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Meeting Notes 2004-03-11 [Part A]

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A G E N D A

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MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: Thursday, March 11, 2004

TIME: 7:15 a.m.

PLACE: Metro Regional Center, Council Chambers

7:15	Call to Order and Declaration of a Quorum	Rod Park, Chair
7:15	Citizen communications to JPACT on non-agenda items	Rod Park, Chair
7:20	* Review of Minutes <ul style="list-style-type: none">February 12, 2004March 1, 2004 (Special Meeting)	Rod Park, Chair
7:25	# Recap of Washington DC Trip	Rod Park, Chair Andy Cotugno (Metro)
7:40	* Resolution No. 04-3429 For the Purpose of Approving the FY 2005 Unified Planning Work Program - <u>APPROVAL REQUESTED</u>	Andy Cotugno, Chair
7:50	* Resolution No. 04-3430 For the Purpose of Certifying that the Portland Metropolitan Area Is In Compliance with Federal Transportation Planning Requirements - <u>APPROVAL REQUESTED</u>	Andy Cotugno, Chair
8:00	* Resolution No. 04-3431 For The Purpose Of Adopting The Policy Direction, Program Objectives, Procedures And Criteria For The Transportation Priorities 2006-09 Allocation Process And Metropolitan Transportation Improvement Program (MTIP)- <u>APPROVAL REQUESTED</u>	Ted Leybold (Metro)
8:30	# Freight Rail and The Oregon Economy - <u>INFORMATIONAL</u>	Lance Grenzeback (Cambridge Systematics)
	ADJOURN	Rod Park, Chair

* Material available electronically. Please call 503-797-1916 for a paper copy

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

*light in
Chambers*

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

March 1, 2004

MEMBERS PRESENT

AFFILIATION

Rod Park	Metro Council
Rex Burkholder	Metro Council
Rod Monroe	Metro Council
Maria Rojo de Steffey	Multnomah County
Jim Francesconi	City of Portland
Rob Drake	City of Beaverton, representing Cities of Washington County
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)

MEMBERS ABSENT

AFFILIATION

Bill Kennemer	Clackamas County
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Don Wagner	Washington State Department of Transportation (WSDOT)
Bill Wyatt	Port of Portland
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Roy Rogers	Washington County
Royce Pollard	City of Vancouver
Judie Stanton	Clark County
Fred Hanson	TriMet

ALTERNATES PRESENT

AFFILIATION

Annette Liebe	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington RTC
Jim Bernard	City of Milwaukie, representing Cities of Clackamas County

STAFF PRESENT

Renee Castilla Kim Ellis Ted Leybold Mark Turpel

I. CALL TO ORDER

Chair Park called the meeting to order and declared a quorum at 7:29 a.m.

II. RESOLUTION NO. 04-3427 FOR THE PURPOSE OF RESPONDING TO USDOT CONCERNS, REVISING THE CONFORMITY DETERMINATION REPORT AND RE-ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE 2004 REGIONAL TRANSPORTATION PLAN AND 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Mark Turpel presented Resolution No. 04-3427 (included as part of this meeting record).

Ms. Annette Liebe stated that at the time of Metro's analysis they did not reflect seasonal changes in their data. The VMT for Ozone needed to be changed to address summer and the VMT for Carbon Monoxide needed to be changed to address winter. Further, FHWA asked that the analyses used to specifically described for each table. In addition, the employee commute options credit that was applied to VMT was done incorrectly. She explained that the weekly totals were applied for each day.

Mr. Mark Turpel explained that the changes made countered each other leaving the region in attainment.

ACTION TAKEN: Mayor Rob Drake moved and Annette Liebe seconded the motion to approve Resolution No. 04-3427. The motion passed.

III. ADJOURN

There being no further business Chair Park adjourned the meeting at 7:42 a.m.

Respectfully submitted,

Renee Castilla

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
February 12, 2004

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Rod Park	Metro Council
Roy Rogers	Washington County Commission
Jim Francesconi	City of Portland Commission
Rex Burkholder	Metro Council
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Maria Rojo de Steffey	Multnomah County
Judie Stanton	Clark County
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Bill Wyatt	Port of Portland
Bill Kenemer	Clackamas County
Rod Monroe	Metro Council
Rob Drake	City of Beaverton, representing Cities of Washington County
Fred Hansen	TriMet
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)

<u>MEMBERS ABSENT</u>	<u>AFFILIATION</u>
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Royce Pollard	City of Vancouver
Don Wagner	Washington State Department of Transportation (WSDOT)

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Annette Liebe	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington RTC

<u>GUESTS PRESENT</u>	<u>AFFILIATION</u>
Laurel Wentworth	City of Portland
Kathy Busse	Washington County
Ed Abrahamson	Multnomah County
Jim Bernard	City of Milwaukie
Ron Papsdorf	City of Gresham
Susie Lahsene	Port of Portland
John Rist	Clackamas County
John Wiebke	City of Hillsboro
Phil Selinger	TriMet
Olivia Clark	TriMet
Robin McArthur	Oregon Department of Transportation (ODOT - Region 1)
Deborah Murdock	PSU
Robert Bertini	PSU

GUESTS PRESENT(Cont.) AFFILIATION

Jeff King	City of Milwaukie
Greg Miller	AGC
Jason Tell	Oregon Department of Transportation
Rian Windsheimer	Senator Smith's Office
John Fratt	Port of Vancouver
Tom Markgraf	Congressman Blumenauer's Office
Danielle Cowan	City of Wilsonville
Sharon Nasset	Citizen
Neil McFarlane	TriMet
Chandra Sinnathanby	Sri Lankan State Railways
Lynn Peterson	Lake Oswego City Council
Robert Maestre	Multnomah County Community Service
Thomas Picco	Oregon Department of Transportation
David Bragdon	Metro Council

STAFF PRESENT

Richard Brandman	Renee Castilla	Andy Cotugno	Kim Ellis	John Gray
Ted Leybold	Patty Unfred	Montgomery	Mark Turpel	

I. CALL TO ORDER

Chair Park called the meeting to order and declared a quorum at 7:22 a.m.

Councilor Rex Burkholder introduced Judie Stanton, Clark County Commission member as the new representative from Clark County to JPACT.

II. REVIEW OF MEETING MINUTES

ACTION TAKEN: Mayor Rob Drake moved and Mr. Fred Hansen seconded the motion to approve the meeting minutes of January 15, 2004 as amended. The motion passed.

AMENDMENT: Councilor Karl Rohde stated that Jim Howell's comments regarding the I-5 project needed to include mention of extending the light rail line through to Janzten Beach.

III. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications to JPACT on non-agenda items.

Mr. Andy Cotugno presented a memo regarding Air Quality Conformity Determination (included as part of this meeting record).

Mayor Rob Drake expressed concerns regarding rules of order for public meetings in terms of a phone poll.

Commission Bill Kennemer stated that a number of JPACT members would be attending the National Association of Counties in Washington DC.

Mr. Matthew Garrett stated that ODOT is trying to take a project to bid for construction and encouraged members to participate via teleconference.

Chair Rod Park presented agendas for two special JPACT meetings; Friday, February 20, 2004 at 9:30 a.m. and Monday, February 23, 2004 at 5:00 p.m.

IV. RESOLUTION NO. 04-3409

Mr. Andy Cotugno presented Resolution No. 04-3409 (included as part of this meeting record).

ACTION TAKEN: Mr. Fred Hansen moved and Councilor Rex Burkholder seconded the motion to approve Resolution No. 04-3409.

Councilor Rex Burkholder presented a new amendment to Senate Bill 1072 (included as part of this meeting record).

ACTION TAKEN: Councilor Rex Burkholder moved and Mr. Bill Wyatt seconded the motion to approve the amendment.

Mr. Fred Hansen expressed concern regarding SB 1072 and the costs associated would be offset.

ACTION TAKEN: The motion to approve the amendment to Resolution No. 04-3409 was tabled until Councilor Rex Burkholder could do additional research to determine how the changes to the program would be paid for.

Commissioner Roy Rogers requested clarification on the regional transportation priorities. He expressed confusion regarding the New Starts and new Small Starts program. He asked how the program would affect the Commuter Rail Project when it is agreed that the region's number one priority is South Corridor LRT. Further, does the language reflected in Item B, Exhibit C, impact the Commuter Rail Project.

Mr. Fred Hansen replied that they are pursuing a "Grandfather" clause to make sure that the project is not impacted.

Mr. Andy Cotugno stated that the action on the six-year bill is required to authorize a project, there is no funding attached to that authorization. It merely creates the eligibility for that project. He said that the region would be seeking a grandfather clause on the Commuter Rail specifically. He also stated that there is not a set regional priority for Small Starts and there is for New Starts.

Mr. Matthew Garrett stated that the region's priorities have the overall support of the State. However, one item that they will continue to watch is Item G - Metropolitan Congestion Relief Act - to make sure it does not do harm to the state. He further stated that the first four projects

contained in Exhibit C of the earmark request are projects considered to be of statewide significance.

ACTION TAKEN: The motion passed.

Ms. Olivia Clark stated that Congress would be voting on the amendment to S. 1072, January 16, 2004. She further stated that there were hundreds of amendments that were under consideration and several of them deals with rail. She said this particular bill is a bipartisan effort. However, many of these amendments are being taken under consideration under threat of veto.

Councilor Rex Burkholder recommended language for written communication that would expressed that JPACT is in support of programs that would help improve the freight and passenger rail system in the United States.

ACTION TAKEN: Councilor Rex Burkholder moved and Fred Hansen seconded the motion to send a letter or other written form of communication to the Congressional delegation expressing their support of the aforementioned language. The motion passed.

V. RESOLUTION NO. 04-3410

Mr. Andy Cotugno presented Resolution No. 04-3410 (included as part of this meeting record).

ACTION TAKEN: Councilor Rod Monroe moved and Mayor Rob Drake seconded the motion to approve Resolution No. 04-3410.

Commissioner Roy Rogers related to the members that at Washington County's recent Coordinating Committee, Senator Bruce Starr attended. Senator Starr was speaking about the OTIA III process and how it affects the federal priorities. He said that Senator Starr's position was that if there were federal earmarks or federal dollars, they take a close look at that. Further, they would be having conversations with the Oregon Transportation Commission members and the Governor about how one might fund an OTIA III project with the federal match. Senator Starr also expressed to the coordinating committee that although they (Starr and Metsger) pushed for the OTIA funding, that the projects they considered very important were down at the bottom of the selection list. He asked if the legislation is looking at matching OTIA with federal funds if that would be hurt the region.

Mr. Matthew Garrett provided explanation of the \$500 million portion of OTIA III funds. He stated that there are specific breakout amounts as well as a specific project list. He said that there are nine earmarked projects approved by the OTC which have been presented to the Oregon delegation. The OTC has explained to the delegation that they would like federal dollars to flow to those earmarked projects and the OTC would in turn commit OTIA money. He said that the OTC said that if they could retain the 50% mark, then the OTC would backfill those projects. However, there is a concern that the federal dollars seem to be coming in much lower than 50% and whether the portion of funds set aside by the OTC would be enough to backfill. He concluded as said that if the federal dollars to come in lower than 50%, then the OTC would be forced to prioritize within the earmark list.

Commissioner Roy Rogers explained that Washington County is not taking exception to the list, however, if the OTC must prioritize, then would it not be appropriate to look at the federal list and expand it so that it appears that there is matching of funds that it occurring.

Mr. Matthew Garrett replied that revisiting the earmark list would be a difficult conversation and the OTC would be reluctant to do that. He stated that there are two other opportunities to address one of the projects; I-5/99W. The I-5/99W Connector is a project that has been identified as a project of statewide significance supported by the state and the OTC. He said that OTIA money is flowing and there is opportunity because of the \$100 million set aside for those large statewide significant projects, but it is extremely competitive because it is competing against other statewide projects. He said what is more significant to JPACT is the another \$100 million statewide which is set aside and flow out through the modernization and equity split, meaning that ODOT Region 1 will receive roughly 35% or \$35 million. Further, of that \$35 million, 80% would come to JPACT or \$28 million dollars for JPACT to allocate to projects.

Mayor Rob Drake stated that he was present for the conversation at the Washington County Coordinating Committee and explained that it was the technical ranking that ranked the projects further down the line, which was of interest to Starr and Metzger. Further, knowing that the region has made a firm commitment to Sunrise it would seem that a lot of what JPACT does is technical ranking, however, they blend technical issues and political issues as well. It would seem that considering the nature of some projects that would be of interest to those two Senators are very far down the list and the region has prioritized them as well. However, at some point the prioritization of both need to cross and it would seem that there needs to be common group between 1) the technical ranking; 2) the realities of how the money is allocated and the intent; and 3) work between the Oregon Transportation Commission and the political side of the equation.

Commissioner Roy Rogers stated that he failed to bring documentation, which looked at various projects that they looked at being of statewide or regional significance and how they were funded. It was always an assumption that there would be federal money allocated to them. He asked when the dialogue should begin about picking projects and answering the question about how the state requests align with the federal requests.

Commissioner Bill Kennemer reminded the committee that a portion of the \$28 million of modernization dollars that will come to JPACT as already been committed Sunnyside.

Mr. Matthew Garrett stated that some would say that it is a department or OTC commission decision, however he said that the thinks the decision would come from JPACT. He said that there has been a known process with regard to the freight projects and the forums and timelines. He said that it does not exist for the modernization funds. There has been nothing from Salem that directs the conversation for the modernization money. Therefore, it is something that JPACT needs to discuss. He said that although there has been some conversation about prior commitments to the MOD money and the gravity of the projects – I-5/99W and Sunrise, there needs to be additional. Further, he would suggest a group of volunteers to sit down and discuss

the issues in order for the prioritization to happen at JPACT and have a better conversation later when back in front of the OTC.

Mr. Fred Hansen stated that JPACT has not looked at where the funding priorities are relative to the federal agenda and how it influences the issues in terms of what OTC will do in terms of backfill.

Councilor Rex Burkholder shared with the committee the OHSU request regarding a parking garage which has been put forward by the Congressperson from that area as well as the implications of transportation projects coming from JPACT vs. outside bodies.

Mr. Andy Cotugno explained that he had heard rumors regarding a request for funding for a parking garage in the North Macadam area.

Chair Rod Park stated that JPACT has been effective in Washington DC because they have been speaking with one voice regarding priorities for the region. He asked the committee for their opinions of the potential magnitude of mixed messages being carried to the delegation members. Commissioner Jim Francesconi stated that it is important for other bodies to participate in the JPACT process and not bypass it. He further stated that OHSU has not been a part of the Portland process either. However, he said that it was important to engage the congressional delegation and their staff more often when they are in Oregon. Further, he stressed the importance of building stronger relationships with them in order to strengthen the strategizing that is needed.

Mr. Bill Wyatt stated that the members of the Oregon delegation need to see JPACT as a resource to help them address issues. However, if they see JPACT as a dead end for things that they are interesting in because perhaps JPACT applies a filter that is not conducive to projects that they are interested in, they will do what they are going to do regardless.

Councilor Rod Monroe asked what the position of JPACT was regarding agencies that pursue federal funding outside of the regional decision making process for projects clearly not on the JPACT priority list.

Mayor Rob Drake stated that he agrees that North Macadam is important and there is a lot expected to happen there linked with OHSU. However, he would ask how Congresswoman Hooley learned about the project given that the Transportation Commissioner for the City of Portland does not know about it.

Chair Rod Park expressed concern that OHSU has decided a second time to go outside of the JPACT process to seek federal funding.

Mr. Fred Hansen reminded the committee members that OHSU is the largest employer in the City of Portland and they may be seeking other sources of funding not related to transportation dollars.

Chair Rod Park stated that if JPACT is to continue being effective then the process of naming priorities and talking to groups that go outside of the system should be addressed.

Mr. Fred Hansen stated that although the parking garage is a necessary element of the system working it is important to determine where the dollars should flow.

Mr. Andy Cotugno reminded the committee members that any projects that are using federal transportation dollars must be approved through the MTIP and STIP.

ACTION TAKEN: The motion passed.

VI. RESOLUTION NO. 04-3418

Mr. Matthew Garrett presented Resolution No. 04-3418 (included as part of this meeting record).

ACTION TAKEN: Commissioner Roy Rogers moved and Commissioner Bill Kennemer seconded the motion to approve Resolution No. 04-3418. The motion passed.

VII. RESOLUTION NO. 04-3419

Mr. Andy Cotugno presented Resolution No. 04-3419 (included as part of this meeting record).

Ms. Bridget Wieghart presented the comment books (included as part of this meeting record).

Mr. Matthew Garrett stated that he did not see any information regarding the Going Streets Project and understood that it did not make the timelines and is being submitted separately. However, he wanted to iterate the importance of the project from an ODOT perspective.

Ms. Bridget Wieghart replied that the freight committee did not receive information regarding the Going Street project in time, however they decided that the Regional Freight Committee would still provide a ranking for the project to take to the Oregon Freight Advisory Committee. She said that the Going Street project scored a 5.8.

Commissioner Jim Francesconi concurred with Matthew Garrett regarding the importance of the project.

ACTION TAKEN: Councilor Rod Monroe moved and Bill Kennemer seconded the motion to approve Resolution No. 04-3419.

Commissioner Roy Rogers proposed an amendment to Resolution No. 04-3419 (included as part of this meeting record).

Councilor Larry Haverkamp stated that he had no problem with first three whereas's and A, B, and C of the Be It Resolved, however, he said it was a bit premature and he would disagree with the reference of "most" being used.

Commissioner Roy Rogers asked what Councilor Haverkamp would add.

Councilor Haverkamp replied that he would like to see the US26/Spring Water Access Project added to part D of the resolves and to the 4th whereas.

Councilor Rod Monroe stated that he would like to see the word "most" removed from the 4th whereas.

Mr. Bill Wyatt stated that he is uncomfortable with spending money that JPACT does not have. Further he would agree that the projects are important but without evaluating the relative merits of them would be premature to give a guarantee given that there may be other freight movements or projects that may rank just as high.

Commissioner Roy Rogers stated that the projects are recognized as projects of statewide significance and he would like to move them forward. He said that there should not be a problem of prioritizing given that both projects are of statewide significance and have already been recognized by JPACT as a priority for the region.

Mr. Andy Cotugno stated that the amendment is not speaking to priorities of the \$100 million for freight purposes; it is making a declaration regarding priorities for the next \$ 400 million. He said that of the next \$400 million, \$200 million has been set aside by the OTC to backfill federal earmark projects and JPACT does not get to decide which federal earmark projects are under consideration. He said that \$100 million is for projects of statewide significance and there are five of those projects in the region; Sunrise and I-5/99W are two of those five; the others are I-5/Delta Park, I-205 and I405. Finally, the remaining \$100 million is up for competition because there is no prioritization predetermined, there is not set of projects. It will be an open process. He reiterated that Sunrise and I-5/99W fit into that first \$100 million, not the US 26/Spring Water Access Project.

Commissioner Roy Rogers explained that he accepted the friendly amendment for the US 26/Spring Water Access project because it was an important project for Senator Starr.

Mr. Fred Hansen reiterated that the purpose of the amendment language is to tell the OTC that of the five regional projects listed of statewide significance, the two listed are the most important.

Councilor Rex Burkholder stated that he would like to see the statement read more generic and state that all five are important and need to be funded however they can be funded.

Mr. Matthew Garrett reminded the committee that the I-5 River Crossing project is also considered a project of statewide significance.

Mayor Rob Drake concurred with Councilor Burkholder and recommended more generic language.

Chair Rod Park expressed concern that JPACT has not had the discussion nor have they agreed upon which of those five projects are the region's priority. He recommend eliminating both the 4th Whereas and item D under the Be IT Resolved.

Commissioner Roy Rogers recommended changed the language to read that projects that are listed as projects of statewide significance should be addressed in OTIA III.

Mr. Fred Hansen stated that he would be supportive of the change in language.

ACTION TAKEN: The motion passed on motion as amended.

VIII. COMMENTS TO OREGON TRANSPORTATION COMMISSION ON OTIA LOCAL BRIDGE PROGRAM

Andy Cotugno presented the comments to Oregon Transportation Commission on OTIA Local Bridge Program (included as part of this meeting record).

Andy Cotugno presented the bridge list (included as part of this region).

Maria Rojo de Steffey requested that the regional partners support the amendment.

ACTION TAKEN: Councilor Rod Monroe moved and Commissioner Maria Rojo De Steffey seconded the motion to approve the comment letter to OTC.

Councilor Karl Rohde expressed concerned regarding the comment letter. He explained that he set on the committee that evaluated replacing the Sellwood Bridge and they began by looking at the entire length of the river from the Ross Island Bridge to the I-205 bridge, finally concluding that the Sellwood Bridge should remain two lanes but expand the bicycling and pedestrian facilities going across the bridge. He said that his thinks the Attorney General's opinion regarding OTIA funding and freight is incorrect and that it should be overturned. He said that he does not think that the language in the statute support that every project has to go through a specific bridge freight filter. Further, he says that the definition being used for freight is incorrect. The definition uses trucks that are far larger than should be traveling through that neighborhood. He stresses his support for the Sellwood Bridge but advised caution in defining the bridge as a freight crossing because it could facilitate the size of the trucks. Although the bridge should be a connector, it going forward as a freight bridge would encourage freight to come.

Mr. Matthew Garrett stated that the gravity of the situation is understood by ODOT. Further, he said that the HBRR committee consists of seven individuals; two city representatives, two county representatives, and three ODOT representatives. They made the decision not to include the Sellwood Bridge as part of their recommendation. Finally, one of the things expressed during the conversation was the conflict or confusion between the South Willamette River Study and what was articulated regarding the pedestrian vs. freight issues in that study vs. where Multnomah County sees the freight conversation going if the bridge is enhanced for freight

mobility. He explained that those differences collided causing further confusion resulting in a need for clarity in order to keep the Sellwood Bridge advancing.

Mr. Fred Hansen expressed confusion regarding the TPAC recommendation and stated that if he adds up the numbers correctly, then the region is giving up \$43 million to receive \$10 million back in small bridges. He stated that he remembers the debate on the issue with the neighborhood issues and asked that if the region receives the \$43 million for the Sellwood Bridge, can they build the bridge.

Commissioner Maria Rojo de Steffey replied that no it could not be built. However, there is enough agreement on all sides regarding the design.

Mr. Bill Wyatt stated that OTC would not disregard the opinion of the Attorney General. Therefore, it would prove beneficial for JPACT to lobby the legislation during the next session specific to the Sellwood Bridge to see it addressed.

Ms. Susie Lahsene stated that there are freight trucks that utilize the Sellwood Bridge to serve the neighborhood.

Councilor Rod Monroe expressed his support in keeping old bridge for pedestrian and bike uses once a new one is constructed.

Councilor Karl Rohde suggested sending a letter objecting to the decision of the Attorney General.

Mr. Matthew Garrett stated that it would be helpful for the OTC to know where the PE money is coming from.

ACTION TAKEN: The motion passed with Matthew Garrett abstaining.

IX. REVIEW OF WASHINGTON DC

Commissioner Bill Kennemer stated that at the JPACT Retreat he expressed concern regarding the apparent disconnect between OTC and JPACT. He said that it would be disappointing if that lack of coordination occurred again.

Chair Rod Park stated that Matthew Garrett is organizing a broader meeting to discuss the sanctity of the MPO function and continue the ACT discussion.

Mr. Fred Hansen stated that the members have agreed to agree while in the Delegation offices and take disagreements outside of the office.

Councilor Karl Rohde stated that disagreements in front of delegation members can put a project in jeopardy.

