utilizes ISTEA funds for this purpose.

### **RELATION TO PREVIOUS WORK**

#### **Work Program Prior to FY 1997-98**

The program began in 1994 with a series of written clarifications with the Federal Transit Administration on eligibility issues on use of federal transit dollars for TOD implementation. Last fiscal year the program concentrated on submittal of the TOD Revolving Fund grant application and other documentation to FTA; secured an exemption to the Common Grant Rule from the Secretary of Transportation for program income to be retained for use for other TOD projects, rather than returned to the federal government; and, moved small projects developed from light rail Right-Of-Way (R-O-W) fragments through various phases of pre-construction activities. One of these, the Gresham Central Project, completed work on an Intergovernmental Agreement, Master Construction Agreement, Promenade Operating Agreement and Financial Participation Agreement. The project has completed construction and is renting successfully. The Urban Land Institute has included the project in an article in the publication, Urban Land, as its prime example of a TOD in the suburbs.

Another at 172nd and East Burnside has recently completed all pre-construction activities and has closed its financing. Built on three small lot fragments that are excess to the transit station R-O-W, the project will break new ground on density in the suburbs. Utilizing podium construction, twenty two units are to be constructed on slightly more than one-third of an acre. At a net density of sixty units/acre, the project will be the highest density housing outside of Portland's core, yet because its good design it fits within the context of the surrounding community. These two projects utilize the kind of development tools and techniques that will be used with the TOD Implementation Program Fund.

### **OBJECTIVES**

The work program for FY 1997-98 will focus on the following:

- Complete all requirements with FTA to fully establish an operating program;
- Negotiate and execute Development Agreements with selected developers;
- Provide technical assistance to selected other TOD projects;
- Detailed analysis of successful TOD Implementation projects completed to date (case studies);
- Establish supportive site improvements funding mechanisms for TOD projects.

## **PRODUCTS**

### **Work Program for FY 1997**

Specific products from this program include documentation, analysis and reports as needed including: appraisals, NEPA, pro formas, Development Agreements with the private sector for the TOD Implementation Program Fund, and completion of construction of the 172nd and East Burnside Housing Project.

<b>EXPENDITURES</b>			<b>REVENUE</b>	
	Amount	FTE		Amount
Personal Services	\$166,394	2.5	96 FTA Sec 5307	\$2,684,444
Transfers	50,906		TOD Match	274,691
Materials & Services	97,700		Metro	67,206
Computer	0			
Capital	2,711,341			
<b>Total</b>	<b>\$3,026,341</b>		<b>Total</b>	<b>\$3,026,341</b>

## **MAJOR INVESTMENT STUDIES**

### **West Hayden Transportation Study Work Program**

The Port of Portland is developing a Master Plan for the development of West Hayden Island as a future marine terminal. The overall study effort will develop both land use and transportation access alternatives. While there is a freight and rail component for the movement of goods to and from the island, the Port foresees the likely need for construction of a new bridge specifically to serve this area, and they may eventually be seeking federal funds. For this reason, this project has been studied as a MIS.

The work scope was divided into five major elements: 1) inventory; 2) development parameters; 3) schematic alternatives; 4) alternatives refinement; and 5) development plan. The Port of Portland hired a consultant to assist with these tasks associated with the development of the Master Plan for West Hayden Island. Following selection of the preferred alternative, begin the EIS development for a West Hayden Island bridge connector and other ancillary improvements.

### **Sunrise Corridor**

The Clackamas County Board of Commissioners, on April 18, 1996, selected the central alignment for unit 1 and the southern alignment for unit 2. ODOT is preparing the MIS for unit 1 and expects to be completed by spring 1997. The FEIS for unit 1 will be conducted in FY 97-98. A FEIS is not being done on unit 2 since the selection was only a corridor level decision. Additional environmental work will be done when this phase is constructed. ODOT is also working on a construction phasing plan for unit 1.

### **Western Bypass Study**

Recommendations and findings of the Western Bypass Study were adopted by Metro into the Regional Transportation Plan late in FY 96-97. ODOT will begin work in FY 97-98 on the design level analysis of the 99W to I-5 Connector project that resulted from the Study. The analysis will define the alignment and design for the potential toll-road facility.

### **Mount Hood Parkway**

ODOT will complete and forward for Metro action a set of recommendations and findings resulting from the study MIS report. Metro will review the recommendations and incorporate appropriate projects and actions into the Regional Transportation Plan. ODOT, Metro, and local jurisdictions will then develop a strategy for moving priority recommendations into project development activities.

---

\*Also see South Willamette Crossing and Highway 217 Corridor

## OTHER PROJECTS OF REGIONAL SIGNIFICANCE

### MILWAUKIE - MCLOUGHLIN BOULEVARD (ORE 99E) FEASIBILITY STUDY

Review design options for improvements to a .5 mile segment of McLoughlin Boulevard in downtown Milwaukie; part of the integrated Milwaukie Regional Center Arterial/Street Improvement Program. The initial improvement draft was completed in January, 1997. Final design selection was in March, 1997. The Regional Center Master Plan is scheduled for completion in August, 1997.