Mr. Matthew Garrett stated that he has been speaking with the Commissioner regarding the regions priorities and maintaining positive conversations.

X. RECAP OF JPACT RETREAT

Mr. Andy Cotugno presented the recap of the JPACT Retreat (included as part of this meeting record).

XI. ADJOURN

There being no further business Chair Park adjourned the meeting at 9:12 a.m.

Respectfully submitted,

Renée Castilla

2004 DC Trip Evaluation

In the interest of continual improvement of our efforts...

Please rate the following events:

	Highest rating	←	5	4	3	2	1	→	Lowest Rating
1) Documents	5	4	3	2	1				
2) Schedule	5	4	3	2	1				
3) Pre-trip run through	5	4	3	2	1				
4) Breakfast briefing	5	4	3	2	1				
5) Script package	5	4	3	2	1				
6) Hill Visits	5	4	3	2	1				
7) Meeting with Congressional Staff	5	4	3	2	1				
8) Lunch meeting with Horsley	5	4	3	2	1				
9) Dinner	5	4	3	2	1				
10) Reception	5	4	3	2	1				
11) Attendance at each appointment	5	4	3	2	1				

11) Is it important for the entire group to stay at the same hotel? YES NO
Comments:

12) JPACT requested fewer speakers and script tailored to each Congressional member did this work? YES NO
Comments:

13) This time around Smith asked for a change in format – did this work? YES NO
Comments:

14) Walden requested only 6 people for his appointment – did this work? YES NO
Comments:

Comments or suggestions: Script? Hill visits? Staff meeting? Lunch meeting?
Dinner? Reception?

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 04-3429 FOR THE PURPOSE OF APPROVING THE FY 2005 UNIFIED PLANNING WORK PROGRAM

Date: February 10, 2004

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Planning Work Program continuing the transportation planning work program for FY 2005; and 2) authorize submittal of grant applications to the appropriate funding agencies.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted Unified Planning Work Program as a prerequisite for receiving federal funds.

FACTUAL BACKGROUND AND ANALYSIS

The FY 2005 Unified Planning Work Program (UPWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2004. Included in the document are federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and local jurisdictions. Continuing commitments include implementing the adopted Regional Transportation Plan (RTP), identifying solutions to improve goods flow in the I-5 Corridor; completing the South Corridor preliminary engineering (PE) and Final Environmental Impact Statement (FEIS), and increasing the communication of transportation system performance, needs and proposed plans. In addition, it continues a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories. Environmental Justice also will be an emphasis area.

One project not reflected in the UPWP is the Port of Portland's proposal to create a freight design tool that complements Metro's Creating Livable Streets handbook. Metro will be coordinating an amendment to the UPWP with the Port of Portland, City of Portland and ODOT that incorporates a work program and expected products from this effort.

BUDGET IMPACT

The UPWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council and is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2004, in accordance established Metro priorities.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE)
FY 2005 UNIFIED PLANNING WORK)
PROGRAM)

RESOLUTION NO. 04-3429

Introduced by Councilor Rod Park

WHEREAS, the Unified Planning Work Program as shown in Exhibit A, describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2005; and

WHEREAS, the FY 2005 Unified Planning Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Oregon Department of Transportation, TriMet and the local jurisdictions; and

WHEREAS, approval of the FY 2005 Unified Planning Work Program is required to receive federal transportation planning funds; and

WHEREAS, the FY 2005 Unified Planning Work Program is consistent with the proposed Metro budget submitted to the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council hereby declares:

1. That the FY 2005 Unified Planning Work Program is approved.
2. That the FY 2005 Unified Planning Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Planning Work Program.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.

ADOPTED by the Metro Council this _____ day of _____ 2004.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

FY 2004-05

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro

Southwest Washington Regional Transportation Council

Oregon Department of Transportation

City of Portland

Clackamas County

Multnomah County

Washington County

Port of Portland

TriMet

City of Wilsonville (SMART)

Adopted

_____, 2004

FY 2004-05

Unified Planning Work Program

Transportation Planning in the
Portland/Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation
City of Portland
Clackamas County
Multnomah County
Washington County
TriMet
Port of Portland
City of Wilsonville (SMART)

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**FY 2004-05
PORTLAND AND METROPOLITAN AREA
UNIFIED PLANNING 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), the Transportation Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12) 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 implementation of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and is consistent with financial constraints.

The Unified Planning Work Program (UPWP) primarily includes the transportation planning activities of Metro and other area governments with reference to land use planning activities, for fiscal year July 1, 2004 through June 30, 2005.

DECISION-MAKING PROCESS

Metro is governed by a directly elected council in accordance with a voter-approved charter. The council is comprised of six districts and a Council President elected district-wide. The Chief Operating Officer leads day-to-day operations.

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are 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 three Metro Councilors; nine locally-elected officials (including two from Clark County, Washington) and appointed officials from Oregon Department of Transportation (ODOT), TriMet, Port of Portland and 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.

Bi-State

The Bi-State Transportation Committee was created by joint resolution of the RTC Board and Metro in May 1999. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting any recommended action to RTC and JPACT. The intergovernmental agreement between RTC and Metro states JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation." Metro and RTC recognize that the Bi-State Transportation Committee will be modified consistent with the recommendations of the I-5 Trade and Transportation Partnership to coordinate on issues of bi-state significance dealing with transportation, land use and economic development. The two agencies approved a Bi-State Coordination Committee Charter and are awaiting action by local governments and other participating agencies to transition the committee focus.

MPAC

This committee was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under 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 was adopted in December 1997 and addresses the following topics:

- Transportation;
- Land Use (including the Metro Urban Growth Boundary and urban reserves);
- Open Space and Parks;
- Water Supply and Watershed Management;
- Natural Hazards;
- Coordination with Clark County, Washington; and
- Management and Implementation.

In accordance with this requirement, the transportation plan developed to meet TEA-21, the LCDC Transportation Planning Rule and Charter requirements has been developed with input from both MPAC and JPACT. This ensures 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, and makes recommendations to JPACT.

MTAC

This committee is 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 Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule 12, the Oregon Transportation Plan, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) the Regional 2040 Growth Concept and Regional Framework Plan, in combination, have created a policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt and implement a multi-modal transportation system. Major land use planning efforts underway include:

- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan;
- Planning for newly designated urban lands (including an effort funded with FY 2000 TCSP funds);
- Initiation of an affordable housing program;
- Periodic review of the Urban Growth Boundary (UGB); and
- Natural resource and habitat protection planning to implement the State's Goal 5.
- Planning for UGB expansion areas, especially in Damascus and industrial areas.

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

- Implementation of the Regional Transportation Plan (RTP);
- Development of a financing strategy for the RTP;
- Development of strategies as part of I-5 Transportation and Trade Partnership;
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2006-2009;
- Implementation of projects selected through the STIP/MTIP updates;
- Multi-modal refinement studies in the corridors of Foster/Powell; Highway 217 and the South Transit Corridor;
- Land use and transportation concept plan for the Damascus area; and
- Sunrise Corridor Unit 1 DEIS.

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

- The state goal to reduce vehicle miles traveled (VMT) per capita;
- Targeting transportation investments to leverage the mixed-use, land use areas identified within the Regional 2040 Growth Concept;
- Adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air-quality violations do not develop;
- Adoption of targets for non-single occupant vehicle travel in the RTP and local plans; and
- Publication of the RTP update to implement the Regional 2040 Growth Concept.
- A new 5-year strategic plan for Regional Travel Option.

REGIONAL TRANSPORTATION PLAN IMPLEMENTATION

PROGRAM

The adopted 2000 Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. The interim 2004 Federal Update to the RTP establishes necessary updates to the RTP projects and policies to ensure continued compliance with federal regulations, and establishes the "constrained" and "illustrative" system improvements for federal purposes. The 2000 RTP continues to function as the "state" plan for Oregon Transportation Planning Rule (TPR) purposes. Ongoing maintenance and periodic updates of the RTP ensure an adequate reflection of changing population as well as travel and economic trends including federal, state and regional planning requirements.

Transportation plans in the region must conform to the RTP. Metro provides ongoing technical and policy support for local transportation planning activities. The RTP Program also includes corridor studies conducted in cooperation with state and local jurisdictions.

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 1996 and concluded with the adoption of the 2000 RTP in August 2000. The purpose of the update was twofold: first, the plan had to meet the State TPR requirements. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote the use of alternative modes of transportation. Second, the update reflected the ongoing Region 2040 planning effort. The RTP now serves as the transportation element of the Regional Framework Plan. During the four-year process, the update advanced through three distinct phases: (1) policy revisions in 1996 (approved by Metro Council resolution), (2) system alternatives analysis in 1997 and (3) project development and analysis in 1998-99. Finally, an adoption phase occurred from December 1999 to August 2000.

While the 2000 RTP also established consistency with federal regulations for development of a financially constrained transportation system, and was recently updated with adoption of the 2004 Federal Update to the RTP. The updated financially constrained system was created in partnership with Oregon Department of Transportation (ODOT), TriMet and local governments using state forecasts generated by ODOT. The 2004 Federal Update to the RTP also addresses all other planning factors called for in federal regulations. As such, the 2004 RTP functions as an element of the Oregon Highway Plan for the metropolitan region, and establishes eligibility for use of federal funds in transportation projects.

The State TPR required the 24 cities and 3 counties in the Metro region to update local plans to be consistent with the RTP within one year of the August 10, 2000 adoption date. To assist local jurisdictions, a number of supporting fact sheets were produced along with other materials to help local officials interpret the new plan. In 2002, many jurisdictions were still involved in those updates. Specific Metro staff were assigned to each implementing jurisdiction and worked closely with their staff to ensure those local-plan updates proceeded successfully.

Under Oregon planning rules, the 2000 RTP also included a number of "refinement plans" for corridors where more detailed work is needed to identify specific transportation needs. In 2001, Metro completed the Corridor Initiatives project, thereby establishing an implementation program for these corridor studies. It was adopted as an amendment to the RTP Appendix. In 2002, Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council

REGIONAL TRANSPORTATION PLAN IMPLEMENTATION

adopted a package of "post-acknowledgement" amendments that were largely required as part of state approval of the RTP in 2001.

In late 2003, the interim 2004 Federal Update to the RTP was adopted as a "housekeeping" exercise to address federal planning requirements that must be considered in a three-year ongoing basis. In FY 2005, a major update to the RTP will begin that addresses both state and federal requirements, and replaces the 2000 plan.

RESPONSIBILITIES

RTP Update: A major update to the RTP is scheduled to begin in fall 2004, with completion in early 2007. This update will incorporate a number of amendments identified in local and regional corridor planning efforts as well as a new horizon year of 2030 for project planning and systems analysis. This update will also re-establish conformity with federal air quality regulations, and all other federal planning factors called out in federal regulations. This update will include development of a new financially constrained transportation system that will become the basis for upcoming funding allocations.

Local TSP Support: Metro will continue to work closely with local jurisdictions during the next fiscal year to ensure regional policies and projects are enacted through local plans. This work element will include the following activities:

- Publish the interim 2004 federal update to the 2000 RTP which incorporates amendments identified during the acknowledgement process, and adopted in July 2002;
- Professional support for technical analysis and modeling required as part of local plan updates;
- Professional support at the local level to assist in development of local policies, programs and regulations that implement the RTP;
- Written and spoken testimony in support of proposed amendments to local plans; and
- Provide public information and formal presentations to local government committees, commissions and elected bodies as well as interested citizen, civic and business groups on the RTP.

Management Systems: Congestion Management Systems (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1997-98. Key activities for FY 2005 will be to incorporate information into planning activities, system monitoring based upon management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies. The report will list information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly, public-release version as well as a Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project.

REGIONAL TRANSPORTATION PLAN IMPLEMENTATION

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups interested in the RTP as well as public agencies involved in local plan updates. The work site will be continually upgraded and expanded to include emphasis on 2000 RTP implementation as well as an on-line public forum for transportation and other planning issues.

OBJECTIVES/PRODUCTS

- Publish the interim 2004 federal update to the 2000 RTP for regional distribution;
- Complete and publish the updated RTP Technical Appendix for regional distribution;
- Complete follow-up studies on street design and connectivity;
- Expand the web presence of the RTP to include a public forum and implementation tools;
- Coordinate and provide technical assistance in local transportation system plan development and adoption;
- Work with ODOT to complete updates to the Federal Functional Classifications and National Highway System designations, as needed to maintain consistency between federal and regional planning designations, and including coordination with the Regional Emergency Management Group (REMG);
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOTs Corridor Studies;
- Maintain and update the RTP database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and
- Participate with local jurisdictions involved in implementation of the updated RTP and development of local transportation system plans.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 495,105	PL	\$ 435,432
Materials & Services	\$ 37,750	STP/ODOT Match	\$ 146,444
Interfund Transfers	\$ 195,641	ODOT Support	\$ 66,500
Computer	\$ 12,414	Section 5303	\$ 15,000
		TriMet	\$ 37,649
		Metro	\$ 39,975
TOTAL	\$ 741,000	TOTAL	\$ 741,000

Full-Time Equivalent Staffing:

Regular Full-Time FTE	5.435
TOTAL	5.407

PROGRAM

The Performance Measures program completes the second half of Metro's effort to evaluate past policies, especially the 2040 Growth Concept. The program ensures that a small number of measurements of all relevant topics relating to "how are we doing" are addressed.

RELATION TO PREVIOUS WORK

In FY 2004-05, development and data collection for the first measures will have been completed. This will give Metro some experience with calculating and preparing such assessments of progress. Both measurement and evaluation of measures are important skills to apply to a systematic process of planning. The process includes not only preparing plans and completing implementation but the measurement of progress, evaluation and (as necessary) consideration of policy-course corrections by Metro Council.

RESPONSIBILITIES

Metro is required both by state law (ORS 197.301) and Title 9 of Metro's Urban Growth Management Functional Plan (Functional Plan) to complete performance measures. These measures are intended to gauge progress toward Metro's 2040 Growth Concept while still addressing concerns such as housing affordability, acres of parks per capita and other measures. The requirements also mention corrective actions where the Metro Council finds issues in need of addressing. Possible corrective actions could be explored in those areas where targets and actual performance diverge. This work effort would measure progress in achieving better communities including safe, stable neighborhoods, the ability to get from here to there, access to nature, clean air and water, resources for the future and a strong regional economy.

In cooperation with the Data Resource Center, the first performance measures were completed in 2002. These measures included those mandated by the state and are primarily related to factors assessing the Urban Growth Boundary (UGB). FY 2005 work includes further refinement of measures and development of an ongoing monitoring and data-collection system. An annual publication will update the region to better understand how we have done. Metro will be able to update public interests and concerns with how our region should manage growth.

OBJECTIVES

- Ensure a broad and complete understanding of how the region is doing;
- Develop a sustainable system for monitoring and updating performance measure data; and
- Create an annual update on regional performance.

2040 PERFORMANCE INDICATORS

BUDGET SUMMARY

Requirements:

Personal Services	\$	30,295
Interfund Transfers	\$	11,705

Resources:

PL	\$	26,063
STP/ODOT Match	\$	12,687
Section 5303	\$	1,000
ODOT Support	\$	1,000
TriMet	\$	1,000
Metro	\$	250

TOTAL	\$	42,000	TOTAL	\$	42,000
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.391
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TOTAL	0.391
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PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the region's 2040 Growth Concept. The MTIP is a multi-year program that allocates federal and state funds available for transportation system improvement purposes in the Metro region. Updated every two years, the MTIP allocates funds to specific projects, based upon technical and policy considerations that weigh the ability of individual projects to implement regional goals. The MTIP is also subject to federal and state air-quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air-quality laws. These activities require special coordination with staff from Oregon Department of Transportation (ODOT) and other regional, county and city agencies as well as significant public-involvement efforts. Finally, the program will need to accommodate financial and regulatory changes resulting from the expected federal reauthorization by reconciling projected revenues with new estimates and ensuring that new planning regulations are adequately addressed through funded regional planning activities.

RELATION TO PREVIOUS WORK

In early 2002, a major update of MTIP policies and review criteria was launched in anticipation of the Priorities 2004-07 MTIP update. The purpose of this effort was to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforce the region's commitment to implement the 2040 Growth Concept and RTP.

FY 2004 saw completion of the Priorities 2004-07 update to the MTIP and allocation of \$52 million in transportation funds to regional projects. The 2004-07 update included a demonstration of ongoing conformity with air-quality laws. In November 2001, Federal Highway Administration (FHWA) staff review identified a number of corrective actions, which have been incorporated into this updated MTIP. A final draft of the updated MTIP was published in December 2003.

RESPONSIBILITIES

The objective of the MTIP reorganization is to emphasize tangible, built results where citizens will see Metro regional growth management programs in action through transportation improvements. MTIP allocations have been increasingly judged against their ability to help implement the 2040 Growth Concept. This has been accomplished through a system of technical scoring and special project categories that place an emphasis on 2040 centers, industry and ports.

The program relies on a complex database of projects and funding sources that must be maintained on an ongoing basis to ensure availability of federal funds to local jurisdictions. The two-year updates set the framework for allocating these funds. The FHWA monitors this process closely, to ensure that federal funds are being spent responsibly, and in keeping with federal mandates for transportation and air quality. Metro also partners closely with the State of Oregon to coordinate project selection and database management with the State Transportation Improvement Program (STIP).

OBJECTIVES/PRODUCTS

MTIP/STIP Update: Metro will begin the Priorities 2006-09 Update, implementing updated MTIP policies and project review criteria for the next funding cycle. The updated MTIP will be published in complete and executive summary formats. Continued conformity with federal air quality standards will be demonstrated. Project eligibility for Congestion Mitigation Air Quality (CMAQ) funds will be addressed at the preliminary stages of the update, and required reporting on CMAQ projects will also be tied to the general MTIP process. The timing of this update will also bring the Metro program into alignment with the statewide transportation improvement program for the purpose of project selection, evaluation and public comment.

Database Maintenance: Metro will provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will also monitor past and current funding allocations and project schedules to manage cost variations from initial project estimates, and produce quarterly reports that document funding authorizations, obligations and reserves by funding category and jurisdiction. Metro will also produce an annual report required by the FHWA that reflects current costs, schedules, priorities, actual appropriations and other actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by the Intermodal Surface Transportation Efficiency Act (ISTEA).

Other MTIP activities for FY 2005:

- Develop a long-term program to diversify funding opportunities beyond the current scope of federal funds, implementing regional policy through a combination of transportation and other funding sources on an ongoing basis;
- Develop a local partnership initiative, to provide improved linkage between local capital improvement plans (LCIP) and the MTIP and determine what combination of funding and regulatory incentives would be most effective in drawing local funds toward regional policy goals;
- Create a public-awareness program in coordination with Metro and agency communications staff to promote regional policies at the time of project construction and completion, including public signage, dedication activities and a significantly-expanded web resource on projects built with MTIP funds;
- Conduct a block analysis on the areas surrounding each project submitted for funding consideration to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial;
- Expand the MTIP public awareness program to include printed materials, web resources and possibly a short video for use by public access broadcasters;
- Work with ODOT and Metro's Data Resource Center to develop broad agency and public electronic access to a common MTIP database;
- Continue to update the MTIP hardware/software platform to improve production of specialized report formats, cross connection with ODOT data sources and other database refinements; and

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

- Continue to coordinate inter-agency consultation on air quality conformity as required by state regulations. Conduct full public outreach (including notification), reports and public hearings that are required as part of the conformity process.

BUDGET SUMMARY

Requirements:

Personal Services	\$	214,766
Materials & Services	\$	11,600
Interfund Transfers	\$	88,462
Computer	\$	22,172

Resources:

PL	\$	92,272
STP/ODOT Match	\$	151,808
ODOT Support	\$	15,000
Section 5303	\$	43,710
TriMet	\$	16,316
Metro	\$	17,894

TOTAL	\$	337,000
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TOTAL	\$	337,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	2.195
TOTAL	2.195

REGIONAL TRANSPORTATION PLAN FINANCING

PROGRAM

Metro, through the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC), provides a forum for cooperative development of funding programs to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. In order to fund the RTP Priority System, new (or expanded) revenue sources need to be pursued.

RELATION TO PREVIOUS WORK

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. This program provides Metro staff support for these efforts in FY 2005, oriented toward implementing key elements of the RTP Priority System. These efforts do not include lobbying activities of any kind. A lead role for any particular funding proposal could be a local government, TriMet, Metro, Oregon Legislature, Congress, the business community or other public interest. In late 2003, the Metro Council and JPACT considered the next steps, which could include a regional transportation funding ballot measure in November 2006.

RESPONSIBILITIES

Working with the project lead agency or interest group, Metro staff will support RTP-related finance efforts to:

- Establish an array of transportation finance options;
- Create linkage between the long-term vision for Metropolitan Transportation Improvement Program (MTIP) funding allocations and the implementation of Priority RTP improvements;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish a plan to pursue promising transportation finance options; and
- Establish an outreach program to gain public input on key issues and strategies.
- Help coordinate a regional finance request to the 2005 Oregon Legislature.

OBJECTIVES/PRODUCTS

- Develop regional priorities for funding through federal sources, including recommendations from the Transportation Investment Task Force;
- Coordinate with funding strategies for TriMet's Transit Investment Plan;
- Adopt a funding strategy for the "preferred" element of the 2004 Federal RTP; and
- Work with local partners, the public and business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level.

REGIONAL TRANSPORTATION PLAN FINANCING

BUDGET SUMMARY

Requirements:

Personal Services	\$	58,958
Material & Services	\$	1,500
Interfund Transfers	\$	19,488
Computer	\$	2,054

Resources:

PL	\$	10,500
STP/ODOT Match	\$	43,348
ODOT Support	\$	400
Sec 5303	\$	5,000
TriMet	\$	19,151
Metro	\$	3,601

TOTAL	\$	82,000
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TOTAL	\$	82,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.53
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TOTAL	0.53
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GREEN STREETS PROGRAM

PROGRAM

The Green Streets program began in FY 2001 to address the growing conflict between good transportation design, planned urbanization in developing areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the program include:

- A regional database of culverts on the regional transportation system with rankings according to their relative impacts on fish passage;
- Stream crossing guidelines for new streets that reflect tradeoffs between stream protection and an efficient, connected street system; and
- The Green Streets Handbook, which establishes "best practice" design solutions for managing storm runoff from streets.

RELATION TO PREVIOUS WORK

The Green Streets project builds upon the 1996-97 Regional Street Design project and complements the Regional Transportation Plan (RTP) program. Like the "Creating Livable Streets" handbook from the street design project, the Green Streets program helps guide future transportation improvements in the region to support the 2040 Growth Concept, sustainable environmental practices for stormwater management and the Oregon Salmon Recovery Plan.

In 2003, the region allocated federal funds for two Green Street pilot projects through the Metropolitan Transportation Improvement Program (MTIP) program. These projects will serve as a working laboratory for emerging design practices and to monitor the ongoing effectiveness of various Green Street design strategies. In early 2004, Metro held a design workshop to further showcase current projects and designs in an effort to promote Green Street practices across the region.

During FY 2005, focus will continue on implementing the Green Streets design principles and project recommendations through the MTIP program and local programs. It will include distribution of the *Green Streets* handbook, education and outreach to promote the program and local design support for project planning that incorporates the design principles.

RESPONSIBILITIES

The Green Streets program has a number of objectives:

- Continue to expand and update the regional database of culverts, stream and wildlife resources; continue to update ranking information for culverts on relative fish blockage that can be used to allocate regional funding for retrofit projects;
- Continue to implement Green Streets design principles and projects through Metro's MTIP program, including demonstration projects for street retrofits and culvert replacements on the regional transportation system;
- Sponsor future Green Streets workshops that spotlight successful projects in the region, and promote Green Streets principles among practicing professionals and interested citizens involved in local project development;

GREEN STREETS PROGRAM

- Promote stream crossing guidelines in local transportation plans that address tradeoffs between stream protection and an efficient, multi-modal transportation system;
- Periodically update the *Green Streets* handbook to reflect recent trends and new science on best management practices for managing urban stormwater runoff on public streets; and
- Continue public outreach and education to promote Green Streets design principles and projects.

OBJECTIVES

- Continue to distribute the *Green Streets* handbook to local officials and interested citizens;
- Implement Green Street design principles through the MTIP process;
- Identify and fund needed culvert retrofits on the regional system through the MTIP process;
- Conduct outreach and training activities to promote the Green Streets program;
- Develop an expanded online presence for the Green Streets program on Metro's web site; and
- Work with Transportation Policy Advisory Committee (TPAC) and Water Resources Policy Advisory Committee (WRPAC) to develop a long-term action plan for culvert retrofits and forward final recommendations as amendments to the 2005 RTP to Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 30,562	PL	\$ 16,710
Materials & Services	\$ 10,000	STP/ODOT Match	\$ 23,991
Interfund Transfers	\$ 11,938	Metro	\$ 11,799
TOTAL	\$ 52,500	TOTAL	\$ 52,500

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.34
TOTAL	0.34

LIVABLE STREETS PROGRAM

PROGRAM

The program implements Regional Transportation Plan (RTP) design policies for major streets and includes ongoing involvement in local transportation project conception, funding and design.

RELATION TO PREVIOUS WORK

In previous years, work has been conducted as part of the "local implementation" and "local project development" programs, a broader work emphasis that included local comprehensive planning and project-development activities. In FY 2004, the second edition of the 1997 Creating Livable Streets handbook was printed, providing updated design guidelines for implementation of the Livable Streets Program. In FY 2005, the more focused Livable Streets Program will emphasize implementation of regional street design policies and objectives at the local project-development level. Other aspects of local TSP coordination will be completed as part of the RTP program.

RESPONSIBILITIES

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2005, the Livable Streets Program will more closely focus those activities on projects that directly relate to implementation of Region 2040 land-use components, including "boulevard" projects funded through the Metropolitan Transportation Improvement Program (MTIP). The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

An enhanced Livable Streets Program would include more extensive public outreach, special workshops and tours, awards program for project recognition, technical support for local design efforts and involvement in local project conception with the goal of improving the quality and scope of projects submitted for MTIP funding.

OBJECTIVES

- Implement regional street-design policy by participating in local project development and design activities, including technical advisory committees, design workshops and charrettes as well as formal comment on proposed projects;
- Sponsor a boulevard design workshop that spotlights successful projects in the region, and promotes livable streets principles among practicing professionals and interested citizens involved in local project development;
- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process;
- Expand Metro's web-based resources for livable streets implementation; and
- Implement the proposed Livable Streets enhancement activities should supplemental funding be allocated.

LIVABLE STREETS PROGRAM

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 35,346	PL	\$ 32,710
Materials & Services	\$ 10,000	STP/ODOT Match	\$ 14,506
Interfund Transfer	\$ 12,654	Metro	\$ 10,784
TOTAL	\$ 58,000	TOTAL	\$ 58,000

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.4
TOTAL	0.4

REGIONAL TRAVEL OPTIONS

PROGRAM

The Regional Travel Options (RTO) program guides implementation of the regional transportation demand management (TDM) and regional parking policies in the RTP as well as implementation of the pedestrian and bicycle mode policies in the Regional Transportation Plan (RTP). The program focus is implementation of requirements set forth in the State Transportation Planning Rule. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Through the RTO program, Metro is the lead agency in implementing the *Regional Travel Options Program 5-Year Strategic Plan* in the Portland region.

The RTO program also provides for Metro's lead-agency role for coordinating, implementing and monitoring of pedestrian and bicycle-related policies incorporated into the RTP. These policies focus on building the compact, livable communities envisioned in the 2040 Growth Concept that depend upon alternatives to the automobile to be successful. Services, products and activities included in the RTO program also support the RTP Implementation Program and the Livable Streets Program. Target groups served or affected include local cities and counties, state and regional agencies as well as the public at-large. This program relates to Metro's mission and value statement by ensuring that people have the ability to get around the region using a variety of transportation options.

OR-90-X087 of the Congestion Mitigation Air Quality (CMAQ) states funds will be applied to implement the *Regional Travel Options Program 5-Year Strategic Plan*. The funds will be used to support the local jurisdictions with implementation of Region 2040 mode split goals, support regional carpool matching, assist employers throughout the region to meet the Employee Commute Option (ECO) Rule trip reduction goals, and expand public/private partnership programs. Metro will establish eligibility for projects funded with CMAQ funds as a preliminary step in the (Metropolitan Transportation Improvement Program (MTIP) process, and the required federal reporting on CMAQ funds will be incorporated into the general MTIP process. For the RTO program, this means that data from the annual report will be fed into the MTIP process in order to establish eligibility for new projects, and ensure that the most appropriate projects and programs are funded.

RTO include all the alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. In order to increase the number of people using these travel options, the region needs to:

- Develop a marketing message and communications plan that supports local program implementation;
- Develop regional policies that support more people using travel options;
- Evaluate program impacts that can be used to refine programs and marketing strategies; and
- Identify new funding sources that can be used to expand the travel options program over the next five years.

RELATION TO PREVIOUS WORK

FY 2004 was the fourth year for the RTO program. The program provided expertise to corridor studies and local transportation system plan (TSP) development efforts; ranked and prioritized bicycle and pedestrian projects in the Metropolitan Transportation Improvement Program

REGIONAL TRAVEL OPTIONS

(MTIP) process; provided public outreach and education and provided project-development activities related to street design. Metro chairs the RTO Subcommittee of the Transportation Policy Advisory Committee (TPAC) and works with TriMet, Department of Environmental Quality (DEQ), local jurisdictions and private employers to plan, fund and implement TDM strategies.

Metro worked with TriMet and other key RTO partners to develop a new strategic plan. A three-year grant from TriMet in 2001-03 expanded the program with additional staff support needed to fully implement program goals. In 2004, Metro extended that grant to cover the interim period leading to a transition of the RTO core program to Metro in July 2006, including management of federal pass-through grants to RTO service providers.

PROGRAM RESPONSIBILITIES

The *RTO Program 5-Year Strategic Plan* will promote travel options through the program components described below:

Collaborative Marketing Program

The RTO Collaborative Marketing Campaign is the number one priority for the next three years. The campaign will work to coordinate the regional partners marketing and outreach efforts to create a broader public awareness of available travel options to people around the region. The regional campaign will support projects and messages currently being implemented by the partners and an information clearinghouse that helps people learn about and access options available to them. This program component is allocated \$98,280 in CMAQ funding in FY 2005.

Regional Rideshare Program

The Regional Rideshare Program includes both vanpool and carpool programs. A marketing program will be developed to actively market carpooling and vanpooling in targeted areas throughout the region. These areas will be identified in 2004 through a regional rideshare market analysis. The market analysis will cover an extended geographic area outside the Urban Growth Boundary (UGB), recognizing that the commute travel shed for the Portland area reaches a radius of 50 miles or more from the central city. The analysis will address the appropriate organizational structure for this program. This program component is allocated \$426,000 in CMAQ funding in FY 2005.

TriMet currently has grant management responsibilities for the Regional Rideshare Program and provides matching funds. TriMet will transfer all financial management responsibilities for the Regional Rideshare Program to Metro no later than July 1, 2006 and no earlier than July 1, 2005. In doing so, TriMet will no longer provide match for the program.

TriMet Employer Outreach Program

TriMet works with employers in the Portland region to help them develop successful travel options programs that reduce the number of vehicle miles traveled by reducing drive alone commute trips. TriMet's Employer Outreach Program targets the region's ECO affected employers (>50 employees) and provides the same services for employers with fewer employees. The Employer Outreach Program includes marketing representatives, a rideshare specialist, employer materials, the emergency ride home program, and analysis of ECO surveys and regional data through the Regional Evaluation Program. TriMet has grant management responsibilities for the Employer Outreach Program and provides matching

funds. This program component is allocated \$403,000 in CMAQ funding in FY 2005, with \$303,000 to Employer Outreach and \$100,000 to the Regional Evaluation Program.

SMART Travel Options Program

South Metro Area Rapid Transit (SMART) is operated by the City of Wilsonville and provides five fixed routes with connections to other transit districts. The travel options program works directly with employers to help set up programs to reduce the number of auto commute trips. The travel options program also conducts outreach to residents and schools to encourage greater use of travel options. In FY 2004-05, \$55,000 in MTIP funding is allocated to this program component.

Regional Transportation Management Associations Program

Transportation Management Associations (TMA) are important private/public partnership tools that can be used effectively in the central city, regional centers, industrial areas and some town centers. TMAs provide important leadership development in Region 2040 centers that catalyze economic and community development. The RTO Subcommittee recognizes that there may be other mechanisms for promoting travel options in some 2040 centers besides TMAs. These opportunities will be explored with local jurisdictions as a part of the regional evaluation program. This program component is allocated \$281,250 in CMAQ funding in FY 2005.

TriMet currently has grant management responsibilities for the Regional TMA Program and provides matching funds. TriMet will transfer all financial management responsibilities for the Regional TMA Program to Metro no later than July 1, 2006 and no earlier than July 1, 2005. In doing so, TriMet will no longer provide match for the program.

Region 2040 Grant Initiatives Program

The Region 2040 Program is a grant program currently administered by TriMet with oversight by the RTO Subcommittee. The grant funds are allocated annually and fund travel option services and programs. All jurisdictions, TMAs and nonprofit organizations with the mission of implementing travel option programs located within Metro's boundaries are eligible for the funds. The RTO Subcommittee determines allocation of the funds. This program component is allocated \$312,000 in CMAQ funding in FY 2005.

TriMet currently has grant management responsibilities for the Region 2040 Program and provides matching funds. TriMet will transfer all financial management responsibilities for the Region 2040 Program to Metro no later than July 1, 2006 and no earlier than July 1, 2005. In doing so, TriMet will no longer provide match for the program.

Regional Telework Program

The Oregon Department of Energy (ODOE) works with employers in the Portland metropolitan region to develop successful telework programs. Telework is working at home or at a location close to home instead of traveling to the traditional place of business. Telework reduces the number of vehicle miles traveled by eliminating or reducing commute trips. ODOE provides technical assistance and outreach services including education and training materials, consultations, presentations, training sessions, and an extensive telework website.

REGIONAL TRAVEL OPTIONS

Business Energy Tax Credit

The Business Energy Tax Credit (BETC) Program is one of a kind in the nation. Oregon employers can get a state tax credit for projects that reduce vehicle miles traveled by employees, students, clients or customers. Eligible projects include telework, transit passes, commuter pool vehicles, financial incentives, bicycles, TMA dues, parking cash out and FlexCar enrollment.

Metro staff has the following responsibilities in addition to the *RTO Program 5-Year Strategic Plan components* described above.

- Continue to implement the transition phase of the RTO Strategic Plan;
- Chair and staff the RTO Subcommittee of TPAC;
- Coordinate with state-wide transportation demand management and bicycle and pedestrian planning efforts;
- Provide a leadership role in assisting local jurisdictions with RTO program strategies related to city and county TSP updates and implementation;
- Provide a leadership role in assisting local jurisdictions with local pedestrian and bicycle-system planning related to city and county TSP updates and implementation;
- Provide assistance to corridor planning efforts and local TSP development to ensure that bicycle, pedestrian and TDM measures are fully incorporated into project and local plans;
- Develop a regionally-based pedestrian, bicycle and traffic safety/education program;
- Periodically revise and update the Bike There! Map;
- Create a Walk There! publication;
- Provide assistance to local efforts to improve pedestrian access to transit;
- Coordinate with local jurisdictions and agencies in gathering TDM, bicycle and pedestrian data; and
- Coordinate with TriMet staff on Job Access Reverse Commute Program funding allocation.

OBJECTIVES

Through the *RTO Program Strategic Plan* the regional partners will work collaboratively to provide and actively market a range of travel options for all residents of the region.

- Develop a collaborative marketing campaign that is an "umbrella" for all travel options programs being implemented throughout the region;
- Work with senior managers to become key advocates for RTO program and funding support at the Transportation Policy Advisory Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council;

REGIONAL TRAVEL OPTIONS

- Develop performance measures for all RTO programs, evaluate the success of these programs on an annual basis and use the results to refine future program investments and marketing strategies;
- Develop an integrated RTO program organizational structure that supports a more collaborative approach to RTO program implementation and decision-making;
- Develop regional policies that integrate RTO programs into other regional land use and transportation programs including the centers, TOD, corridors and water quality programs, and TriMet's *Transit Investment Plan*; and
- Develop a funding plan that helps create a sustainable RTO Program.

In addition to RTO Strategic Plan objectives described above, provide pedestrian and bicycle-facility planning and design expertise in the following areas:

- Coordination with the Regional Parks and Greenspaces Department to plan and implement multi-use trails;
- Pedestrian and bicycle access to station areas and park-and-rides, bicycle parking at station areas and park-and-rides and coordination with the Bicycles on TriMet Program;
- Update the regional pedestrian-system inventory;
- Complete development of a bicycle network travel-demand model;
- Develop interactive bike route mapping on Metro's web site;
- "Bike There" Map update and distribution; and
- Participate in the update to the region's air quality maintenance plan.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 249,448	PL	\$ 4,425
Materials & Services	\$ 375,875	STP/ODOT Match	\$ 12,878
Interfund Transfers	\$ 249,448	TriMet	\$ 120,000
Computer	\$ 1,800	CMAQ	506,077
		Metro	\$ 58,620
TOTAL	\$ 702,000	TOTAL	\$ 702,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	3.18
TOTAL	3.18

REGIONAL TRAVEL OPTIONS

Notes:

- FTE is 1.97 in the current UPWP, and should be increased above 1.4 in order to implement the adopted RTO Strategic Plan.
- TriMet FY2004-05 budget summary is not included in this draft, pending further discussion with TriMet staff and on-going work on an intergovernmental agreement between Metro and TriMet.
- The budget summary described above only includes Metro staff time committed to the program, and is therefore subject to revision.

PROGRAM

The Damascus Concept Plan will provide the blueprint for urbanization of nearly 20,000 acres of land recently added to the Metro Urban Growth Boundary. Concept planning is a required step in the urbanization process, as set forth in the Metro Code, and must take place before urban development can occur. Concept Planning also includes development of a comprehensive transportation plan for the project area, and subsequently amended to regional and local transportation plans. The Damascus Concept Plan will also include a locational environmental impact statement for the Sunrise Corridor improvements from Rock Creek Junction to Highway 26, based on varying approaches for this connection that will be tested as part of the concept planning.

The concept planning for Damascus is structured to be a locally led effort, with Metro providing technical services on the land use component, and serving in the lead role on regional transportation issues. A coordinated effort to complete an environmental analysis of an adjacent, already urban portion of the Sunrise Corridor is also underway, and funded through the same grant award.

RELATION TO PREVIOUS WORK

In 1995, the newly approved 2040 Growth Concept called for urban reserves in the Pleasant Valley, Damascus and Boring areas, located along the east edge of the urban area in rural Clackamas County. These areas were identified as candidates for future urbanization because of their proximity to existing urban communities in Clackamas and Multnomah Counties, the ability to extend urban services to these areas, and the relatively small amount of "resource" land – exclusive farm and forest land identified for long-term rural activities under Oregon's land use planning program.

Though the urban reserves were later dropped from the 2040 Growth Concept, the conditions that led to this designation continued to focus periodic reviews of the UGB on this corner of the region. In December 1998, the Pleasant Valley area was added to the UGB, and subsequently, the Pleasant Valley Concept Plan was developed as a blueprint for urbanization in this area. Shortly after the Pleasant Valley Plan was completed, a much larger expansion of the UGB was adopted in December 2002 that brought the Damascus area into the boundary. In response to that action, Metro proposed that concept planning for the Damascus area be funded, in part, with flexible transportation funds, since much of the planning effort would focus on alternatives for completing the planned Sunrise Corridor improvements in the area.

RESPONSIBILITIES

Metro, Oregon Department of Transportation (ODOT) and Clackamas County are serving in lead roles on this project. Metro and Clackamas County share the lead on Urban Growth Boundary (UGB) and urbanization issues, including concept planning for the Damascus area and findings on rural goal exceptions. Local partners include adjacent jurisdictions, advocacy groups and others interested in the outcome. The project will eventually include private contractors for transportation analysis, public outreach and rural goal exception elements. Metro is also providing technical support for the transportation analysis of the Draft Environmental Impact Statement (DEIS) alternatives. Clackamas County and ODOT are leading the DEIS element of the project, coordinated with Damascus area concept planning. The Sunrise Corridor DEIS is addressed in a separate budget narrative.

DAMASCUS AREA PLANNING PROGRAM

A detailed work plan was completed by Clackamas County and Metro in fall 2003. The project began in October 2003 and will be staged over a two-year period, with some elements of the highway and land use planning work to be completed concurrently.

OBJECTIVES/PRODUCTS

- Complete UGB expansion concept planning for the Damascus/Boring area, including a conceptual street network that complements the planned Sunrise Corridor improvements.
- Initiate the goal-exception process for the remaining rural portions of the study area, upon adoption of amended UGB, and coordinated with the UGB master planning process; and
- Initiate Regional Transportation Plan (RTP) amendments to incorporate recommended transportation facilities needed to serve urbanizing areas, including possible amendments to federal functional classifications and National Highway System designations.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 172,854	STP*	\$ 538,380
Materials & Services	\$ 429,000	Metro	\$ 131,620
Interfund Transfers	\$ 61,397		
Computer	\$ 6,750		
TOTAL	\$ 670,000	TOTAL	\$ 670,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.75
TOTAL	1.75

*Federal Aid # STP-C000 (015)

METROPOLITAN PLANNING ORGANIZATION PROGRAM

PROGRAM

Metro is one of six Metropolitan Planning Organizations (MPO) in Oregon. An MPO is a federally recognized planning organization that is both regulated by federal planning requirements, and also a direct recipient of federal transportation grants. The purpose of the MPO is to ensure that federal programs unique to urban areas are effectively implemented. Other MPOs include the Eugene/Springfield, Salem/Keizer, Rogue Valley, Corvallis and Bend urban areas. The MPO program also includes coordination and consultation with state and federal regulators.

RELATION TO PREVIOUS WORK

MPO coordination activities are expected to expand to address new requirements currently being considered as part of the next federal transportation legislation.

RESPONSIBILITIES

As an MPO, Metro participates in periodic coordination meetings with the other MPOs and major transit providers in the state. These coordination meetings are the principal source of new information on state and federal regulations affecting MPOs, and provide opportunities for the different urban areas to compare strategies for addressing common transportation problems.

Metro is periodically subject to a federal certification review, whereupon the agency must demonstrate compliance with federal transportation planning requirements. Among these responsibilities is the requirement to establish air quality findings for Metro's transportation planning efforts that demonstrate continued conformity with the federal Clean Air Act. This air quality conformity work is a major component of Metro's MPO program.

OBJECTIVES

- Continue to participate in MPO coordination meetings; and
- Monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 20,348	PL	\$ 20,090
Materials & Services	\$ 500	STP/ODOT Match	\$ 6,555
Interfund Transfers	\$ 8152	Metro	\$ 355
TOTAL	\$ 29,000	TOTAL	\$ 29,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.20
TOTAL	0.20

PROGRAM

The 2004 federal update to the Regional Transportation Plan (RTP) identifies hundreds of needed transportation improvements throughout the region, including numerous capacity improvements and system-management projects aimed at relieving congestion in chronic traffic “hot spots.” The RTP is also largely unfunded, which means that congestion-relief projects may not otherwise proceed in a timely manner. The Regional Mobility Program seeks to monitor the ongoing effects of congestion on livability and the regional economy, the degree to which delayed improvements are compounding these effects, and develop multi-modal strategies for coping with the gap in needed improvements.

RELATION TO PREVIOUS WORK

A major update to the RTP was completed in August 2000 with two purposes: first, it had to meet requirements set forth in the State Transportation Planning Rule (TPR). Among other provisions, the rule seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. Together, these state and regional policy initiatives are expected to go far in slowing the growth in travel demand and congestion in the region.

A new congestion policy in the 2000 RTP recognized that different congestion measures should be applied in different areas. In the updated plan, the peak-hour congestion standard is relaxed in densely developed areas with high-quality transit, for example, since these areas are less dependent upon motor vehicles as a means of travel. The standard is higher in major statewide “through-traffic” corridors and key-freight connections.

The remaining congestion relief projects within the 2000 RTP were developed subject to the congestion management system provisions within the plan. These provisions require jurisdictions to consider other solutions, such as alternative mode improvements, before making capacity improvements to address congestion. These provisions resulted in a combination of capacity projects and alternative mode improvements in situations where alternative mode projects were not sufficient to meet projected travel need.

In 2003, a federal update to the 2000 RTP was completed, with an expanded system of projects eligible for federal funding and new revenues identified for future improvements. However, the RTP is still substantially under funded, despite new revenues.

RESPONSIBILITIES

- **Inventory of Congestion Hot Spots:** Staff will work closely with the Transportation Policy Advisory Committee (TPAC), Oregon Department of Transportation (ODOT), the Port of Portland and local jurisdictions to develop and maintain an inventory of known congestion hot spots. This element will be conducted in concert with data inventory requirements of the Congestion Management System;
- **Ranking of Congestion Hot Spots:** Metro will work with TPAC, ODOT and local jurisdictions to develop ranking criteria for evaluating the relative magnitude of known congestion hot spots, including measures addressing safety, system mobility and relative accessibility.

REGIONAL MOBILITY PROGRAM

These criteria will be used to develop a ranked list of congestion relief projects, incorporating existing RTP projects and others identified through this effort;

- **Congestion Action Plan:** Working with Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, develop an action plan for implementing multi-modal congestion relief projects, including specific funding strategies for unfunded improvements. This work may be coordinated with a proposed regional transportation funding initiative in 2006; and
- **Public Involvement:** All activities require early, ongoing and responsive public-involvement techniques, consistent with Metro public-involvement policies. Newly developed procedures to address environmental justice issues will be applied to this effort.

OBJECTIVES

- Prepare and map an inventory of congestion hot spots that affect the regional transportation system;
- Develop criteria for ranking congestion hot spots, and prepare a ranked list of proposed congestion relief projects that improve the movement of people and goods for review by JPACT and Metro Council; and
- Support JPACT and Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner, tentatively planned for 2006.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 23,326	PL	\$ 20,234
Materials & Services	\$ 1,700	STP/ODOT Match	\$ 6,656
Interfund Transfers	\$ 8,974	ODOT Support	\$ 1,000
		Section 5303	\$ 3,000
		TriMet	\$ 2,000
		Metro	\$ 1,110
TOTAL	\$ 34,000	TOTAL	\$ 34,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.25
TOTAL	0.25

CONCEPT PLANNING

PROGRAM

The Metro Code requires a land use and transportation "concept plan" to be prepared for new areas brought within the Urban Growth Boundary (UGB). These efforts include a substantial effort in transportation planning and analysis to ensure that a balanced, complementary system of improvements can be built to serve future urbanization.

RELATION TO PREVIOUS WORK

In 2001-03, Metro was a partner in developing the Pleasant Valley Concept Plan, a prototype for future concept planning in the region. As part of this pilot project, new tools were developed to guide future efforts, and published in the "Livable New Communities Handbook." The Pleasant Valley project involved detailed transportation planning, including systems analysis by Metro and local traffic analysis by contractors. The project also triggered update to local plans and amendments to the Regional Transportation Plan (RTP).