Federal Share:	\$100,000 STP
Total:	\$125,000

### WASHINGTON COUNTY - INTERURBAN (COMMUTER) RAIL PROJECT

A feasibility analysis is currently being conducted to determine if commuter (just during peak commute hours) or interurban (service all day) rail makes sense now in SE Washington County. A rail line runs between Wilsonville and Beaverton, with a potential direct connection with the Westside LRT. A possible extension has the line connecting south to north. The current analysis focuses on ridership projections and "Institutional constraints," such as ability to lease or purchase passenger rights from the trackage owner. Partners in this study are the cities of Beaverton, Tigard, Tualatin, Sherwood and Wilsonville; Washington County; Tri-Met; Metro; and ODOT. If the fatal flaw analysis concludes that further study is warranted, a feasibility analysis will be undertaken.

### TRI-MET - TRANSIT CHOICES FOR LIVABILITY

In September 1996, Tri-Met launched Transit Choices for Livability (TCL) a major outreach and planning effort to involve citizens in preparing a strategy for transit expansion over the next 10 years. TCL has been guided by a 33 member Regional Advisory Committee (RAC) charged with *Using the regional centers of Hillsboro, Gresham, Beaverton, and Oregon City as initial examples, describe how transit should be used and expanded to respond to dramatic growth in the region over the next 10 years. Identify a full range of strategies for transit to help assure mobility and reinforce community growth management goals.*

The RAC found transit service in the suburbs needs attention now, it is not enough to simply provide more transit service, the region needs new models for providing transit service in the suburbs, public and private partnerships are going to be needed as a way to both pay for and provide additional transit service, and additional funding for transit will be needed to make TCL real.

Tri-Met will be moving forward with Phase Two of TCL in FY 97-98 to implement the recommendations of the RAC. TCL sketch plans will be used as the framework for new service decisions and pilot projects will be developed to begin implementation of the sketch plans.



## **RELATIONSHIP TO PREVIOUS WORK**

This builds directly on Phase One of TCL and the recommendations prepared by the RAC. The recommendations of the RAC were approved by the Tri-Met Board at their January 1997 meeting. Phase One included \$173,000 of Regional STP funds. No federal funds are expended as part of this project.

## **OBJECTIVES**

Phase Two includes four distinct program elements: *Planning and Outreach* -- applying the outreach and planning approach from Phase One to the balance of the suburbs; *Community Leadership and Education* -- communicating the results of Phase One and building a broader constituency and understanding; *Community Transit* -- defining and preparing an action plan to implement Community Transit Alternatives; and, *Pilot Project* -- defining, and implementing TCL pilot projects in FY '98.

## **PORTLAND - CENTRAL CITY STREETCAR**

Conduct preliminary and final engineering on a streetcar line running from Northwest Portland to Portland State University via the River District and the Downtown. Current funding is from a HUD Special Purpose Grant. Funding for the following year is local.

## **PORTLAND - SOUTH PORTLAND CIRCULATION STUDY**

Investigate circulation options in the vicinity of SW Front/Barbur Blvd./Ross Island Bridge to improve travel and provide redevelopment opportunities in the Lair Hill and North Macadam areas.

Federal Share:	\$120,000 STP
Total:	\$150,000

## **PORT OF PORTLAND - PORTLAND AIRPORT LIGHT RAIL EXTENSION**

The Port of Portland is working with Metro, Tri-Met, the City of Portland and private developers on a public/private proposal to extend light rail to the Portland International Airport. The conceptual proposal would connect with the existing MAX Light Rail line at the Gateway Transit Center. Light rail would be extended north, generally in the median of I-205, until crossing the southbound freeway lanes south of Airport Way. It would proceed to a terminus station within the Airport terminal which is currently under re-construction. Two intermediate stations have been proposed, one serving Sandy Boulevard and the Parkrose Park-and-Ride Lot and one south of Airport Way, west of I-205 serving the Portland International Center, a developing business park. The proposal would use all local funds, a combination of approximately 50 percent regional funds, 25 percent Port of Portland funds and 25 percent private developer funds.