RESPONSIBILITIES

As the regional planning authority, Metro participates in concept planning to varying degrees, but is generally in a support role, with local governments serving as the project lead. In some cases involving small areas, private parties may initiate concept planning. However, Metro's support duties are the critical link to ensuring that regional objectives are met in the outcome to concept planning. Ultimately, Metro must approve the final concept for a new urban area.

OBJECTIVES

- Provide technical and policy support, as needed, for concept planning;
- Ensure that concept planning activities are consistent with RTP policies and projects; and
- Coordinate needed amendments to the RTP and Metropolitan Transportation Improvement Program (MTIP) resulting from concept planning, including possible amendments to federal functional classifications and National Highway System designations.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 26,358	PL	\$ 36,000
Interfund Transfers	\$ 9,642		
TOTAL	\$ 36,000	TOTAL	\$ 36,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.3
TOTAL	0.3

PROGRAM

Metro is responsible for periodic updates to the metropolitan Urban Growth Boundary (UGB), which encompasses 24 cities and the urban portions of Multnomah, Clackamas and Washington counties. In addition to these legislative updates, Metro also considers smaller requests from individual applicants to amend the UGB. In both cases, Metro Code requires analysis of the proposal for potential transportation impacts on the regional transportation system. Generally this work is conducted within Metro, or involves Metro review of private contractor work. Because transportation is often a driving force behind or against a particular boundary proposal, the transportation analysis is a critical step in amending the UGB.

RELATION TO PREVIOUS WORK

Metro has conducted numerous periodic reviews of the UGB, most since the 2040 Growth Concept was adopted in 1996. In each case, some degree of transportation analysis was completed as part of fully addressing applicable state administrative rules and Metro Code requirements. The most recent review occurred during expansion of the UGB to include the Damascus area of Clackamas County. In this example, the transportation analysis was conducted as part of a concurrent update to the Regional Transportation Plan (RTP). Because of the cost and complexity of completing transportation analyses, Metro attempts to coordinate RTP updates with UGB amendments to the degree possible.

RESPONSIBILITIES

Transportation support for UGB planning activities includes:

- Developing and refining regional transportation networks for affected areas for the purpose of transportation demand modeling and analysis;
- Conducting transportation demand modeling and analysis of affected areas, and preparing summaries of potential impacts of urbanization in potential expansion areas on regional transportation;
- Identifying improvements to the regional transportation system needed to serve potential UGB expansion areas; and
- Coordinating necessary updates to the RTP and Metro Transportation Improvement Program (MTIP), as needed, to implement UGB decisions, including possible amendments to federal functional classifications and National Highway System designations.

OBJECTIVES

The following objectives will be completed in FY 2005:

- Ongoing general support and coordination with UGB planning activities; and
- Coordination between the upcoming 2004-06 update to the RTP with UGB planning activities to ensure work efficiencies and project consistency between efforts.

URBAN GROWTH BOUNDARY PLANNING

BUDGET SUMMARY

Requirements:

Personal Services \$ 13,765
Interfund Transfers \$ 13,235

TOTAL **\$ 27,000**

Resources:

STP/ODOT Match \$ 16,102
ODOT Support \$ 1,027
Section 5303 \$ 7,200
Metro \$ 2,671

TOTAL **\$ 27,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE 0.15

TOTAL **0.15**

PROGRAM

Metro developed the Region 2040 plan nearly a decade ago in an effort to frame a long-term vision for urban growth in the region. The 2040 plan subsequently shaped every aspect of planning in the metropolitan region, from Metro's regional policies to local zoning codes.

During the next several years, Metro will be updating the long-term vision with "The Big Look." Like the 2040 plan, The Big Look will establish a long-term blueprint for urban growth in the region that shapes Urban Growth Boundary (UGB) decisions and all other planning activities that follow.

To support this activity, Metro will conduct an extensive transportation analysis that evaluates the relative merits of different 2060 growth scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work will shape a major update to the Regional Transportation Plan (RTP) in five to six years.

RELATION TO PREVIOUS WORK

Metro will be conducting a major update to the RTP in 2004-06 that will provide a base system for completing the 2060 transportation analysis. The approach to the 2060 work will be patterned after the 2040 transportation analysis completed in 1994-95, and will involve a full demand model analysis.

RESPONSIBILITIES

Transportation support for "The Big Look" planning activities includes:

- Developing and refining conceptual 2060 transportation networks for varying growth scenarios for the purpose of transportation demand modeling and analysis;
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation;
- Identifying major "backbone" improvements to the regional transportation system needed to serve varying growth scenarios and a preferred 2060 scenario; and
- Conduct a subsequent update to the RTP that draws from the 2060 work, and identifies improvements needed to implement the first 20 years of the 50-year vision.

OBJECTIVES

The following objectives will be completed in FY 2005:

- Develop a conceptual work plan for 2060 transportation planning; and
- Coordination between the upcoming 2004-06 update to the RTP and proposed 2060 planning.

THE BIG LOOK – TRANSPORTATION SUPPORT

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 48,827	PL	\$ 66,000
Interfund Transfers	\$ 17,173		
TOTAL	\$ 66,000	TOTAL	\$ 66,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.65
TOTAL	0.65

PROGRAM

Metro is responsible for periodic updates to the metropolitan Urban Growth Boundary (UGB), which encompasses 24 cities and the urban portions of Multnomah, Clackamas and Washington counties. For new urban areas, the Metro Code requires development of a concept plan that will shape urbanization of the area, and an accompanying analysis of potential impacts on the regional transportation system. This work is generally conducted within Metro, or involves Metro review of private contractor work. Because transportation is often a driving force for or against a particular boundary proposal, the transportation analysis is a critical step in amending the UGB.

In 2002, Metro Council expanded the UGB to incorporate the Springwater area along US 26, south and east of the City of Gresham. Metro has committed to technical support in completing a concept plan for this area that will open the door for urbanization.

RELATION TO PREVIOUS WORK

Metro has conducted numerous periodic reviews of the UGB, most since the 2040 Growth Concept was adopted in 1996. In each case, some degree of transportation analysis was completed as part of fully addressing applicable state administrative rules and Metro Code requirements. The most recent review occurred as part of expanding the UGB to include the Damascus area in Clackamas County. In this example, the transportation analysis was part of a concurrent update to the Regional Transportation Plan (RTP) update. Because of the cost and complexity of completing transportation analyses, Metro attempts to coordinate RTP updates with UGB amendments to the degree possible.

Another recent example is the Pleasant Valley Concept Plan, which was the first major multi-jurisdictional concept planning effort for a new urban area. The Pleasant Valley plan included guidelines for future concept planning that will shape the Springwater effort, including the transportation analysis.

RESPONSIBILITIES

Transportation support for Springwater concept planning activities includes:

- Participating in development of regional transportation networks for the Springwater area for the purpose of transportation demand modeling and analysis;
- Conducting transportation demand modeling and analysis for the Springwater study area, including summaries of potential impacts of different urbanization scenarios on the regional transportation system;
- Identifying improvements to the regional transportation system needed to serve urbanization in the Springwater area; and
- Coordinating necessary updates to the RTP and Metropolitan Transportation Improvement Program (MTIP), as needed, to implement the Springwater concept plan, including possible amendments to federal functional classifications and National Highway System designations.

SPRINGWATER CONCEPT PLANNING

OBJECTIVES

The following objectives will be completed in FY 2005:

- Ongoing general support and coordination with the Springwater concept planning; and
- Coordination between the upcoming 2004-06 update to the RTP with Springwater concept planning activities to ensure work efficiencies and project consistency between efforts.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 13,765	PL	\$ 5,283
Interfund Transfer	\$ 6,235	STP/ODOT Match	\$ 6,676
		Metro	\$ 8,041
TOTAL	\$ 20,000	TOTAL	\$ 20,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.15
TOTAL	0.15

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM TRIP PLANNER DEVELOPMENT

PROGRAM

The Transportation Model Improvement Program (TMIP) is a large national program initiated for the purpose of developing a new transportation-modeling paradigm in response to policy issues in the Intermodal Surface Transportation Efficiency Act. It is intended to accurately evaluate air-quality impacts of proposed actions. It will depict travel-demand response to transportation infrastructure changes and travel-demand management actions (i.e., road pricing, parking supply actions, fuel price changes and employer travel-reduction programs). This is a multi-year program.

As part of United States Department of Transportation's (USDOT) TMIP program, the Los Alamos National Laboratory has developed a new model framework known as TRANSIMS (TRANsportation SIMulationS). The first demonstration of interim operating capability was in Dallas. The dynamic ("real time") assignment algorithms were showcased in that application. The second demonstration is in the Portland metropolitan area. This will be a first "complete street network" application and will include the development of trip planning in the context of daily activity patterns and chained trips (tours).

The USDOT intends to deploy the final software tools to major United States cities within two to three years.

RELATION TO PREVIOUS WORK

During the past several years, The Los Alamos National Laboratory (LANL) staff created a new modeling paradigm. This paradigm is embedded in the technology known as TRANSIMS. The Portland metropolitan area was chosen as the test bed for the technology. As a consequence, Metro staff has been working closely with the Lab during that time.

The Lab needed much data in the development of the tools. Metro provided information needed to create a simulation network that included every road and street in the region. Data was needed regarding capacity and speed estimates, the location of traffic-control devices and signal timing plans, turning lane locations and their length, parking locations and transit system specifications. Population and employment data was provided at a small level of geography. Databases were built to efficiently organize and analyze traffic-count data.

The Lab used the data to create and test the new modular tools. An algorithm was developed to synthesize the population of the entire region. The algorithm preserves all relationships and cross-classifications found in the census. A trip planner module is available to estimate the number of trips, types of trips and schedule of the trips for each person in the region for the entire day. An assignment algorithm is available that encompasses micro-simulation techniques. Cars, transit vehicles and trucks can be viewed in very small time increments as they move through the network.

The TRANSIMS technology development is complete. During FY 2002 and 2003, Metro received the operating software and started to test both the hardware and software. The hardware was installed January to March 2002, the software was installed by May, about 12 months behind the original schedule.

Metro and Federal Highway Administration's consultants, working with LANL, are developing a new generation of Portland Models – known as Generation 2. At the time of preparing this

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM TRIP PLANNER DEVELOPMENT

document, the new Generation 2 models were scoped out and model calibration was well under way. Simulation of the complete 1996 population, the generation of activity patterns for all members of the 650,000 households and the location of all activity locations is complete. Development of the mode choice model is well under way.

The second major task – demonstration of the large-scale microsimulation of the detailed network simulation is near completion. This task uses Metro's current trip-based trip tables as a network-loading source.

By June 2004, it is expected that the first version of Generation 2 will be complete.

It is also expected that the last major task of this agreement, the generation of a forecast scenario, for use in comparison with the current trip-based modeling done by Metro, will be complete, and that the use of TRANSIMS in a forecast mode will have started.

RESPONSIBILITIES

July 2004 through January-March 2005.

Complete the application of the new model in a forecast scenario. This study will use all the TRANSIMS capabilities. The exercise will require a future year horizon, significant network edits and a full multi-modal analysis. In other words, all elements of the model will be tested in their entirety.

Papers will be written to document the application and results. Comparisons will be made to the findings obtained with traditional models. This will occur in both 2004 and the first part of 2005.

Results of the case study will be shared with others via conferences, tutorials and other media, as needed.

OBJECTIVES

- Continue to serve on TRANSIMS coordination teams;
- Complete application of the calibrated model in a study involving a future year horizon;
- Document the model performance, including a comparison with current techniques; and
- Share the results of the case study via conferences, tutorials and other media.
- Continue to work with Portland State University, ODOT and the Texas Transportation Institute (TTI) to ensure that the unique characteristics of the Metro region are reasonably reflected in the TTI annual reports on transportation.

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

BUDGET SUMMARY

Requirements:

Personal Services	\$	167,168
Materials & Services	\$	94,760
Computer	\$	6,320
Interfund Transfers	\$	55,251

TOTAL	\$	323,500
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Resources:

TRANSIMS 02X00006	\$	258,800
Metro	\$	64,700

TOTAL	\$	323,500
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	1.6
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TOTAL	1.6
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MODEL DEVELOPMENT PROGRAM

PROGRAM

The Model Development Program defines work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. The major activity areas within this program include survey and research, model enhancement, model maintenance, and statewide and national professional involvement.

The program is very important because results from 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, the Oregon Transportation Planning Guidelines) specify data needs that require a high degree of modeling proficiency.

RELATION TO PREVIOUS WORK

The tasks identified in this program are ongoing. In FY 2004, several notable accomplishments included development of an efficient methodology for calculating emissions with Mobile 6.2, the enhancement of the personal transport demand model, the expansion of the modeling area, the integration of new arterial delay algorithms, and (in partnership with the Data Resource Center (DRC)) the preparation of a 2030 household and employment allocation. Staff continued to serve on Transportation Research Board (TRB) Committees and the Oregon Modeling Steering Committee.

RESPONSIBILITIES

The program encompasses work elements in survey and research, model enhancements, model maintenance, and statewide and national professional involvement. The work elements in each subject area are outlined below:

Survey and Research

Household Behavior Survey: Continue to solicit funds to finance the survey.

TriMet On-board Survey: Partner with TriMet to conduct surveys and analyze findings as dictated by Federal Transit Administration (FTA) requirements.

Freight O-D Survey: Participate on a regional committee to advise regarding the data capture needs and methodologies.

Oregon State University (OSU) TransNow Research Project: Serve in an advisory role to an OSU study team.

Research Grants: As opportunities arise, seek grants to fund pertinent research efforts.

Model Enhancements

Personal Transport Model: Continue the enhancement of algorithms. Incorporate elements derived from the TranSims demand model research into the Metro models. Examples include the activity patterns and trip making scheduler and tour based distribution algorithm.

MODEL DEVELOPMENT PROGRAM

Freight Model: Update the regional freight model by integrating the data captured in the freight origin-destination survey into the model algorithms.

DEQ Emission Modeling: Coordinate with DEQ to provide mobile source emissions modeling for the Ozone Plan and Air Toxics. Serve in an advisory role for regional air quality maintenance plans.

Model Maintenance

Freeway Delay Functions: Coordinate with Portland State University (PSU) to use Intelligent Transportation System (ITS) data to improve the delay functions used for freeways.

Network Assumptions: Review network assumptions (e.g., speeds, capacities, etc.)

Statewide and National Professional Involvement

Oregon Modeling Steering committee (OMSC): Participate on the OMSC.

Oregon2: Participate on the peer review team for the statewide model (Oregon2).

TRB Committees: Serve on TRB subcommittees.

National Panels: Serve on special committees and advisory panels when requested.

TRB Applications Conference: Serve on local organizing committee to prepare for the 2005 Transportation Planning Applications Conference (April 2005).

All agencies and projects that require the use of travel demand forecasting services benefit from the Model Development Program. Current clients include Metro (e.g., South Corridor, the Regional Transportation Plan (RTP), the I-5 North Transportation and Trade Partnership Study), regional agencies (the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, the Department of Environmental Quality (DEQ)) and governments (the cities and counties in this region).

OBJECTIVES

- Conduct research in order to maintain and improve the responsiveness of the demand model to policy needs;
- Continue to enhance the modeling algorithms so that they can remain responsive to study needs;
- Continue to enhance emissions modeling techniques to remain current with regional conditions and national standards.
- Maintain the modeling database so that all assumptions are current; and

MODEL DEVELOPMENT PROGRAM

- Contribute to the advancement of national practice through statewide and national professional involvement opportunities.

BUDGET SUMMARY

Requirements:

Personal Services	\$	111,120
Computer	\$	24,320
Interfund Transfers	\$	41,260

Resources:

PL	\$	50,052
STP/ODOT Match	\$	47,028
ODOT Support	\$	10,000
Section 5303	\$	46,418
TriMet	\$	2,851
Metro	\$	20,251

TOTAL	\$	176,700
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TOTAL	\$	176,700
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	1.045
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TOTAL	1.045
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SYSTEM MONITORING

PROGRAM

The Transportation System Monitoring Program maintains an inventory of transportation related data. Data for the program is updated regularly. It also identifies work tasks necessary to benchmark characteristics of the transportation system. Factors that influence travel choices are observed also.

The Intermodal Surface Transportation Efficiency Act (ISTEA) the Clean Air Act Amendment and the Oregon Transportation Planning Guidelines make the program important for monitoring system performance.

RELATION TO PREVIOUS WORK

This is an on-going program. Established in 1989, the program has provided for the collection of a long history of data.

Each year data is gathered so that the state of the transportation system can be defined and evaluated. The data provides information necessary to monitor the transportation system. Information regarding travel costs, traffic counts (auto and truck), vehicle miles traveled (VMT), transit patronage and other data is collected and summarized. The data helps to understand current characteristics and establish a basis for estimating future conditions.

RESPONSIBILITIES

The Transportation System Monitoring Data Program consists of the compilation of regional data, the review and interpretation of national reports, and the processing of performance data requests. More detail regarding each area is provided below.

Regional System Monitoring Data

Compile Data: Compile vehicle and truck count data collected by the jurisdictions, transit patronage collected by TriMet, and travel cost data as reported by the American Automobile Association. Collect parking cost information for target off-street lots in strategic regional locations.

National Reports

Texas Transportation Institute (TTI): Compile and interpret data reported by the TTI. As appropriate communicate with TTI regarding reported findings.

Highway Performance Monitoring System (HPMS): Compile and interpret data reported by the federal HPMS (e.g., VMT, VMT per capita).

Federal Highway Administration (FHWA): Compile and interpret data reported by FHWA (e.g., National Highway Statistics).

System Performance Data Requests

Data Requests: Provide response to system performance data requests.

SYSTEM MONITORING

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

OBJECTIVES

- Continue data compilation efforts (regional vehicular count program, transit patronage counts, parking cost data, auto operating cost information);
- Compile and interpret data as reported in national reports (e.g., TTI, HPMS and FHWA reports); and
- Provide response to system performance data requests.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 67,735	PL	\$ 20,422
Interfund Transfers	\$ 26,265	STP/ODOT Match	\$ 46,083
		Section 5303	\$ 20,000
		Metro	\$ 7,495
TOTAL	\$ 94,000	TOTAL	\$ 94,000

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.82
TOTAL	0.82

TECHNICAL ASSISTANCE PROGRAM

PROGRAM

The Technical Assistance Program provides travel forecasting support to the Oregon Department of Transportation (ODOT), TriMet, 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 defines the amount of assistance provided to each jurisdiction.

RELATION TO PREVIOUS WORK

This is an on-going program. In FY 2004, over 100 requests for services were processed.

RESPONSIBILITIES

Three types of service are provided:

- 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, staff assists in the travel forecasting aspects of the work;
- ODOT, Multnomah, Clackamas and Washington Counties, and the cities of Portland and Gresham have modem connections to the EMME/2 transportation modeling database. These jurisdictions use the software as a remote workstation. Analysis can be done in this way without directly using Metro staff. Computer charges are assessed relative to the use of the system; and
- Metro provides training to the jurisdictional staff in 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.

An expense report provides each jurisdiction the opportunity to assess their use of the program and the remaining dollars in their budget. The report is found in the monthly Transportation Policy Advisory Committee (TPAC) progress report. The financial data reflects the most current information available.

OBJECTIVES

- Provide travel forecasting assistance to ODOT, TriMet, 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 external connections; and
 3. Training on the topics of software use and demand modeling theory.

TECHNICAL ASSISTANCE PROGRAM

- Provide technical assistance based upon the following budget allocation:

<u>Jurisdiction</u>	<u>Budget</u>
City of Portland	9,035
Washington County	8,782
Clackamas County	8,529
ODOT	27,500
Port of Portland	6,126
City of Gresham	4,482
Multnomah County	4,125
TriMet	8,100
Sales	6,100

- Provide expense reports to each jurisdiction within the TPAC monthly progress report.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 57,703	STP/ODOT Match	\$ 39,595
Computer	\$ 11,700	ODOT Support	\$ 27,500
Interfund Transfers	\$ 19,036	TriMet	\$ 8,100
		Sales	\$ 6,100
		Metro	\$ 7,144
TOTAL	\$ 88,439	TOTAL	\$ 88,439

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.63
TOTAL	0.63

PROGRAM

Metro, Mid-Willamette Valley Council of Government (COG), Lane COG and the Oregon Department of Transportation (ODOT) are proposing the initiation of a continuous household activity and travel survey in FY 2005. Periodic surveys are necessary to ensure current traveler value systems are being reflected in the travel-demand models. It is also necessary to collect data that can be used to keep models sensitive to policy issues. Key issues include effects of e-business on travel, the relationship between housing/job relocations and transportation infrastructure as well as tracking of travel choices as a household undergoes transitions. This survey activity is also proposed to investigate the relationships of long run decision (housing location choice and car acquisition and disposition) with shorter run travel decisions.

The program is very important because results are used extensively in analysis of transportation policy and investment. Data must be kept current to ensure sound analysis. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, Oregon Transportation Planning Rule (TPR)) specify data needs that require a high degree of sophistication.

RELATION TO PREVIOUS WORK

The last Oregon survey was conducted in 1994 as a cross-sectional revealed-preference style survey. The physical area covered the Willamette Valley and Southern Oregon. A panel of survey experts was assembled in FY 2001. Their recommendations were used to formulate the survey methodology and define data elements that need to be collected.

During 2003 and the first part of 2004 Metro, ODOT and the other Metropolitan Planning Organization (MPOs) through the Oregon Modeling Steering Committee (OMSC) conducted a study of survey needs and emerging methodologies, using an expert panel, and generated a series of recommendations to pursue. In December 2003 the OMSC prepared a request for proposal (RFP) for consulting services to carry out the survey design and prepare the RFP for actual conduct of the survey. This will include more accurate cost information for desired strategies.

RESPONSIBILITIES

The development of transportation and land-use models, for analysis and forecasting, requires data on household activities and travel. Besides the traditional information captured in surveys (activities, trip making choices, demographics, etc.), new areas have emerged that are important to understand. They include:

- E-communications and services may be substituting for or modifying travel behaviors;
- Housing-choice decisions and work relocation may be linked with transportation characteristics; and
- It is important to understand the effects of household transitions (aging, household size changes, auto acquisition, etc.) on the travel choices made within the household.

It is proposed that this survey be a multi-year effort, similar to the new American Community Survey being fielded by the Bureau of the Census. The survey which will be collected year

HOUSEHOLD SURVEY

round, gathering data for all seasons, is proposed to be a repeated cross-section with a small longitudinal panel, and is proposed to collect much of the data passively, using global positioning system (GPS) recording units that can be either carried or attached to vehicles.

The strategy is to collect data continuously, with the ability to aggregate multiple years of data for model development. It will give the ability also to track changes at an aggregate (statewide or region-wide) level annually, and at a much less aggregated level (county, major city, summer travel, etc.) at a wider periodicity – biennially, three-yearly, five-yearly and so-on.

It is expected that the proposed approach will give decision-makers timely data on a continuous basis and will inform transport and land use models in a much improved way. It is also expected that a continuous small budget will be easier to schedule, rather than the very large budget if we continue the one every seven- to eight-year very large survey. It is expected that this approach will give us improved information in a much more efficient way.

OBJECTIVES

First year FY 2005:

- Finalize the survey instruments, obtain hardware and software and carry out pilot survey;
- Conduct the first six months of the continuous survey (January 2005 to June 2005); and
- Prepare database containing the survey results.

BUDGET SUMMARY

Requirements:		Resources:	
Materials & Services	\$ 250,000	PL	\$ 83,333
		Other Grants*	\$ 166,667
TOTAL	\$ 250,000	TOTAL	\$ 250,000

Full-Time Equivalent Staffing:

Regular Full-Time FTE

TOTAL

*To be Determined

PROGRAM

Provide for overall ongoing department management, including budget, Unified Planning Work Program (UPWP), contracts, grants and personnel. It also includes staff to meet required needs of the Transportation Policy Alternatives Committee (TPAC); Joint Policy Advisory Committee on Transportation (JPACT); Metro Technical Advisory Committee (MTAC); Water Resources Policy Advisory Committee (WRPAC), Goal 5 Technical Advisory Committee (Goal 5 TAC), Bi-State Coordination Committee, Highway 217 Corridor Policy Advisory Committee (Hwy. 217 PAC), Regional Freight Committee, Housing Technical Advisory Committee (HTAC) and the Metro Council.

RELATION TO PREVIOUS WORK

This is an on-going program.

RESPONSIBILITIES

Ensure compliance with all federal requirements. Maintain "certification" of the region for continued receipt of transit and highway construction funds. Provide documentation to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of all such activity.

Provide support to JPACT, TPAC, MTAC, WRPAC, Goal 5 TAC, Bi-State Committee, Hwy 217 PAC, Regional Freight Committee, HTAC and subcommittees to ensure coordination between state, regional and local transportation and land-use plans and priorities.

Provide overall department management, including budget, personnel, materials, services and capital expenditures. Monitor grants and contracts compliance. Provide information to the public. Also, maintain active memberships and support in national organizations such as Cascadia, American Public Transportation Association (APTA) and the Association of Metropolitan Planning Organizations (AMPO) as available funds allow.

OBJECTIVES

- Prepare and manage the department budget, personnel, programs and products;
- FY 2006 UPWP;
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execute, administer and monitor contracts, grants and agreements;
- Interdepartmental coordination;
- Periodic review with FHWA and FTA on UPWP progress;

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

- Federal Certification;
- Single audit responsibility for Planning grants; and
- Progress Reports for Metro Council.

BUDGET SUMMARY

Requirements:

Personal Services	\$	321,402
Materials & Services	\$	20,200
Interfund Transfers	\$	116,398

Resources:

PL	\$	124,771
STP/ODOT Match	\$	168,407
Section 5303	\$	20,000
ODOT Support	\$	16,027
TriMet	\$	8,000
Metro	\$	120,795

TOTAL \$ **458,000**

TOTAL \$ **458,000**

Full-Time Equivalent Staffing:

Regular Full-Time FTE 4.1

TOTAL 4.1

ENVIRONMENTAL JUSTICE AND TITLE VI

PROGRAM

In keeping with federal laws, regulations and policies recipients of federal dollars must address three fundamental environmental justice principles:

- Avoid, minimize or mitigate disproportionately high and adverse human-health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- Ensure full and fair participation by all potentially-affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

RELATION TO PREVIOUS WORK

This is an on-going program.

RESPONSIBILITIES

Under Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) guidelines, Metropolitan Planning Organizations (MPO) need to:

- Enhance their analytical capabilities to ensure the long-range transportation plan and transportation improvement program comply with Title VI;
- Identify residential, employment and transportation patterns of low-income and minority populations so their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed; and
- Evaluate and, where necessary, improve their public-involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

The majority of work to ensure compliance with the above will be done within the individual program/project work plans. However, broad community data collection, outreach and qualitative evaluation methods will be developed and employed to assist the Planning Department, as a whole, to effectively comply with the spirit and letter of the guidelines.

TriMet does separate Title VI outreach.

OBJECTIVES

Census 2000 information provides the foundation from which staff can assess aspects of projects or programs that may be of interest or have potential impact or benefit to minority and/or low-income populations. This, combined with community outreach efforts such as stakeholder interviews, helps us to better engage appropriate communities in effective communication and decision-making processes.

ENVIRONMENTAL JUSTICE AND TITLE VI

BUDGET SUMMARY

Requirements:

Personal Services \$ 3,110
Interfund Transfers \$ 2,890

TOTAL \$ **6,000**

Resources:

STP/ODOT Match \$ 3,172
Metro \$ 2,828

TOTAL \$ **6,000**

Full-Time Equivalent Staffing:

Regular Full-Time FTE 0.03

TOTAL **0.03**

SOUTH CORRIDOR FINAL ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY ENGINEERING

PROGRAM

The South Corridor Final Environmental Impact Statement and Preliminary Engineering (PE/FEIS) will develop environmental mitigation for the impacts of the Locally Preferred Alternative (LPA), selected by the Metro Council in FY 2004 and will address all public comments made regarding the SDEIS and the Downtown Amendment. Engineering for the project will be advanced to the 30 percent level and capital costs will be developed to a level of accuracy suitable for inclusion in a Final Design application to Federal Transit Administration (FTA). TriMet will become lead agency, with Metro taking primary responsibility for the FEIS. A significant part of the work program is development of the project's New Starts ranking materials for submittal to the FTA, scheduled for August 2004.

RELATION TO PREVIOUS WORK

The PE/FEIS phase of the South Corridor Project follows completion of the South Corridor Draft Environmental Impact Statement (SDEIS) and the Downtown Amendment followed by the selection of the LPA by the Metro Council. Initial start-up tasks for the FEIS will be initiated in FY 2004 with the carryover of SDEIS project funds. Completion of the FEIS will require TriMet funding which will be secured prior to the start of FY 2005. The FEIS concludes with the Record of Decision, which signals completion of the federal National Environmental Policy Act (NEPA) process.

RESPONSIBILITIES

Metro Corridor Planning staff will directly manage all staff and consultants involved in the preparation of the FEIS. Other Metro planning staff includes Travel Forecasting and the Data Resource Center. TriMet will be the overall project lead, with responsibility for PE and public involvement. The PE/FEIS phase is scheduled for completion in mid-FY 2005, with follow-up activities including the project's New Starts Submittal, Final Design application and Record of Decision to be completed at the end of FY 2005. Primary responsibilities include:

- Perform technical analysis including mitigation for environmental impacts, transportation and traffic impacts;
- Management of FEIS consultants;
- Development of the financial analysis and financial plan for the LPA being evaluated in the FEIS;
- Management of the FEIS ensuring that budget and schedule are met;
- Assist TriMet in development and evaluation of PE designs for alignments and facilities;
- Assist TriMet with public involvement activities; and
- Perform necessary analyses in support of the project's FTA New Starts submittal, TriMet's Final Design application and activities required to secure the Record of Decision.

**SOUTH CORRIDOR FINAL ENVIRONMENTAL IMPACT STATEMENT AND
PRELIMINARY ENGINEERING**

OBJECTIVES

The primary objective of the South Corridor FEIS is to implement a major high capacity transit program in the South Corridor that:

- Maintains livability in the metropolitan area;
- Supports local and regional land use goals;
- Optimizes the transportation system;
- Environmentally sensitive;
- Reflects community values; and
- Is fiscally responsive.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 940,022	TriMet IGA*	\$ 2,211,000
Materials & Services	\$ 964,450		
Interfund Transfers	\$ 293,042		
Computer	\$ 13,486		
TOTAL	\$ 2,211,000	TOTAL	\$ 2,211,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	10.048
TOTAL	10.048

*Possible Clackamas County Capital Grant 5309 funds OR-03-0110-01 and/or TriMet general funds.

PROGRAM

The Willamette Shoreline Planning Program consists of two major work areas; 1) support of the Willamette Shoreline Consortium that oversees preservation and maintenance of the former Jefferson Branch rail alignment between Portland and Lake Oswego, and 2) development of transportation options for long-term use of the Willamette Shoreline right-of-way as a regional rail transportation corridor. This narrative focuses on the development of transportation options for the corridor through a federal Alternatives Analysis.

RELATION TO PREVIOUS WORK

Metro has been active in management of the Willamette Shoreline right-of-way since the Consortium purchased the Jefferson Branch Line between Portland and Lake Oswego in 1988. Metro continues to provide staff support to the Consortium of local governments, including administrative, technical and policy support for continued management of the corridor. In FY 2003 and 2004, Metro played a key role in resolving issues related to the City of Portland's Combined Sewer Overflow project within a portion of the Willamette Shoreline right-of-way, Willamette Shore Trolley Operations, and trestle repairs in the corridor.

RESPONSIBILITIES

- Initiate a Metro-led planning effort to evaluate the potential for development of the Willamette Shoreline right-of-way between Portland and Lake Oswego into a regional transportation corridor eligible for federal funding. This would include:
 1. Defining the appropriate federal process requirements
 2. Developing and designing alternatives to be examined in the corridor
 3. Evaluating alternatives
 4. Developing capital, operations and maintenance costs
 5. Phasing and implementation strategies
 6. Integrating a potential multi-use pedestrian path/trail project
 7. Identifying potential capital and operating revenues.
- Coordination with local jurisdictions in the corridor that could include intergovernmental agreements and establishment of project committees.

OBJECTIVES

- Develop, refine and implement a scope of work and budget for the initial analysis of rail transit and possibly pedestrian/bicycle improvements in the Willamette Shore Line right-of-way between Lake Oswego and Portland;
- Prepare detailed work programs, budgets and schedules for various related activities;
- Manage the studies in accordance with the defined work program, budget and schedule;
- Procure consultant assistance if required;
- Prepare alternatives, perform travel demand forecasts and cost estimates to evaluate the feasibility of various alternatives for pedestrian, bicycle and transit use;

WILLAMETTE SHORELINE ALTERNATIVES ANALYSIS

- Facilitate selection of a preferred set of alternatives to go forward into the federal environmental process;
- Manage federal grant funding and execute intergovernmental agreements as needed; and
- Serve as liaison with the Federal Transit Administration (FTA).

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 51,762	FTA (STP)	\$ 300,000
Materials & Services	\$ 254,986	Consortium Match	\$ 24,280
Interfund Transfers	\$ 24,372	Metro	\$ 10,220
Computer	\$ 3,380		
TOTAL	\$ 334,500	TOTAL	\$ 334,500

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.52
TOTAL	0.52

TRANSIT PLANNING

PROGRAM

The Transit Planning Program supports the budget theme that Metro will identify and promote multiple transportation choices to easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles supports the budget theme of improving air quality. This program will implement the policy direction established by the Regional Transportation Plan (RTP) with emphasis on coordinating with TriMet and other transit providers to ensure that short-, medium- and long-range transit needs of the region are addressed. Specific elements of the FY 2005 work program include continued work on implementation of the Tri-County Elderly and Disabled Transportation Plan and related issues.

RELATION TO PREVIOUS WORK

The Transit Planning program in general works toward the implementation of the 2020 RTP. In FY 2001, Metro staff began work in support of the Tri-County Elderly and Disabled transportation plan study, TriMet's Committee on Accessible Transportation (CAT), the Tri-County Elderly and Disabled Transportation Plan Steering Committee and the Special Transportation Fund Advisory Committee (STFAC).

The Transit Element of the RTP was revised to support implementation of several related elements of the Tri-County Elderly and Disabled Plan. Following amendment to the RTP, staff will work to ensure that transit providers and local jurisdictions implement transit service that supports the policy direction of the RTP and the regional growth management policies.

RESPONSIBILITIES

Program objectives in FY 2005 include:

- Assist transit providers, non-profit organizations and local jurisdictions that provide public transit service in development of their short-, medium- and long-range transit plans.
- Assist transit operators in meeting service requirements mandated by the Americans with Disabilities Act (ADA), Title VI the Civil Rights Act and other federal requirements; and
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources.

OBJECTIVES

Objectives for FY 2005 include:

- Continue working with the Special Transportation Fund Advisory Committee, which advises the tri-county area governing body and the State of Oregon on use of Special Transportation Funds for the tri-county area;
- Work with transit providers, social service agencies and non-profit organizations in the tri-county area to implement the Tri-County Elderly and Disabled Transportation Plan.

TRANSIT PLANNING

- Assist the Oregon Department of Transportation's (ODOT) Public Transit Division in drafting revisions to the Oregon Administrative Rules for the State of Oregon Special Transportation Fund.
- Assist TriMet, Ride Connection, and other transit service providers in developing and implementing a Productivity Improvement Plan for services for the Elderly and Disabled.
- Continue working with CAT, which advises the TriMet staff and board on issues of transit system accessibility;
- Prepare detailed work programs, budgets and schedules for various transit planning related activities;
- Manage the transit related studies in accordance with the defined work program, budget and schedule;
- Procure consultant assistance as required;
- Manage federal grant funding and execute intergovernmental agreements as needed; and
- Serve as liaison with the Federal Transit Administration (FTA).

BUDGET SUMMARY

Requirements:

Personal Services	\$	21,980
Materials & Services	\$	200
Interfund Transfers	\$	9,320
Computer	\$	4,500

TOTAL	\$	36,000
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Resources:

STP/ODOT Match	\$	15,858
TriMet	\$	19,284
Metro	\$	858

TOTAL	\$	36,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.225
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TOTAL	0.225
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PROGRAM

The Portland/Vancouver Region is one economy divided by state and local jurisdictions. Bi-State coordination is needed to ensure plans for the Portland/Vancouver region are consistent and complimentary. The Bi-State Coordination Committee meets federal requirements that the two Metropolitan Planning Organizations (MPOs) work together. Development patterns within the region and commuting patterns across the Columbia River have led to need for coordination between federal and state agencies on transportation and land use issues. Based on recommendations from the I-5 Partnership Governors' Task Force, Metro and the Southwest Washington Regional Transportation Council (RTC) will reconstitute the Bi-State Transportation Committee into the Bi-State Coordination Committee beginning 2004. The purpose of this reconstituted joint committee is to advise the region, state and local jurisdictions on transportation and land use issues of bi-state significance, including economic development and environmental justice concerns when they are linked to bi-state transportation or land use issues.

It is anticipated that a major work effort concerning improvements to Interstate 5 as it crosses the Columbia River will be a topic of intense dialogue during 2004 and 2005. Discussion at the Bi-State Coordination Committee will help ensure good communication and coordination across state boundaries.

RELATION TO PREVIOUS WORK

Metro and RTC created the Bi-State Transportation Committee in May 1999. The Committee has met regularly and forwarded recommendations to Metro and the RTC board on several important issues. For many years, Metro has participated in other bi-state coordination efforts through its Local Coordination Program.

The recommendation to expand the purview of the Bi-State Transportation Committee to include land use issues was included in the I-5 Strategic Plan adopted by the I-5 Partnership Governors' Task Force. In November 2003, the Metro Council approved a Bi-State Coordination Committee charter.

RESPONSIBILITIES

- Coordinate the bi-state discussion of those recommendations of bi-state significance as described in the approved I-5 Trade and Transportation Corridor Strategic Plan;
- Staff the Bi-State Coordination Committee, including initiating discussion of significant issues at appropriate times and forwarding actions to the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council as necessary;
- Coordinate MPO planning activities with participation on RTC's Regional Technical Advisory Committee (RTAC) and other committees; and
- Work with bi-state partners to explain issues within the Portland/Vancouver area to federal and state representatives.

BI-STATE COORDINATION

OBJECTIVES

- Ensure that JPACT/Metro Council have information on transportation and land use issues of significance before decisions regarding bi-state projects are made; and
- Ensure efficient and effective use of planning and construction resources within the Portland/Vancouver region.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 29,133	PL	\$ 35,994
Materials & Services	\$ 45,700	STP/ODOT Match	\$ 37,003
Interfund Transfers	\$ 10,167	ODOT Support	\$ 5,000
		TriMet	\$ 5,000
		Metro	\$ 2,003
TOTAL	\$ 85,000	TOTAL	\$ 85,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.28
TOTAL	0.28

PROGRAM

The I-5/Highway 99W Connector Project would provide a highway connection between the I-5 corridor near Tualatin and the Highway 99W corridor near Sherwood. This project is of regional and statewide significance and is led by Washington County and the Oregon Department of Transportation (ODOT). The current study is developing and evaluating alternatives to be advanced into an environmental document and preliminary engineering. Metro's involvement in the study is to provide technical assistance including travel demand forecasts and environmental review as well as policy oversight to ensure that the project is responsive to the 2040 Growth Concept, Regional Transportation Plan (RTP) and ongoing planning for industrial lands in the area.

RELATION TO PREVIOUS WORK

This work effort is an outgrowth of the 2000 RTP, which over a five-year period was undertaken in close coordination with the public and local, state and federal representatives to establish the most important long-term transportation investments within the region. The I-5/99W Connector was one of those critical transportation links listed in the RTP. Metro has done other corridor planning projects and has participated or is participating in nearby corridors such as Highway 217, I-205 auxiliary lanes and the Sunrise Corridor. In the early 1990s, ODOT's Western Bypass Study recommended that the I-5 to 99W Connector be the only new highway segment to be implemented along with other arterial projects in the area and improvements to Highway 217.

RESPONSIBILITIES

- Provide technical assistance for travel forecasting and environmental analysis;
- Keep the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council informed of project progress and bring major policy issues to their attention; and
- Attend technical and staff meetings as needed to keep current with the project, coordinate with other technical staff and to provide the regional policy perspective.

OBJECTIVES

- Ensure that JPACT and the Council are provided information and briefed on policy issues;
- Ensure that the Region 2040 Growth Concept and the RTP are supported by the project;
- Ensure that an appropriate range of alternatives is developed and that evaluation criteria are appropriate; and
- Coordinate with other Metro planning efforts in the area such as the study of regionally significant industrial lands to ensure that multiple goals are met.

I-5 TO HIGHWAY 99W CORRIDOR

BUDGET SUMMARY

Requirements:

Personal Services	\$	40,043
Materials & Services	\$	81,500
Interfund Transfers	\$	15,457

Resources:

PL	\$	39,840
STP/ODOT Match	\$	8,458
ODOT Support	\$	8,000
Section 5303	\$	7,267
Other (Undetermined)	\$	52,433
TriMet	\$	7,917
Metro	\$	13,085

TOTAL	\$	137,000
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TOTAL	\$	137,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.39
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TOTAL	0.39
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*See Washington County – I-5/99w Connector Study (page 85) in the Other Projects of Regional Significance.

INTERSTATE MAX LIGHT RAIL PROJECT

PROGRAM

The Interstate MAX Light Rail Project is currently in construction and has a signed Full Funding Grant Agreement (FFGA) from the Federal Transportation Administration (FTA). Because the project is slated to open in May 2004, Metro's role is reduced from previous years. Metro will assist TriMet through FY 2005 in several areas related to FTA reporting requirements, in particular the development and implementation of a New Starts Before and After Study designed to assess the accuracy of information upon which project decisions were based and to assess the changes in ridership and travel patterns that occur as a result of the project.

RELATION TO PREVIOUS WORK

In FY 1999-00, Metro completed the *North Corridor Interstate MAX Light Rail Final Environmental Impact Statement (FEIS)*. During that same time period, TriMet completed Preliminary Engineering (PE). Based upon Metro's environmental analysis, TriMet developed mitigation for environmental impacts. This analysis and the cost estimates that followed formed the basis for the FFGA with FTA. In subsequent years, FY 2001 through FY 2004, Metro-assisted with continuing resource agency coordination, environmental review, FTA new starts reports and permit applications.

RESPONSIBILITIES

The Corridor Planning Division provides assistance to TriMet through an intergovernmental agreement. Products and targets for FY 2005 include the following:

- Develop and implement the "before" element of the Before and After Study to assess the impact of the project and the accuracy of forecasts upon which project decisions were based; and
- Attend project committee and policy group meetings and provide constructive and helpful ideas to keep the project on track and secure federal funding appropriations.

OBJECTIVES

Program objectives in FY 2005 include:

- Successfully develop and implement the "before" element of the Before and After Study to assess the ridership impact and the accuracy of forecasts upon which decisions were based; and
- Participate on the project committee and policy group to guide project decisions.

INTERSTATE MAX LIGHT RAIL PROJECT

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 21,694	TriMet Contract	\$ 30,000
Interfund Transfers	\$ 8,306		
TOTAL	\$ 30,000	TOTAL	\$ 30,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.225
TOTAL	0.225

*See TriMet – Interstate MAX Before and After Evaluation (page 96) in the Other Projects of Regional Significance.

PROGRAM

Clackamas County, Oregon Department of Transportation (ODOT) and Metro are funding partners for the Sunrise Corridor Project Phase I Supplemental Draft Environmental Impact Statement (SDEIS). Clackamas County is the local lead agency for the SDEIS. The Sunrise Corridor Project is proposed as a highway connection between I-205 and SE 172nd Avenue in the vicinity of the Highway 212 right-of-way that would provide access to the Damascus and Pleasant Valley growth areas. Metro has entered into an Intergovernmental Agreement (IGA) with Clackamas County to provide assistance with travel demand forecasting, environmental analysis, definition and evaluation of alternatives and representation on project committees.

RELATION TO PREVIOUS WORK

A previous DEIS was prepared by Clackamas County in 1993. Since then, Metro planning efforts include the Pleasant Valley Concept Plan and the Powell/Foster Corridor Plan Phase I. Currently, the Damascus/Boring Concept Plan is exploring ways to manage growth and define the transportation infrastructure in the Damascus Town Center recently included within the Urban Growth Boundary (UGB).

RESPONSIBILITIES

Program objectives in FY 2005 include:

- Assist Clackamas County and ODOT in initiating and substantially completing the Sunrise Corridor Phase I DEIS;
- Coordinate development of the Sunrise Corridor DEIS with Metro's Damascus/Boring Concept Plan for land use and transportation;
- Provide assistance in development of alternatives and evaluation criteria;
- Provide guidance on environmental issues such as historic and parkland resources, wetlands, noise and vibration and other impacts;
- Prepare travel forecasts for alternatives included in the Sunrise Corridor Phase I DEIS;
- Assist with preparation of the Phase 2 DEIS Work Plan; and
- Assess the impact of the alternatives on the Damascus/Boring Concept Plan land use pattern and transportation network.

OBJECTIVES

Objectives for FY 2005 include:

- Ensure that the alternatives developed for the Sunrise Corridor Phase I DEIS support the 2040 Growth Concept and do not preclude or predetermine transportation options for the second phase of the project;

SUNRISE CORRIDOR

- Ensure coordination between the Sunrise Corridor Phase I DEIS and the development of transportation infrastructure for the Damascus/Boring Concept Plan; and
- Ensure regional consensus on the locally preferred alternative (LPA) by ensuring that JPACT and the Metro Council review the LPA recommendation.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 33,440	Clackamas County*	\$ 46,000
Interfund Transfers	\$ 12,560		
TOTAL	\$ 46,000	TOTAL	\$ 46,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.326
TOTAL	0.326

*See Clackamas County – Sunrise Corridor (page 78) in the Other Projects of Regional Significance.

PROGRAM

The Regional Freight Program will help Metro meet its responsibility to plan for goods-movement needs, document freight-project priorities and support livability in the region. The program supports Metro's coordination with Federal Highway Administration (FHWA), local jurisdictions and other agencies on freight-mobility research and policy development, identify priorities and lead outreach activities. The Regional Freight Program also brings a focus on economic aspects of goods movement to a variety of other transportation activities including Metropolitan Transportation Improvement Program (MTIP) criteria, Transportation Finance, Livable Streets and Project Development. It also supports Community Planning's work on industrial lands policy.

The Transportation Efficiency Act for the 21st Century (TEA-21) requires Metropolitan Planning Organizations (MPOs) to meet seven planning factors including planning for people and freight and supporting economic vitality by enabling global competitiveness, productivity and equity. The 2040 Growth Concept identifies the importance of industrial activity to the region by establishing special industrial districts as a priority land use. The Regional Framework Plan and RTP identify policies and projects to ensure efficient movement of freight to these industrial districts.