## **ODOT - PLANNING ASSISTANCE**

### **FY 1998 SPR PROGRAM**

1. Prepare corridor studies on state facilities.
2. Support RTP Update, including subarea analyses (e.g. South Willamette River Bridge Crossing, modal studies, demand management, transportation system monitoring, and analysis of travel behavior).
3. Support Metro Transportation/Land Use Integration efforts (e.g., 2040, TPR, and TSAP).
4. Ensure the OTP, Oregon Benchmarks, TPR, and corridor planning are integrated into the RTP and local land use transportation system planning.
5. Support regional HCT and commuter rail studies.
6. Coordinate Metro and State TIP development.
7. Support the analysis of alternate funding options (e.g. highway tolls and congestion pricing) and innovative public/private financing including the Tualatin Expressway Toll Road Pilot Project development.
8. Identify innovative HOV, freight and transit supportive capital improvements for the state highway system.
9. Participate in regional air quality planning.
10. Perform local land use development and traffic impact reviews.
11. Develop "Green Corridor" implementation strategy.
12. Continue jurisdictional highway rationalization and National Highway System and RTP Roadway Systems definition.
13. Develop new or refine existing investment analysis procedures to assist future urban transportation planning and investment decision-making.
14. Perform reconnaissance level study of I-5 corridor and related river crossing, port access, and truck circulation issues.
15. Increase transportation model development activities.
16. State Infrastructure Bank development.
17. Support Willamette Valley Forum.

### **REVENUE**

98-SPR	\$440,000
--------	-----------

FY98 UNIFIED WORK PROGRAM FUNDING SUMMARY

C A R R Y O V E R																						
98PL ODOT (1)	98 Sec5303* 80X006	98Metro STP* 33C	98Metro STP ODOTMtc	98 ODOT Supplemt	98 Lcl TriMet	98 Planning TGM*	97 STP Tod*	97S/N DEIS/FEIS TriMet	97 Metro STP* 33c	97 Metro STP* ODOTMtc	97 Sec 5303 80-x005*	96MetroSTP /ODOTMtc 33C	FTA 96(a) (4) 29-9024	96FHWA* Pilot CgatinPric	95 S/N AA/DEIS 299023*	93 Tri-Met Hillsboro FEIS	USDOT Sec5309* TMIP	Other Federal Grants	98 SPR	Local Match	TOTAL	
METRO																						
RTP Update/Refinemen	378,957		62,811	3,595	37,500															239,294	722,157	
Arterial Street Desi	56,000																				56,000	
Congestion Managemen	53,000																			3,200	56,200	
Intermodal Mgmt Syst	44,000																			3,200	47,200	
Regional Bike/Ped			80,757	4,621																4,622	90,000	
Trans Imprv Program	46,419	38,104	25,123	1,438	45,000	45,000			20,000	1,145	25,000									46,721	293,950	
Urban Arterial Prog																				48,500	48,500	
Local Plan Coord			141,125	8,077					50,000	2,861										10,937	213,000	
Congestion Pricing Prog														523,600						106,400	630,000	
Willamette Crossing	83,000	4,000		10,000								52,860								14,299	164,159	
Hwy 217 Study	27,000	8,000		28,000	15,000				50,000	2,861										45,077	175,938	
South/North DEIS**								1,215,091							6,885,513						8,100,604	
S/N Extension**								23,250							131,750						155,000	
S/N FEIS**								608,871													608,871	
Westside Corridor Study																57,000					57,000	
PDX Alternative Mode Study													64,600							11,400	76,000	
Trans Model Improve Prog																	600,000				600,000	
Survey & Research	168,555	25,000	160,000	9,157	75,000	50,000			213,433	12,215								150,000		62,642	926,002	
Trvl Model Refinemnt	48,000	30,000	55,184	3,158	30,000	30,000														17,658	214,000	
Trans Growth Mgmt							3,324,000														3,324,000	
Technical Assistance			75,000	4,292	22,000	10,000			25,000	1,431										28,224	165,947	
Coordination & Mgmt	40,870	30,000																		38,130	109,000	
Data, Growth Monitor	73,030	66,000			15,000	37,500														557,612	749,142	
TOD							2,684,444													341,897	3,026,341	
Metro Subtotal	1,018,831	201,104	600,000	34,338	225,000	225,000	3,324,000	2,684,444	1,847,212	358,433	20,513	25,000	52,860	64,600	523,600	7,017,263	57,000	600,000	150,000	0	1,579,813	20,609,011
ODOT PLANNING ASSISTANCE																			440,000		440,000	
ODOT Subtotal																			440,000		440,000	
GRAND TOTAL																						
1,018,831	201,104	600,000	34,338	225,000	225,000	3,324,000	2,684,444	1,847,212	358,433	20,513	25,000	52,860 (4)	64,600	523,600	7,017,263	57,000	600,000	150,000	440,000	1,579,813	21,049,011	

1. PL/ODOT is \$744,768.38  
comprised of \$668,280.67 (89.73%)  
fed share, \$76,487.71(10.27%)  
ODOT plus carryover of \$245,916.50 feder  
and \$28,146.24 ODOT  
includes an undetermined amount of  
restoration funds.  
\*Federal funds only, no match included

\*\*included in S/N DEIS Description

2:Includes System Monitoring  
& Model Refinement  
3:Includes DRC Database  
& RLIS Support System

(4) \$50,000 96STP,  
\$2,860 ODOT match