RELATION TO PREVIOUS WORK

Over the past several years, Metro, working with the Port of Portland and the Oregon Department of Transportation (ODOT), made a significant contribution to understanding and communicating goods movement needs by documenting regional freight-mobility issues and involving the private sector. In FY 2001-02, Metro produced a brochure of regional freight needs within the region, which brings together previous research from:

- The regional truck forecasting model;
- Commodity Flow Study;
- National Highway System Intermodal Connectors Report for FHWA;
- Metro area Shipper and Carrier Interviews; and
- Freight policies for the 2000 RTP.

Previous work also includes coordination with other freight-related efforts in the region such as: Regional Industrial Lands Study; City of Portland's St. John's Truck Study; Portland State University's Regional Connections Study and the I-5 Trade Transportation and Trade Partnership Study.

In FY 2003, in anticipation of an MTIP grant that enhanced the freight program, Metro created a new Regional Freight Committee to efficiently use regional freight data and to define local transportation needs. Participants include local and state planners involved in transportation planning and project programming. Metro also worked with the Port of Portland to develop a scope and obtain funding for a major Freight Data Collection Study. This study will greatly enhance our understanding of truck origin and destination patterns within the region and will enable us to significantly improve the truck model.

REGIONAL FREIGHT PLAN

In FY 2004 stepped up activities included:

- Continued leadership of the Regional Freight Committee, with a particular focus on funding priorities;
- Significant input to the Statewide Freight Advisory Committee and subcommittees as it developed recommendations for freight project funding;
- Participation in the newly established Portland Freight Committee and development of the Portland Freight Master Plan; and
- Work with the Port of Portland to finalize methodology for the Port of Portland led Freight Data Collection Study and established scope and budget for Metro's role.

RESPONSIBILITIES

- Maintain involvement with private-sector business representatives in identifying and assessing freight mobility issues;
- Identify freight mobility bottlenecks and advance project priorities to respond to freight mobility needs;
- Work with other Metro staff, local jurisdictions and agency representatives to ensure regional freight needs are reflected in plans, programs and project development;
- Coordinate with the FHWA as new freight programs and policies emerge and represent our regional freight interest;
- Coordinate freight-planning activities within Oregon to ensure consistency between state and regional planning. This includes participation in efforts such as the Statewide Freight Advisory Committee;
- Learn from experiences with freight programs and research in the United States about programs and policies for application in the Portland/Vancouver region; and
- Support research to improve regional freight data and truck model.

OBJECTIVES

- Coordinate Regional Freight Committee;
- Participate in Portland and Oregon Freight Advisory Committees;
- Participate in on-going freight studies and projects including the Freight Data Collection Study, the I-5 Rail Forum, the Portland Freight Master Plan;
- Incorporate freight data collection study results into Truck model (May 2005);

REGIONAL FREIGHT PLAN

- Initiate review of freight network and policies as part of RTP update including:
 - Propose freight policy changes (February 2005)
 - Establish criteria for freight route classification (May 2005).

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 61,120	PL	\$ 12,454
Materials & Services	\$ 45,450	Freight STP	\$ 88,367
Computer	\$ 4,960	ODOT Support	\$ 21,546
Interfund Transfers	\$ 20,470	Metro	\$ 9,633
TOTAL	\$ 132,000	TOTAL	\$ 132,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.61
TOTAL	0.61

PROGRAM

The 2000 Regional Transportation Plan (RTP) identified significant transportation needs in this corridor but stipulated that additional work was needed before a specific project could be developed and implemented. This work program is designed to complete the second phase of refinement planning needed in the corridor spanning from inner southeast Portland following Powell east to Gresham and Foster to Damascus. This work program takes the results and recommendations – including project alternatives – from Phase I and evaluates and refines them in light of recent land use decisions affecting the corridor area. It will conclude with selection of a preferred alternative(s) for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council.

RELATION TO PREVIOUS WORK

As provided by the State Transportation Planning Rule (TPR), the 2000 RTP calls for completion of a number of specific corridor refinement plans. Chapter 6 of the RTP identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor-refinement plans in these corridors.

In FY 2001, the Corridor Initiatives Program prioritized completion of the corridor studies. Foster/Powell was one of the corridors identified as requiring a major, new planning effort by 2005. In FY 2002, Metro obtained a Transportation/Growth Management (TGM) grant to support completion of this work. Staff established the project scope and budget, coordinated with other planning efforts in the area, issued request for proposals for consultants and executed an agreement with the Oregon Department of Transportation (ODOT).

In FY 2003, Metro completed the first phase of a multi-modal alternatives analysis. The work included an existing condition and needs analysis and definition and, preliminary evaluation of a wide range of feasible transit and roadway improvement alternatives. The final report identified a work program for further study and implementation of specific multi-modal alternatives. In 2004, these recommendations were approved by the Transportation Policy Advisory Committee (TPAC), JPACT and the Metro Council and incorporated into the 2004 RTP.

RESPONSIBILITIES

- Based on the final Phase I recommendations, develop a detailed scope of work and budget;
- Execute funding agreements for needed grant funds;
- Coordinate with related planning efforts, especially Damascus and Springwater Concept Planning, Sunrise Highway and Pleasant Valley Plan implementation;
- Create a Public Involvement Plan; and
- Issue a request for proposal and execute contracts with consultants.

OBJECTIVES

The work program is designed to complete the corridor-planning process. Over a two-year period, it will evaluate and refine a range of alternatives for regional routes in the Pleasant Valley and Damascus areas. The study will recommend short, medium and long-range transportation improvement strategies and a phasing and financial plan. Projects will be defined at an appropriate level of detail to commence review under the National Environmental Protection Act (NEPA). Projects will address the recent and anticipated growth needs and support the following objectives:

- Enhance opportunities for use of bicycles, walking and transit;
- Preserve or enhance the through movement function of the highway;
- Reduce reliance on the automobile;
- Provide alternatives to major transportation improvements; and
- Increase efficient use of land.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 74,932	PL	\$ 40,000
Materials & Services	\$ 306,450	ODOT Support	\$ 10,000
Interfund Transfers	\$ 28,377	Section 5303	\$ 2,325
Computer	\$ 9,240	Powell/Foster STP	\$ 300,000
		TriMet Contract	\$ 31,399
		Metro	\$ 18,108
		Other Local Match	\$ 17,168
TOTAL	\$ 419,000	TOTAL	\$ 419,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.825
TOTAL	0.825

PROGRAM

This work program is designed to complete the corridor refinement planning needed in the Highway 217 corridor. The Regional Transportation Plan (RTP) identified a significant transportation need in this corridor but specified that additional work was needed before a specific project could be implemented. In FY 2005, this work program will focus on completing a multi-modal alternatives analysis. This work program is intended to conclude in late FY 2005 with selection of preferred alternative(s), including a financing and phasing plan, for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

RELATION TO PREVIOUS WORK

As provided by the State Transportation Planning Rule (TPR), the 2000 RTP calls for completion of 16 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor refinements and studies.

In FY 2001, the Corridor Initiatives Program prioritized completion of corridor plans and refinements. In FY 2002, Metro, in consultation with agencies and jurisdictions, developed the scope and budget and submitted a proposal to the Federal Highway Administration (FHWA) Value Pricing Pilot program for funds to support completion of the work. Metro staff also completed a background report for the project. In FY 2003, Metro received grant approval, executed intergovernmental agreements, issued a request for proposal and selected consultants. It also established a policy advisory committee, comprised of elected officials and citizens from the corridor.

In FY 2004, Metro executed contracts. With the study advisory committees and consultants, staff set project goals, defined and evaluated an initial range of alternatives, completed stakeholder interviews, conducted focus groups and held public workshops to review initial alternatives and findings.

RESPONSIBILITIES

In early FY 2005, the initial alternatives will be refined to a set of three to four alternatives. These alternatives will be evaluated and refined through:

- Travel forecasts;
- Conceptual design;
- Cost estimates;
- Community workshops;
- Public-opinion research;
- Financial analysis; and
- Public participation opportunities at key study milestones.

OBJECTIVES

The overall goal is to develop transportation strategies to be implemented in the near- and medium-term; provide efficient movement of goods and people through and within the Highway 217 corridor over the next 20 years; and, support economically dynamic and attractive regional and town centers while respecting the livability of nearby communities.

The goal will be accomplished with the following objectives:

- Engage the public in discussion about possible improvement strategies and build support for selected strategies;
- Support and enhance activity centers by improving multi-modal access to centers and connectivity across Highway 217;
- Enhance the function of Highway 217 as a mobility corridor serving key regional destinations;
- Minimize negative impacts to, and explore opportunities to improve, arterials;
- Promote the safety of all modes;
- Provide alternatives that are cost effective;
- Support the pivotal role that Highway 217 plays in the economy of the region by enhancing the efficient movement of goods, services and people through and within the corridor;
- Develop alternatives in sufficient detail to begin more advanced environmental work;
- Minimize negative, and maximize positive, impacts on neighborhoods and the environment;
- Develop, and build support for, financing and phasing plans; and
- Consider a range of demand and system management approaches, including carpool and peak hour priced lanes and enhanced transit services, and determine if they are appropriate for this corridor.

HIGHWAY 217 CORRIDOR REFINEMENT PLAN

BUDGET SUMMARY

Requirements:

Personal Services	\$	295,338
Materials & Services	\$	270,900
Interfund Transfers	\$	97,442
Computer	\$	15,320

Resources:

PL	\$	303,258
STP/ODOT Match	\$	52,287
ODOT Support	\$	25,000
Section 5303	\$	5,000
TriMet	\$	11,083
Value Pricing Grant	\$	244,716
Local Partner Match	\$	33,576
Metro	\$	4,080

TOTAL	\$	679,000
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TOTAL	\$	674,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	3.235
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TOTAL	3.235
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PROJECT DEVELOPMENT

PROGRAM

The program implements multi-modal Regional Transportation Plan (RTP) projects and policies for major transportation corridors. It involves ongoing involvement in local and regional transit and roadway project conception, funding and design.

RELATION TO PREVIOUS WORK

The Project Development program focuses on project development along major transportation corridors that provide connections between key 2040 land uses, including regional and town centers and industrial and employment areas.

In 2001, the Corridor Initiatives Project prioritized the multi-modal corridors outlined in the 2000 RTP. The outcome of that inclusive multi-jurisdictional process was a regional commitment to a strategy for completing required planning of transportation improvements on 18 major transportation corridors. In FY 2002-03, the RTP was amended to include that corridor planning strategy. The Project Development program now focuses on development of major transit, freight, highway and arterial projects related to major transportation corridors. It includes work with local jurisdictions, TriMet, the Port of Portland and the Oregon Department of Transportation (ODOT) on efforts that may result in major planning by Metro as well as other agencies.

RESPONSIBILITIES

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Program has more closely focused those activities on projects that directly relate to completion of planning and project development activities. A few of these corridors already had major planning efforts underway under separate budget lines. However, for the bulk of the corridors project development is still needed. This program will coordinate with local efforts to ensure consistency with regional projects, plans and policies. It will also support initiation of new efforts.

OBJECTIVES

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes as well as formal comment on proposed projects; and
- Implement the Corridor Initiatives Project strategy in the RTP through monitoring on-going planning activities and working with other jurisdictions to initiate new corridor efforts.

PROJECT DEVELOPMENT

BUDGET SUMMARY

Requirements:

Personal Services	\$	47,985
Materials & Services	\$	25,100
Interfund Transfer	\$	17,915

Resources:

PL	\$	10,000
ODOT Support	\$	2,000
Section 5303	\$	39,400
TriMet	\$	17,750
Metro	\$	21,850

TOTAL	\$	91,000
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TOTAL	\$	91,000
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.53
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TOTAL	0.53
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PROGRAM

A transit-oriented development has three fundamental characteristics that combine to generate a high modal share for transit: a mix of moderate to high-intensity land uses; a physical or functional connection to the transit system and design features that reinforce pedestrian relationships and scale. The mission of the Transit-Oriented Development (TOD) Implementation Program is to increase transit ridership and lessen risks and costs associated with the construction of TOD projects. It ensures that some regionally significant TOD demonstration projects are undertaken and that joint-development tools are in place to help the region implement growth-management plans for station areas and urban centers.

RELATION TO PREVIOUS WORK

Work in FY 2005 builds directly upon previous FY 2004 work and toward the program's 5- and 10-year goals. Projects that are in the pre-development stage will move into construction, and new projects will be selected for implementation. Many of these projects will be done with local money.

RESPONSIBILITIES

The major responsibilities for the coming year include:

- Negotiate amendment to development agreement for work on the third phase of Russellville;
- Negotiate for additional property for the Hillsboro Central site;
- Begin construction on Gresham Civic Neighborhood (SE corner) mixed-use and complete planning for subsequent phase;
- Completion of "project definition" with the Federal Transit Administration (FTA) for the acquisition of two project sites within the Interstate MAX corridor;
- Negotiate a development agreement with selected developer on one or more sites in the Interstate MAX corridor; and
- Initiate pre-development on one or two regional centers projects.
- Completion of Lloyd mixed use development project at Martin Luther King Jr. Boulevard and N.E. Multnomah Street.
- Finish construction of fitness center and lofts south of the MAX tracks and complete construction of transit plaza at Beaverton Central.
- Initiate one mixed-use development project on high frequency bus corridor.

OBJECTIVES

The program helps cause the construction by the private sector of high-density housing and mixed-use projects that encourage increased transit use. Projects are located at light rail

TRANSIT-ORIENTED DEVELOPMENT IMPLEMENTATION PROGRAM

stations on the Eastside MAX, Westside MAX, Interstate Corridor, Regional and Town Centers, and potentially within the Portland Airport MAX and commuter-rail transit corridors. Public-private partnerships (coordinated through development agreements) are forged to develop projects with higher density, mixed uses where possible, and with a strong pedestrian environment by including street and sidewalk amenities, plazas, promenades and building massing and orientation that reinforce the street level activity. Land-sale proceeds from projects are returned to the program for use in other TOD projects. Program activities also include providing technical assistance to agencies (local, national and international) working to implement TOD programs, plans and projects; to academicians studying TOD and public/private partnerships and to members of the private real-estate development community.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 219,483	97 FTA (OR90-X073)	\$ 5,000
Materials & Services	\$ 65,500	TriMet	\$ 315,000
Interfund Transfers	\$ 70,017	Metro	\$ 35,000
TOTAL	\$ 355,000	TOTAL	\$ 355,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.5
TOTAL	2.5

PROGRAM

The Data Resource Center (DRC) serves a multi-faceted role within the agency and throughout the community. Within the agency, the DRC contributes to the success of analysis and projects undertaken by Planning, Solid Waste and Regional Parks and Open Spaces. The DRC provides state-of-the-art mapping and spatial analysis, regional economic and demographic forecasting, land-use and vacant-land studies and sophisticated urban-economic analysis.

Periodically updated economic and demographic projections are required of Metropolitan Planning Organizations (MPO) by the federal government prior to allocation of transportation funds. Other forecasting requirements include the Regional Framework Plan and periodic reviews to maintain the 20-year land supply required for inside the Urban Growth Boundary (UGB). Metro's long-range regional forecast (20 years) provides this foundation for the Regional Transportation Plan (RTP) and various other urban growth management and solid waste issues. The regional forecast is also used by local governments and businesses as a moderate economic growth scenario and long-term planning tool. It is the only local source of bi-state metropolitan level forecast data for this region.

Regional Land Information System (RLIS) is a computer mapping system providing land records (assessors' tax database), urban development patterns (zoning, 2040 land-use concepts and data, developed and vacant land studies and other tax lot data) and environmental data (floodplains, parks and open spaces, slopes and contours and natural hazard mitigation data). RLIS was created and is maintained by the DRC as a source of information for the Portland area land, population and economy.

RELATION TO PREVIOUS WORK

Metro is the data clearinghouse for collecting, maintaining and producing vital land-use analysis, economic and demographic information supporting significant regional programs. Metro is also a leader in providing desktop geographic information system (GIS) to the regional planning community through *RLIS-Lite* and *MAGIC* on CD-ROM disk.

The DRC maintains the integrated regional economic/demographic growth simulation model of the Portland-Vancouver area. This structural economic model is an econometric representation of the regional economy. The model is used in mid-range (5-10 years) and long-range (10-30 years) forecasting and analysis to support the RTP, land use planning and revenue forecasting. Other uses include growth simulation scenarios and impact analysis.

Urban Growth Modeling, Simulation and Analysis: The DRC developed a state-of-the-art land-use simulation model, MetroScope. This decision support tool is linked to the Travel Forecasting Model, making it possible to produce and analyze alternative growth scenarios.

RESPONSIBILITIES

The ongoing uses for the model for purposes of futures forecasting and scenario evaluation is to provide contextual information and quantitative support for policy makers and analysts investigating long-run growth options. The application of this model improves Metro's standing and regional reputation for the quality of its analysis and quantitative expertise. Continuing model development and reliable forecasts not only satisfies Metro's programmatic needs, but also provides useful planning information to our regional planning partners.

- Maintain timely and high quality economic and demographic analysis and reports to support Metro program needs;
- Provide quality GIS products and services to Metro programs, subscribing jurisdictions, TriMet, the Oregon Department of Transportation (ODOT) and Storefront customers (private sector businesses and the general public);
- Strengthen community (public and private) awareness of RLIS products and services;
- Continue to maintain the high accuracy of the RLIS database; and
- Provide timely information for meeting Performance Measurement requirements.

OBJECTIVES/PRODUCTS

- Revise the population/employment forecast to a 2000 to 2025 time span;
- Use MetroScope to develop alternate growth scenarios;
- Maintain timely and high quality economic and demographic analysis and reports to support Metro program needs;
- Seek grant funding for research using the MetroScope model;
- Use the Internet and the Electronic Storefront to market services and distribute data;
- Integrate databases of the region's building permit issuing jurisdictions and county assessor's database with Metro's RLIS database;
- Enhance Metro Intranet and Internet applications to provide interactive capabilities to Metro staff, regional partners and the public; and
- Initiate an RLIS/Metro Transportation Improvement Program (MTIP) coordinated database that streamlines production and use of MTIP materials and maintenance of the MTIP database.

BUDGET SUMMARY

Requirements:

Personal Services	\$	519,547
Materials & Services	\$	24,200
Interfund Transfers	\$	163,565
Computer	\$	45,188

Resources:

PL	\$	86,373
Section 5303	\$	63,336
ODOT Support Funds	\$	15,000
TriMet	\$	37,500
Other*	\$	125,588
Metro	\$	424,500

TOTAL	\$	752,500	TOTAL	\$	752,500
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	5.572
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TOTAL	5.572
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*Various sources (i.e., jurisdictional IGAs and sales)

CLACKAMAS COUNTY – SUNRISE CORRIDOR

This work program is designed to complete a Supplemental Draft Environmental Impact Statement (SDEIS) and final EIS as well as start preliminary engineering needed for Unit 1 of the Sunrise Corridor (I-205 to 172nd Avenue). The Regional Transportation Plan (RTP) identified a significant transportation need in this corridor but specified that additional work was needed before a project could be implemented. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council recently approved, as part of the Metropolitan Transportation Improvement Program (MTIP) funding, to continue preliminary engineering and land use studies for the proposed improvements. In FY 2003, work will focus on completing the bulk of the Supplemental EIS. This program is intended to conclude in FY 2006 with selection of a preferred alternative and completion of the final EIS, including a financing and phasing plan.

RELATION TO PREVIOUS WORK

As provided by the State Transportation Planning Rule (TPR), the 2000 RTP calls for completion of 16 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas that require further analysis before a specific project can be developed.

A Sunrise Corridor DEIS was prepared in 1993. However, a Supplemental EIS is needed to update the design, update the environmental information and determine construction phasing of Unit 1. In addition, Metro will be completing the land use planning elements for Unit 2. These elements would include finalizing the Sunrise Corridor exception findings and preparing the Damascus Concept Plan.

RESPONSIBILITIES

Evaluate and refine the following alternatives:

- Travel forecasts;
- Conceptual design;
- Cost estimates;
- Environmental issues and mitigation;
- Community workshops;
- Preliminary engineering;
- Financial analysis; and
- Public-participation opportunities at key milestones.

OBJECTIVES/PRODUCTS

The goal of the Supplemental EIS is to ensure the project meets the following criteria:

- Enhance the through-movement function of the highway;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area – one of the busiest trucking centers in the state;
- Provide regional access from the Portland area to the US 26 corridor that links the metropolitan area to central and eastern Oregon;

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay;
- Provide access to the Damascus and Boring areas. It is expected that future UGB expansion will occur on exception land along this corridor;
- Increase efficient use of land. Particular attention will be given to supporting development plans within the Clackamas Regional Center, Clackamas Industrial Area, Sunnyside Area and Damascus;
- Provide alternatives to major transportation improvements;
- Encourage increased use of transit;
- Enhance opportunities for use of bicycles and walking; and
- Determine any environmental concerns and determine mitigation measures (if needed).

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 975,910	STP *	\$ 600,000
Materials & Services	\$ 1,393,090	Clackamas Co	\$ 860,000
TOTAL	\$ 2,369,000	TOTAL	\$ 2,369,000

*ODOT \$909,000

*Federal Aid # STP-C005 (046)

CITY OF PORTLAND – RED ELECTRIC RECONNAISSANCE STUDY

The study will determine how the Red Electric Line might be incorporated into a continuous regional network of safe and convenient off-street bicycle and pedestrian routes.

RELATION TO PREVIOUS WORK

In previous years, Metro and its regional partners have cooperated in planning the overall regional trail system and constructing initial bicycle and pedestrian improvements. Southwest Portland is particularly challenging for non-motorized traffic because the topography is rugged and the street system incomplete. Portland's Office of Transportation identified this route in the *Southwest Urban Trails Plan*. The Red Electric Line could potentially provide an east-west alternative transportation corridor for southwest Portland that connects to downtown Portland.

RESPONSIBILITIES

Portland Parks and Recreation will perform an evaluation of the Red Electric Line. Parks will determine whether a multi-use trail could be constructed along this long-abandoned rail alignment and propose conceptual design solutions to any constraints. The Red Electric is one of three routes at the east end of the Fanno Creek Greenway that will connect the Tualatin River to the Willamette River. Metro managed a multi-jurisdictional study of the Fanno Creek Greenway that resulted in the *Fanno Creek Greenway Trail Action Plan* that was completed in January 2003. It focused on gaps in the other two routes, neither of which will serve both pedestrians and bicyclists.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

OBJECTIVES/PRODUCTS

- Investigate topography, vegetation, development, land use/zoning and property ownership along the abandoned Red Electric rail alignment;
- Propose conceptual design solutions to any constraints revealed in site investigation;
- Present results of site investigation and design alternatives to neighbors and interested citizens for their input;
- Provide preliminary cost estimates for acquisition, design and construction of an approximately 4.5 mile long multi-modal trail between Willamette River and Garden Home Community Center; and
- Identify funding opportunities and propose plan for implementation.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services (PP&R)	\$ 110,000	Metro STP*	\$ 135,000
Materials & Services (PDOT)	\$ 40,000	Portland Parks Match	\$ 15,000
TOTAL	\$ 150,000	TOTAL	\$ 150,000

*Federal Aid # X-STP 5900(144)

CITY OF PORTLAND – INTERSTATE TRAVELSMART PROJECT

PROGRAM

The Interstate TravelSmart Project is a no-build (“soft policy”) project to reduce car trips and improve the efficiency of our transportation infrastructure in the Interstate Corridor. The City of Portland seeks to implement TravelSmart around four of the new light rail stations at Kenton, Lombard, Portland Boulevard and Killingsworth. The project is designed to coincide with the startup of Interstate MAX. In addition, it will complement changes in transit service improvements to bike and pedestrian facilities that are planned for the startup.

The TravelSmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit and provides the information and training needed to get them where they want to go without driving alone. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A pilot project in SW Portland reduced car trips by 9 percent and vehicle miles traveled by 12 percent.

RELATION TO PREVIOUS WORK

The Interstate Corridor and construction of Interstate MAX offer a unique opportunity to increase the efficiency of the region’s largest recent transportation infrastructure investment. The Interstate TravelSmart Project is an effective tool to train and educate citizens about

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Interstate MAX, local connecting bus service, biking, walking and smart use of the auto. This corridor is an ideal place to implement TravelSmart. It has accessible transit, walkable and bikeable streets; it has destinations such as places of employment, schools and commercial areas, relatively flat terrain, and connectivity between streets. In addition to containing a regional transportation corridor, the targeted area contains a Community Main/Community Corridor (Killingsworth), and regional Main Street (Interstate), and two Community Corridors (Portland Boulevard and Lombard Street.)

This project is consistent with TriMet's Transportation Improvement Plan, which designates the Interstate Corridor as one of five local focus areas. The Interstate Corridor is also targeted by the Portland Development Commission, the Portland Office of Transportation and TriMet in a Memorandum of Understanding entered into in May 2002. This agreement provides for the development of the Interstate Avenue Access Plan to provide a coordinated process to improve access, leverage public and private investments and promote mobility options in the Corridor.

This project provides a demand management benefit for the Interstate MAX corridor and station communities. It is distinguished from TriMet's demand management program in several ways. It is an individualized marketing program targeted to a specific geographic area and a new major transportation service improvement. TravelSmart is effective in addressing all trip purposes rather than focusing on the employee commute trip that is typical of other demand management programs. TravelSmart has a specific program follow-up and identified project conclusion date.

RESPONSIBILITIES

Project will be carried out and managed by Transportation Options Division of the City of Portland Office of Transportation.

OBJECTIVE/PRODUCTS

Phase I

Project Design: Establishment of Work Plan and project design.

Project Setup: Organization of existing materials, preparation and printing of information and materials, office set up, recruitment and training of staff, database completed.

Conduct Before-Survey Target Area: Random sample of households in the target area.

Conduct Before-Survey Control Group: Random sample of households in the control group.

TravelSmart Individualized Marketing Campaign (11,000 participants): After households are contacted, they are segmented into those who are willing to change their travel behavior, those who are already regular users, and those who are not interested or unable to use environmentally friendly modes more frequently. The interested households will receive ongoing motivation, encouragement and support, and there is no further contact with those who are not interested.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

One year After-Survey Target Area and Analysis: Random sample of households in target area.

One year After-Survey Control Group and Analysis: Random sample of households in control area.

Phase II

Conduct Before In-Depth Survey: Hour-long interviews with randomly selected individuals to determine barriers and potential for shifting trips to environmentally friendly modes of travel.

Conduct Before In-Depth Control Group Survey: Hour-long interviews with randomly selected individuals in the Control Group.

Materials, Rewards, Incentives: Design and produce materials for individualized marketing campaign, purchase of incentives and rewards.

Individualized Marketing campaign for 3,000 additional participants within the target area.

Conduct home visits with approximately 5 percent of participants.

Conduct After In-Depth Survey and Analysis: In-depth survey and analysis completed.

Conduct After In-Depth Control Group.

Coding, Recording, Evaluation, Final Report

Project staff time (1/3 FTE)

BUDGET SUMMARY

Phase I Requirements:		Resources:	
Personal Services	\$300,000	STP	\$300,000
Materials & Services	\$ 30,000	Match	\$ 30,000
TOTAL Phase I	\$330,000	TOTAL	\$330,000
Phase II Requirements:		Resources:	
Personal Services	\$200,365	STP	\$200,365
Materials & Services	\$ 22,935	Match	\$ 22,935
TOTAL Phase II	\$223,300	TOTAL	\$223,300

CITY OF PORTLAND – UNION STATION MULTI-MODAL FACILITY DEVELOPMENT

This project establishes a planning program to improve multi-modal access to Union Station from regional and local transit systems. The planning study would analyze and recommend improvements to the following connections: current light rail at NW 1st and NW Everett; running light rail on the transit mall; the Portland Streetcar at NW 10th and NW Lovejoy; and, the North Downtown Bus Mall extension. The current EIS work to determine the light rail configuration on

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

the Transit Mall will be integrated into the planning and circulation analysis work for Union Station. There would also be some preliminary planning to determine the need for updates to the station's electrical, structural and mechanical systems.

RELATION TO PREVIOUS WORK

Transportation improvements that have created the need for more direct connections to Union Station include the following:

- Eastside light rail, including new airport rail is 1,800 feet from the Station at NW 1st Avenue and NW Davis. The Portland Streetcar line is 1,200 feet away at NW 10th Avenue and Lovejoy.
- The transit mall extension brings many TriMet buses within one block of the station.
- The inter-city bus terminal is also adjacent to the Station, linking passengers to other towns and cities throughout the state, region and nation.
- A new street, NW 6th Avenue extension, will be completed in 2004, improving access to the Station from both the River and Pearl Districts.
- A possible new rail alignment on the 5th Avenue and 6th Avenue street transit mall will bring light rail less than two blocks away from the Station.

Constructing direct links to these other facilities will greatly enhance the Station's access to the local and regional transit system.

RESPONSIBILITIES

The City of Portland's Bureau of General Services will contract with the Office of Transportation to complete a comprehensive transportation analysis and plan intended to better link the existing Union Station with light rail on the Transit Mall, bus services on 5th/6th Avenues and the intercity bus services.

OBJECTIVES/PRODUCTS

Objectives:

- Preserve and upgrade the historic building;
- Reinforce the role of the facility as an inter-city transportation hub providing vital connections to regional and city transit services;
- Improve the pedestrian environment and orientation in the vicinity; and
- Provide a catalyst for transit supportive development in the area.

Products:

- Analysis of the station area geography;
- Recommendation of facilities and programs to improve multi-modal access to Union Station and related circulation improvements;
- Emphasis on transit access in and around the station;
- Recommend projects that would improve transit connections;
- Prepare cost estimates; and
- Determination of preliminary engineering requirements for the next stages of the overall Union Station improvement program. It would also include preliminary architectural work for structural and mechanical system improvements to the historic Union Station.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

BUDGET SUMMARY

Requirements:		Resources:	
Services/Materials	\$ 484,000	STP	\$ 300,000
		Local	\$ 184,000
TOTAL	\$ 484,000	TOTAL	\$ 484,000

CITY OF PORTLAND STREETCAR – SOUTH WATERFRONT AND EASTSIDE PROJECTS

The purpose of the planned extensions of the Portland Streetcar is to provide a physical transit connection of the current streetcar service to existing and planned high-density development in the South Waterfront, Lloyd and Central Eastside districts of Portland's Central City. These extensions will result in an interconnected transit service providing access to all of the major districts of the Central City and circulation within these districts.

The Eastside extension will provide access to employment concentrations in the Lloyd District and the Central Eastside Industrial District and numerous public attractors including the Rose Quarter, the Oregon Convention Center and the Oregon Museum of Science and Industry (OMSI). This extension will also provide access to key commercial destinations such as the Lloyd Center mall and the Grand Avenue corridor.

The South Waterfront extension will provide access to the existing and planned mixed-use development projects of this district featuring residential, commercial and employment destinations. These include Riverplace - an existing mixed-use development along the Willamette River, a new South Waterfront multi-modal Transit Hub, and a new Transit and Housing Center adjacent to the transit hub.

A possible scope expansion may be developed to include a planning study/alternatives analysis for extension of streetcar facilities and services from South Waterfront to Lake Oswego. This extension of approximately five miles in length would provide commuter transit access between the Lake Oswego town center and Portland's central city.

RELATION TO PREVIOUS WORK

During the late 1990s, the City constructed an initial operating segment for the Central City Streetcar. This route provides service to the NW 23rd Avenue shopping district, Good Samaritan Medical Center, the Pearl District, the City's West End, Portland State University and the South Auditorium high density housing and office district. The line permits a transfer to existing east/west/airport MAX at SW 10th Avenue and SW Morrison and SW Yamhill Streets. The line has 17 stations along its 5.7-mile length.

Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. The City's goals call for 15,000 new housing units and 75,000 new jobs in the Central City along over the next 40 years. Jobs, housing and public attractors in close proximity to each other, connected by high quality transit services, supports substantial growth and activity in the Central City. Reduced vehicle-miles-traveled per capita provides associated environment benefits to air quality, energy conservation and urban land use efficiencies.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

RESPONSIBILITIES

The project will be developed and managed by the City of Portland, Office of Transportation.

OBJECTIVES/PRODUCTS

Eastside Extension:

- Plan basic route and preliminary station locations;
- Determine a logical first phase extension segment;
- Determine service and vehicle requirements; and
- Conduct preliminary engineering on the initial segment.

South Waterfront Extension:

- Determine final alignment and station locations;
- Conduct preliminary engineering on the Riverplace-Gibbs Street segment; and
- Conduct planning study/alternatives analysis for extension of streetcar facilities and services from South Waterfront to Lake Oswego (possible scope expansion and not included in budget estimate).

BUDGET SUMMARY

Requirements:		Resources:	
Services/Materials	\$ 2,250,000	HUD*	\$ 2,250,000
TOTAL	2,250,000	TOTAL	\$ 2,250,000

*HUD = Housing and Urban Development.

WASHINGTON COUNTY – I-5/99W CONNECTOR STUDY

The I-5/99W Connector Study is to identify feasible alignments and design concepts within the southern corridor. These alternatives must be reasonable (from a land use perspective) and feasible and prudent (from NEPA perspective). The studied alignments should represent a reasonable range (up to six) of alternatives that would be consistent with a possible future NEPA process. The detail for identifying these alignment alternatives and designs should be at a planning or concept level - enough detail to understand broad feasibility and environmental effects.

The southern corridor was carefully chosen to avoid and/or minimize impacts to agricultural and forest resource lands, natural resources such as streams, wetlands and riparian corridors, public facilities, regional trails, parks and open spaces, existing development and aggregate resource extraction activities. In addition, the corridor boundary was defined to remain close to the Urban Growth Boundary (UGB), south of Tualatin and Sherwood, within exception lands as much as possible to allow the corridor to serve as a future "hard edge" to lands outside of the current UGB designated for future growth.

RELATION TO PREVIOUS WORK

In 1995, the Oregon Department of Transportation (ODOT) completed the Western Bypass Study, which evaluated five alternatives for addressing circumferential travel in the southwest

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Portland metropolitan area, including the urban portion of Washington County and westernmost portions of the City of Portland and Clackamas County. The study also included portions of rural Washington County. The recommended alternative from this study was a combination of improvements to the existing transportation system in conjunction with construction of new arterial and collector road improvements, implementation of transportation system management and demand management strategies and expanded transit service in the study area.

- June 1997, the Metro Council adopted recommendations identified in the Western Bypass Study, including an amendment to add the I-5 to 99W Connector corridor to the 1995 Interim Federal Regional Transportation Plan for the Portland metropolitan area. The amendment establishes need, mode, function and general location (transportation need, highway mode, statewide and regional function in the specified corridor) consistent with state land use statutes for the proposed I-5 to 99W Connector. A future selected alignment within the corridor would be subject to further land use review and actions.
- Senate Bill 626, codified into Oregon Revised Statute 383 (ORS 383), passed by the 1995 Oregon Legislature, authorizes the building, operation and maintenance of tollways by governments, private entities or a combination of the two. The law requires that ODOT obtain authorization of the Legislative Assembly before entering into any agreements for the construction or operation of any tollway facilities except two: the Newberg-Dundee Bypass, and the Tualatin-Sherwood Highway, linking Interstate 5 and Highway 99W. This restriction was subsequently amended to include the Lewis and Clark Bridge in Columbia County and an unnamed project in the Portland urban area.
- August 14, 1996, the Oregon Transportation Commission (OTC) approved proceeding with siting studies and land use and environmental feasibility reviews of the Tualatin-Sherwood and Newberg-Dundee tollway projects. This decision came after the OTC considered a staff report and public testimony regarding the preliminary assessment of the financial feasibility of these projects as toll roads.

OBJECTIVES/PRODUCTS

The goal of this study is to evaluate an arterial improvement/truck route between I-5 and Highway 99W. The general area of the alignment would be south of Sherwood and north of Wilsonville. The intent is to examine a complementary project that would help meet the east-west needs of the connector.

The study will compare and contrast traffic, environmental, and engineering issues for various alignment alternatives. It will focus on utilizing existing facilities and right-of-way as much as possible. Traffic analysis will identify arterial options for consideration. An initial conceptual engineering evaluation cost estimate, and environmental screening will be completed.

The results of the study will include identification of potential issues and mitigation opportunities. Additionally, selection of alternatives to be carried forward into NEPA will be identified. The product is intended to include agreement by resource agencies and Department of Land Conservation & Development (DLCD), on purpose and need as well as appropriateness of alternatives selected for NEPA.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Activities

- Decision Making Process: Setting up and support a Steering Team made up of affected government officials and representatives from key agencies.
- Alternatives: Identify and evaluate several alternatives that have the potential to function as an arterial between I-5 and Highway 99W utilizing existing facilities and right-of-way as much as possible.
- Environmental Setting, Inventory and Comparative Evaluation: Compile a summary map of the study area showing significant environmental (physical, social and cultural) features that influence the location of transportation improvements.
- Impacts and Cost: Reconnaissance level review of environmental issues associated with each alternative. Conceptual engineering for each alternative. Develop preliminary/ planning costs for each alternative.
- Significant Land Use Characteristics: Compile a summary map showing significant land uses, jurisdictional boundaries, the UGB, roadways, "Exceptions" lands, wildlife refuges, floodplains, etc.
- Summary Report: The findings and conclusions of the above analyses will be summarized in a single report of a size and format suitable for distribution to public and elected officials. Sufficient narrative, graphs, maps, data, etc. should be included so that the reader understands the basis for the findings and conclusions without having to refer to more detailed technical papers or reports.

PRODUCTS AND TARGETS

- Technical memo documenting Steering Team process, involvement and outcome;
- Maps showing each alternative and its relationship to key environmental (physical, social and cultural) features;
- A technical paper describing the conceptual design characteristics and cost estimate of each alternative selected for further study. The paper should describe the process used for narrowing the alternatives to those selected and should document the basis for rejecting other alternatives that were considered;
- Environmental resource summary map;
- Technical report and appendices describing the environmental setting and documenting the comparative environmental evaluation of studied alternatives;
- Land use features summary map and technical report; and
- Transportation technical report.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

BUDGET SUMMARY

Resources:		
High Priority Project (HPP)	\$	375,000
TEA21 Earmark		
Match	\$	93,750
<hr/>		
TOTAL	\$	468,750

TRIMET FREQUENT SERVICE PLANNING AND DEVELOPMENT

The Regional Transportation Plan (RTP) and TriMet's Transit Investment Plan call for the development of "Frequent Service" bus routes as part of a family of public transit modes. Frequent Service is characterized by 15-minute frequencies, day and evening, seven days a week. This service is enhanced with added customer amenities and information and priority treatments that keep the service fast and reliable. This type of service complements the high capacity service provided by MAX light rail and makes connections to local services.

The intent of this development program is to increase the visibility of the service (new signage and service branding), to make it convenient and available (frequent and reliable) and more competitive with the automobile (direct service, expedited through traffic). Early results show a strong ridership response. This new service type raises the service standard for the majority of transit riders. TriMet proposes to develop 22 Frequent Service lines that will serve 65 percent of the bus ridership (based on existing ridership statistics).

TriMet and the region have made this program a priority through the distribution of regional Metropolitan Transportation Improvement Program (MTIP) funds. The program is actually the combination of two historical programs that are now integrated to achieve the greatest impact on a route-by-route basis. An important program priority is to improve access to transit for all population groups and for the mobility impaired in particular. This takes the form of sidewalk and curb ramp construction and increased pedestrian crossing safety – in partnership with other jurisdictions. TriMet also gives priority consideration to services for disadvantaged populations and communities – reflected in TriMet's Title VI Report.

STREAMLINE

PROGRAM DESCRIPTION

This is the sixth year of a comprehensive program that incorporates the grant-funded signal priority treatment project that is managed by the City of Portland. In partnership with the City, TriMet has expanded that program to include other preferential street treatments and related bus stop amenities. It is reducing transit running times and thereby operating costs, while also making the service more attractive to riders. Further Streamline implementation will be coordinated with Frequent Service and bus stop improvements. As the program has become more integrated with the bus stop and route management process, it also is being applied beyond the City of Portland.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

RELATION TO PREVIOUS WORK

As noted above, this program builds on the TEA-21 funded (OR-90-X087-00) signal priority project. The program is also coordinated with other City pedestrian and streetscape programs. While the original grant is still being used to develop the software and install Opticom at remaining intersections, this (essentially capital) program is sustained with CMAQ funds allocated through the regional MTIP for FY 2004 and FY 2005.

OBJECTIVES

- Decrease transit running time on 12 targeted routes by 10 percent or enough to eliminate one bus from the weekday operating schedule.
- Increase transit ridership on those same lines by 10 percent.
- Improve the transit riding environment through enhanced rider amenities.
- Increase the visibility of transit in the community.

PRODUCTS AND TARGETS

- Assessment of principal intersections used by the targeted bus routes, prioritized for installation of signal priority treatment, including Opticom preemption, potential queue jump lanes or curb extensions.
- Detailed review of each selected bus route, including inventory of facilities and compliance to bus stop standards, ADA requirements and operating requirements.
- Identification of related bus stop improvements including improved access, respacing of stops, amenity improvements, customer information and adjacent sidewalk/crosswalk needs – in coordination with those respective programs.
- Work program, schedule and budget for each line.
- Construction drawings and documents.

Status

- Three bus routes have been substantially “Streamlined”:
 - Line 4: Division/Fessenden is completed and being evaluated. Route schedule reductions have already been taken in the range of 10 percent.
 - Line 72: 82nd Avenue/Killingsworth is completed. A significant element of this project is a northbound bus only lane on 82nd Avenue from the Clackamas Town Center.
 - Line 12: Sandy/Barbur is completed.
- Two routes are in final stages of completion (summer 2004):
 - Line 9 Powell/Broadway is a major route serving the urban northeast and a major State-operated arterial in the southeast. The Powell transit service was considered in a regional corridor study and is the lead candidate for the region’s first bus rapid transit route. Steamline improvements on this route can help to initiate a long-term need to build transit ridership in this congested corridor. This work is being coordinated with ODOT and related ODOT and City of Portland projects.
 - Line 14 Hawthorne is a heavily used urban route. Hawthorne Boulevard is to receive City of Portland streetscape improvements. Efforts will be combined to improve operation and ridership on this route.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Further implementation of the program will be in concert with TriMet's development of a network of Frequent Service routes – there are now 14 frequent service routes accounting for 45 percent of weekly bus ridership. TriMet's five-year plan calls for there to be 22 frequent routes carrying 65 percent of the bus ridership. Signal priority emitters are operational on all TriMet buses, though some units were defective and have been replaced. Opticom installation was targeted at 225 intersections. Of those intersections, 180 are completed and 100 more are scheduled over the next year (circumstances make installation at some intersections difficult).

Streamline Program Evaluation to Date

Early evaluation of the program has been conducted on the Lines 12 – Barbur and Line 4 Fessenden/Division. A more complete review is in progress. These early results include:

- Reduction of 2-11 percent of travel time for all Line 12-Barbur peak-period buses (depending on direction; largest reduction of 11 percent was for outbound p.m. peak).
- Reduction of 8-11 percent of travel time for Line 12-Barbur p.m. peak period buses that were behind schedule by 90 seconds or more for their entire trip (and thereby activated signal priority at all City of Portland signals on Barbur).
- Average reduction for peak period travel time of 7-12 percent in a route segment that was isolated around a signal with TSP on Line 4-Division.
- Dramatic reduction in variability of travel times for all Line 12-Barbur peak-period buses, in most cases reducing variability by half or more. This reduction in variability improves schedule reliability and significantly reduces the time needed for layovers.
- Trimming away of the longest travel run times.
- Elimination of one four-hour peak tripper bus on Line 4 in June 2002 that resulted in an estimated annual cost savings of \$60,000 and potential one-time capital cost savings of \$300,000 by reducing the peak vehicle requirement. These treatments reduce schedule erosion due to congestion and thus postpone the need to add trips.
- Median run time over the whole route (both directions) on Line 4 (Division and Fessenden) that was roughly the same in Spring 2003 as in Spring 2001 (prior to signal priority treatment) despite additional congestion (not quantified).

BUDGET SUMMARY

The TriMet portion of the original program was \$6,650,000 – using TriMet and grant funds. The program used \$1.5 million of the City of Portland's TEA-21 funded signal priority project for the installation of Opticom emitters on buses and system development. The City transferred an additional \$400,000 to TriMet for software system upgrades. Some of those funds (\$621,000 as of November 2003) remain for software refinement and are to be expended by the end of 2004.

In FY 2004, \$312,665 of CMAQ funds were locally matched to support a total budget of \$348,451 to continued this program. These funds were provided through the region's MTIP. That funding level will be repeated in FY 2005.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

TriMet expects to continue this program as long as benefits are cost-effectively realized. High frequency, high ridership routes identified as "Frequent Service" will receive priority consideration under this on-going program.

BUS STOP DEVELOPMENT

PROGRAM DESCRIPTION

For several years, TriMet has promoted the concept of the Total Transit Experience. This concept emphasizes the environment at the bus stops and the transit rider's experience getting to and from the bus stop. Out of this effort have emerged the following capital improvement programs:

Bus Stop Sign and Pole Replacement with Schedule Displays

- Deployment of new two-sided bus stop signs and poles. The multi-part signs are a unique shape and the pole are dedicated and colored to make this stop identifier more distinguishable in the streetscape.
- Printed schedule displays are being installed on each bus stop pole, which is a significant convenience for riders.
- These signs are being deployed on a route basis throughout the system, but with priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. In FY 2004 this focus was on North/Northeast Portland in coordination with the introduction of MAX light rail service.
- The FY 2004 program investment of \$238,000 will be repeated for two additional years and \$75,000 in the fourth and final year to complete all bus stops.

Bus Stop Enhancements

- This program improves bus stops by constructing wheelchair access, strategic sidewalk connections and other improvements that integrate stops with the streetscape. The cost can vary greatly, but approximately 50+ locations supported through a mix of funding programs can be addressed annually.
- These improvements must be closely integrated with other streetscape improvements (sidewalks and crosswalks) and will be programmed in support of Transit Investment Plan focus areas and frequent corridors and where jurisdictions are making other improvements that can support these improvements.

Shelter Expansion

- TriMet continues to increase the number of bus shelters from 850 four years ago to approximately 1,100 by the end of FY 2004.
- With the help of other grant funding additional bus stop improvements are being made in Washington County, particularly along Tualatin Valley Highway, which has been the focus of some concern regarding pedestrian safety.
- TriMet expects to continue the FY 2004 program level with up to 25 new shelters in FY 2005 using CMAQ funds provided through the regional MTIP process.

Transit Tracker

- With software development and refinement nearly complete, TriMet began implementation of real time customer information at bus stops and MAX light rail stations. These electronic units are being deployed based on criteria that address the

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Transit Investment Plan focus areas and frequent corridors together with needs and benefit-based criteria.

- In FY 2004 TriMet electrified 10 bus stops for Transit Tracker.
- The Transit Tracker program was placed on hold in January 2004 as the longevity of the system software and telecom agreements are being reviewed and reconsidered.

While this is a capital program and CMAQ and Section 5307 funds are being used for capital elements of these programs, they are presented here as each program requires detailed up-front planning using in-house general funded staff. Planning activities are performed by in-house staff and paid with general TriMet funds.

RELATION TO PREVIOUS WORK

This program is at the core of TriMet's service development and expansion program and is part of the five-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. It is also integrated with the on-going Streamline program which is described herein and which has been funded through federal grants.

OBJECTIVES

- Increase transit ridership by improving the total transit experience – focused on on-street transit and pedestrian facilities improvements.
- Improve the utility of transit by providing better customer information – identifiable signage, posted schedules and maps and real time arrival information.
- Improve access to transit with integrated sidewalk and crosswalk improvements and bus stop improvements that meet ADA requirements.
- Increase pedestrian and rider safety with appropriate lighting at bus stops and by removing pedestrians from the path of traffic.
- Support communities, town centers, regional centers and land use and transportation policies identified in the RTP and 2040 Framework Plan.
- Respond to specific user needs and community input for improved transit facilities, access and information.

PRODUCTS AND TARGETS

- Preparation of work programs, schedule and budget for each sub-program.
- Community outreach to assess needs and coordinate implementation.
- Supporting intergovernmental agreements, property transactions and permits.
- Construction drawings and documents.
- Delivery of specific and priorities on-street capital facilities investments.
- Coordination of capital improvements with related roadway improvements managed by local jurisdiction and ODOT.

Status

These programs build on prior work. Program priorities are identified in the Transit Investment Plan. The on-street programs, including Streamline, are coordinated to achieve the greatest combined effect that will contribute to new transit ridership. Where possible they are being

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

combined with service improvements. The FY 2005 program will largely focus on Frequent Service bus routes. The installation of new signs is proceeding on a route-by-route basis, again with priority given to Frequent Service routes and the focus areas identified in the Transit Investment Plan.

BUDGET SUMMARY

The FY 2005 budget for this composite program is as follows:

Bus Stop Development Program	CMAQ	Section 5307	TriMet	Total
Transit Tracker *		\$ 261,000	\$52,200	\$ 313,200
Bus shelter expansion	\$ 99,000		\$ 11,331	\$ 110,331
Bus shelter pavement and ADA improvements	\$ 13,665		\$ 1,564	\$ 15,229
Bus stop signs and poles	\$200,000		\$ 22,891	\$ 222,891
Total: Bus Stop Development	\$ 312,665	\$ 261,000	\$87,986	\$ 661,651

*This program is under review and the budget is subject to revision.

Note that these are capital budget funds provided through the MTIP and do not reflect non-grant funded work of TriMet staff who plan and administer these programs.

TRIMET – REGIONAL JOB ACCESS AND REVERSE COMMUTE (JARC) PROGRAM

PROGRAM

OR-37-X001-01 of the Job Access and Reverse Commute (JARC) funds will be applied to the Portland Area-Wide Job Access Program administered by TriMet. Funds will be used to support and promote programs in the region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.

The Portland Area-Wide Job Access Program includes over 20 programs designed to serve targeted low-income populations and employment areas (see below) in the region. Creating and improving access to work and job-training services for low-income job seekers is the focus of the programs. They include:

- U-Ride Shuttle in Tigard and rural Washington County
- Washington County Ride Connection service to the Capital Resource Center
- Swan Island Evening Shuttle
- Installation of bike racks and lockers at transit centers
- Community resource maps at transit centers identifying social service agencies, bike and bus routes and childcare information
- Non-commute taxi voucher program (Clackamas and Multnomah County)
- Tualatin employer vanpool shuttle
- Create-a-Commuter bike program
- Alternative Commute Center

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Portland Community College Joblink Program
- Improved bike and pedestrian access to Swan Island
- Capital projects improving access to transit in the targeted areas of North and Northeast Portland, particularly to the north extension of TriMet's Metropolitan Area Express (MAX) light rail system opening in May 2004
- South Metro Area Region Transit (SMART) service between Wilsonville and Portland as well as between Wilsonville and Canby
- South Clackamas Transportation District Service (SCTD) service between Molalla and Canby
- Clackamas and Washington County travel training programs
- Trainings and presentations for case managers and their clients regarding transportation options
- Free transit schedules and maps
- Increased fixed route transit service in targeted areas
- Free *Commuter Choices* brochures, available in English and Spanish
- *How to Ride* brochures and videos available in seven languages
- *Job Access Quarterly* newsletter
- Vehicle purchases in rural and suburban communities

Target Areas

The Job Access program works to increase the mobility of residents in lower income neighborhoods and improve access to areas that provide a high number of entry-level employment opportunities. In the Portland metropolitan region, such areas include:

Population Areas

Gateway Transit Center
N/NE Portland
Lents & Brentwood/Darlington
Hillsboro Central Transit Center
Oregon City Transit Center
Rural Washington County
Rockwood

Employment Areas

Clackamas Town Center
Columbia Corridor
Rivergate Industrial area
City of Tualatin (Industrial area)
City of Wilsonville
Swan Island Industrial area
Washington County (Light rail corridor)
City of Milwaukie (Industrial Way area)
Tigard (Nimbus Business area)

Regional Partners

Implementation of the Portland Area-Wide Job Access Program takes place through partnerships TriMet has formed in the region. Many partners provide direct services to the Job Access targeted audience as well as matching funds to the grant. Partners include:

- Oregon Department of Human Services (DHS)
- Clackamas County Employment Training and Business Services
- Housing Authority of Portland
- Washington County Housing Authority

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Metro Childcare Resource and Referral/AMA
- Multnomah County Aging and Disabilities Services
- Clackamas County Social Services
- Steps to Success (Mt Hood and Portland Community colleges)
- Worksystem Inc. (Southeast One Stop, Northeast One Stop, East County One Stop and Capital Career Center)
- City of Portland
- City of Gresham
- Tualatin Transportation Association
- Westside Transportation Association
- Swan Island Transportation Management Association
- Ride Connection
- Goodwill Industries
- Oregon Department of Employment
- Community Cycling Center
- South Metro Rapid Transit District
- South Clackamas Transit District
- Metro
- U.S. Federal Transportation Administration

OBJECTIVES

Compliance with JARC Program Objectives

1. According to the 1990 Census, 17 percent of the 1.3 million people that live in the Portland metropolitan region live below 150 percent of the poverty level. Among this 17 percent, 15,000 are currently receiving welfare.
2. Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include affordable childcare and acquiring job skills and training.
3. Rides provided by Job Access funded programs and services total over 3,000,000 between September 2000 and September 2003.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the Federal Transit Administration (FTA) and regional match dollars from partners. Elements of the work program for fiscal year 2005 totaling \$2.1 million are shown below.

<u>Work Program Line Item</u>	<u>JARC Funds</u>
Regional Transportation Improvements	\$211,480
Customer Support and Information	\$18,000
Project Marketing – Staff	\$126,000
Bicycle Program	\$75,500
Transportation Services	\$497,400
Other Operating	\$111,700
Non-Commute Trips	\$52,500
Service to Employment Areas	\$403,800
North Portland Capital Improvements – Staff	\$15,000
North Portland Capital Improvements	\$243,620
Transit System Access	\$345,000
Total: Jobs Access Reverse Commute Funds	\$2,100,000

<u>Match Programs</u>	<u>Local Funds</u>
TriMet Operating Costs	\$800,000
AFS Capital Costs (bus pass & ticket purchases)	\$500,000
City of Portland Capital Costs (Pedestrian Improvements)	\$800,000
Total: Local Match Programs	\$2,100,000

This budget reflects Federal FY 2004 Jobs Access funds carried into TriMet's FY 2005 program. Federal FY 2006 funds will be a reduction in the amount of \$495,630. Those funds have not yet been programmed.

TRIMET – INTERSTATE MAX BEFORE AND AFTER EVALUATION

PROGRAM DESCRIPTION

In August 2001 the Federal Transit Administration (FTA) instituted Section 611.7(c)(4) of the *Final Rule on Major Capital Investment Projects (New Starts)* (published on December 7, 2000, and effective as of April 7, 2001) whereby Section 5309 New Starts Full Funding Grant Agreement grantees must submit a plan for collection and analysis of information to identify project impacts and to determine the accuracy of forecasts prepared during project development. While this provision does not apply to the Interstate MAX Full Funding Grant Agreement (FFGA) OR-03-0076, which was executed in September 2000, FTA concurred that TriMet could use project savings for the study. That project, constructed between the Rose Quarter and the Expo Center in Northeast Portland, is scheduled to open for service in May 2004.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

FTA requires that grantees report on five project characteristics:

1. Project scope – the physical components of the project, including environmental mitigation
2. Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor
3. Capital costs – the total costs of construction, vehicles, engineering, management, testing and other capital expenses
4. Operation and maintenance costs – incremental operating/maintenance costs of the project and the transit system
5. Ridership patterns – incremental ridership, origin/destination patterns of transit riders on the project and in the corridor, and incremental fare box revenues for the transit system.

FTA further requires that this information be assembled at three key milestones in the development and operation of the project:

1. Predictions – predictions for the five characteristics developed at the conclusion of preliminary engineering, along with any changes made to those estimates during final design
2. Prior conditions – transit service levels, operating/maintenance costs, and ridership/fare box revenues that prevail immediately prior to any significant changes in transit service levels caused by either construction or opening of the project
3. After conditions – actual outcomes for the five characteristics of the project two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor.

TriMet and Metro are working with the FTA to prepare a comprehensive before and after evaluation of this project both to assess success in the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the tools used in the region to plan and forecast the benefits and impacts of the project.

The study in progress builds on work to date, including that contained in the project Environmental Impact Statement (EIS), and requires extensive before and after data collection to ascertain the utilization of the introduced services and their intended or unintended impacts of the project on the community and the corridor.

The project is divided into seven tasks as follows:

1. Organization
2. Documentation of forecasts
3. Documentation of conditions before project implementation
4. Documentation of conditions after project opening
5. Proposed analyses
6. Findings and recommendations
7. Bibliography

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Tasks 2 through 5, above, will include the following subtopics:

1. Project scope
2. Service levels
3. Capital costs
4. Operating and maintenance costs
5. Ridership and fare revenue
6. Transit equity
7. Environment
8. Public opinion

Task 3 will be executed primarily in spring 2004, prior to opening day operations with Task 4 taken up between 18 and 24 months after operation begins. TriMet and Metro will conduct work jointly under guidance of an Intergovernmental Agreement (IGA). Input will also be sought from the City of Portland and the Oregon Department of Transportation (ODOT). C-TRAN is also a partner as a principle operator of transit services in this corridor.

RELATION TO PREVIOUS WORK

As noted above, this program builds on corridor work program work to date, principally that contained in the North Corridor Interstate MAX Light Rail Project Final Environmental Impact Statement (October 1999). It will also draw on origin-destination surveys and systems statistics maintained by the transit and road jurisdictions.

OBJECTIVES

This study will in large measure validate the goal of the North Corridor Interstate MAX light rail project:

Implement a major transit program in the North Corridor that maintains the livability in the metropolitan region, supports bi-state land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive.

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make the effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; the results of environmental mitigation measures; and rider characteristics. The next opportunities for the region to conduct such an extensive studies will come with the Commuter Rail (planned opening in 2006) and the I-205/Portland Mall projects (planned opening in 2008). The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

PRODUCTS AND TARGETS

The project will produce the following products:

1. Summary of findings, including the relationship between forecast and actual ridership and capital and operating cost
2. Summary of recommendations, including proposed improvements to forecasting methodology or other action that can improve transit investment decision-making
3. A draft report for submittal to the FTA
4. A presentation of findings with the FTA
5. Revised and final report

All pertinent data will be collected and made available for reference including plans, reports, drawings, resolution, technical memoranda, schedules, spreadsheets and maps.

Status

TriMet submitted the draft study plan to the FTA in December 2003. The FTA approved the inclusion of the study work scope into the Interstate MAX project on January 14, 2004. TriMet and Metro are proceeding with execution of the tasks as outlined in the draft work plan. Tasks 1 and 2 are largely complete as of January 2004. Task 3 data collection requirements are in progress, with some elements completed and others scheduled for completion in spring 2004. All tasks and subtasks have been assigned and the IGA documenting those responsibilities between TriMet and Metro is being prepared.

BUDGET SUMMARY

This work program is funded through the Interstate MAX Full Funding Grant Agreement in the total amount of \$750,000. The budget for data collection under Tasks 3 and 4 is summarized as follows:

Origin/Destination Survey	
Pre-Implementation (March 2004)	\$100,000
Post-Implementation (March 2006)	\$300,000
On-Board Counts by Station	
Post-Implementation (May-June 2004)	\$ 35,000
Attitude and Awareness Public Opinion Survey (@ 40% of full survey)	
Pre-Implementation (November 2003)	\$ 14,000
Post-Implementation (November 2005)	\$ 15,000
Public Opinion Survey (measures not captured in the Attitude and Awareness)	
Pre-Implementation (Spring 2004)	\$ 5,000
Customer Impact Survey	
Pre-Implementation (March-May 2004)	\$ 30,000
Post-Implementation (March-May 2006)	\$ 32,000

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Brand Identity Survey

Pre-Implementation (October 2003)	\$ 22,000
Post-Implementation (October 2005)	\$ 24,000

PORT OF PORTLAND – REGIONAL FREIGHT DATA COLLECTION

The safe and efficient movement of freight and the role it plays in the region's economic competitiveness is increasingly important as we increase our participation in the global economy. This region lacks a comprehensive understanding of freight flows – impacting investment decisions and land supply issues.

Approximately 63 percent of all freight tonnage moves by truck into, out of, and through the region. Within 30 years, this figure is expected to increase to more than 70 percent, and total freight volume will more than double. Regional commodity flow data describes these inter-regional trips, but gives little information about freight movement within the region. Better translating the commodity flow data into sub-regional trips is a primary goal of this project. This will help the region get the most return on its investments by targeting projects that best facilitate the movement of goods that are so critical to the region's economy.

RELATION TO PREVIOUS WORK

The state and region have invested time and resources to better understand freight movement. The region has developed a freight facilities database, nationally recognized truck model and commodity volume information. The truck modeling in the region is based in part on commodity flow data, updated every three to five years. The commodity flow database provides information on commodity volumes by industry sector by mode and supplies data on truck load factors. However, the database only shows whether the freight is moving in, out, within or through the region. It does not translate that commodity information into specific truck routing and movements, leaving the region with basic questions like:

- What kinds of commodities cross the Interstate Bridge (on Interstate 5) between Portland and Vancouver and where are they going?
- How much and what type of freight moves between the suburban counties and Portland International Airport and what is it? What are the origins of air freight arriving at Portland International Airport by truck for shipment out of the region by air? Conversely, what are the destinations of arriving air freight and to be delivered to its ultimate destination by truck?
- What percentage of suburban county O/D freight moves to/from either transportation facilities or transshipment/reload centers in the Columbia Corridor?
- Have we adequately identified the key chokepoints for cargo in the region?

The answers to these and other questions will improve Metro's truck model, provide the local jurisdictions with better information on key freight flows and potential bottlenecks and help the region make better, more effective infrastructure investments for multiple travel modes.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

RESPONSIBILITIES

This project will obtain extensive freight mobility data to augment Metro's truck model and to answer key questions posed by jurisdictions and business associations within the region. The data collection and analysis will be accomplished in four elements:

1. The collection of origin-destination for truck movements, particularly less than truckload (LTL);
2. The collection of information on transshipment points, including their size, commodities handled, truck trip generation rates and origin and destination patterns;
3. The survey of freight forwarders and other freight movers to develop decision making criteria regarding movement patterns, modes and ports of entry/exit; and
4. The development of a truck traffic monitoring program for the region.

OBJECTIVES/PRODUCTS

This data should provide the region with a better understanding of:

- Origin and destination of shipments;
- Freight routing on roads;
- Truck load factors (how full are trucks based on the commodities they carry);
- Empty loads; and
- Other factors to be determined.

Ultimately, the project will help the region make more targeted, strategic freight investments, increasing the benefit for each dollar spent.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 750,000	STP (MTIP)	\$ 500,000
		Local Match	\$ 250,000
TOTAL	\$ 750,000	TOTAL	\$ 750,000

ODOT – I-5 TRANSPORTATION AND TRADE PARTNERSHIP

The I-5 corridor is critical to the metropolitan economy and to national and international trade. Traffic congestion on I-5 affects goods moved by air, rail barge and truck as well as passenger travel. Within the Portland/Vancouver region, I-5 has a number of bottlenecks – the most significant of which occur between I-205 in Vancouver, Washington and I-84 in Portland. Within this corridor crossing the Columbia River, is one of the last and most active drawbridges on the interstate system. Because of the importance in the region of community livability, the environment, regional, national and international trade, plans must address a broad range of issues and include numerous stakeholders and the public.

The Transportation Equity Act of the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. ODOT and Washington State Department of Transportation (WSDOT) have completed the initial phase of

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

the I-5 Transportation and Trade Partnership Study which was funded in part by FHWA through the National Trade Corridors and Borders Program.

The initial phase of the I-5 Partnership study evaluated a wide range of multi-modal alternatives to improve travel and facilitate freight movement in the I-5 corridor between Portland and Clark County, Washington. Staff and the consulting team reported findings to a 28-member task force appointed by the governors of Oregon and Washington.

Based on the recommendations from the Governors' Task Force, the next step in the process is to proceed into an Environmental Impact Statement (EIS) process.

RELATION TO PREVIOUS WORK

The I-5 Transportation and Trade Partnership builds upon work completed over previous years. In FY 2000, a group of civic and business leaders from the bi-state area concluded that the problems within the Corridor will require a significant effort to address. They recommended that the region develop a strategic plan for the corridor.

In FY 2001 and FY 2002, the I-5 Partnership broadened discussion of problems and solutions to include the corridor business and residential community and other regional interests. The two Governors appointed a bi-partisan task force of elected officials, civic and business leaders to evaluate the range of options and develop recommendations for a strategic plan. The public participated in development of the strategic plan through comments at Task Force meetings, open houses and other forums. The strategic plan was approved by the Task Force in June 2002 and circulated for endorsement by the project participants in fall 2002.

Regardless of how a new I-5 crossing of the Columbia River is configured, it will be an expensive and difficult undertaking. Before committing the managerial, financial and staff resources to an EIS, substantial work must be done to determine how best to approach this project from the EIS through construction and operation phases. Examining a range of options for proceeding with projects will provide the ODOT, WSDOT and the Portland/Vancouver region as much flexibility as possible in advancing this important project.

RESPONSIBILITIES

ODOT, in partnership with WSDOT, will develop and evaluate a variety of options for how to approach the EIS and the subsequent phases of the project development including PE, construction, and operation for a new I-5 Columbia River crossing and associated improvements. This work will be carried out in cooperation with local and regional governments and civic groups.

OBJECTIVES/PRODUCTS

Consider and fully explore four options for the EIS and project implementation for a new I-5 crossing of the Columbia River and associated improvements, including:

- Traditional Approach: The public sector develops the project through the EIS and PE stages of the project and then turns to the private sector for construction of the project.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Design-Build: The public sector develops the project through the EIS stage of the project and then turns to the private sector for PE and construction.
- Design-Build-Operate: The public sector conducts the EIS and then turns to the private sector for PE, construction and operation of the improvement.
- Public-Private: The private sector is involved up-front in the development of the scope of the project, the EIS process and then the PE, construction and operation of the project(s).

In carrying out the analysis, ODOT and WSDOT will examine issues including:

- Policy Objectives, Project Shaping and Implementation Strategy
- Finance Options
- Traffic Patterns and Movements
- Legal Analysis and Implementation Framework
- EIS Scope and Methodology
- Public Involvement and Communications
- Preliminary Investigations leading to the EIS

The final product of this work will be a fully developed plan for proceeding with the new I-5 crossing of the Columbia River and associated projects, including project management and approach (EIS through construction), jurisdictional involvement, public involvement and potential financing mechanisms.

BUDGET SUMMARY

Requirements:	Resources:		
	Section 1118 Grant*	\$	3,500,000
	Match	\$	400,591
	TOTAL	\$	3,900,591

Federal Aid # NCPD S000(197)

ODOT – SPR

RESPONSIBILITIES

The Oregon Department of Transportation (ODOT) SPR program in partnership with local and regional governments will update, refine and implement the Regional Transportation Plan (RTP). The program is responsible for coordinating the RTP implementation with the Metro's 2040 Growth Concept Plan, Urban Growth Management Functional Plan, Oregon's Transportation Plan, Highway Plan and the Transportation Planning Rule.

RELATIONSHIP TO OVERALL PROGRAM

Transportation improvement projects in the Portland Metropolitan Planning Organization (MPO) must be included in the Metro RTP before they can receive federal funds for project development.

PREVIOUS WORK

ODOT will continue to work on updating and implementation of the RTP.

MAJOR ACTIVITIES AND TASKS

Coordination and Support of Metro Programs

ODOT provides staff resources for Metro's standing and project committees and conduct analysis (as needed) to support efforts. Specifically:

- *Coordinate Metropolitan Transportation Improvement Program (MTIP) Development:* ODOT staff to work with Metro to assure that the process for selecting federally funded transportation projects is balanced, fair and provides for a range of needs.
- *Support RTP Updates:* ODOT staff works closely with Metro to update the RTP to accommodate Urban Growth Boundary (UGB) amendments and industrial lands.
- *Support RTP Implementation:* ODOT staff works closely with Metro to assure that the implementation accurately reflects ODOT's projects and incorporates the State's interest into regional policy making. ODOT staff will continue to participate in development of the RTP Financing, PTP Business Partnership, Model Refinement and Local Plan Coordination.
- *Support Metro Transportation/Land Use Integration Efforts:* ODOT staff to work with Metro to implement the 2040 Growth Concept Plan. ODOT staff will participate in the Economic Revitalization Team (ERT) process to assist in the selection of projects to implement the Plan. The ERT will collaboratively solve transportation and community issues that affect the Portland MPO area. ODOT works closely with Metro to assure that regional growth management policy does not adversely impact the State's transportation system.
- *Support Regional High Capacity Transit (HCT) Studies:* ODOT staff will work with Metro to assess the utility of high capacity transit (HCT) and propose regional policies. HCT is responsible for analysis of alternative transportation modes and the completion of project planning for major fixed guideway transit facilities including commuter rail, light rail (LRT) and busways.
- *Support the Analysis of Alternative Funding:* ODOT is a project partner in the Traffic Relief Options (TRO) study to assure issues and concerns of ODOT and Federal Highway Administration (FHWA) are adequately addressed. ODOT will develop a policy response to funding the congestion pricing study and continue to investigate alternative sources of funding.
- *Assist Green Corridor Implementation Strategy:* ODOT staff will assist in development of a strategy for assuring that ODOT facilities on the fringe of the UGB can function as a green corridor as envisioned in the 2040 Growth Concept Plan.
- *Assist in Transportation Model, Traffic Analysis and Methodology:* ODOT staff to provide assistance with traffic input and analysis. ODOT staff, Metro and local governments will develop traffic analysis methodology to identify new land use patterns. Traditional methods of analysis of traffic impacts are inadequate for these new patterns.
- *Assist in the Development of the Transportation Model and Traffic Analysis:* Assist with analysis and input from ODOT traffic engineers.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Coordinate Transportation Planning Activities

Link land use and transportation planning programs with planning and operation of State highways as part of the regional transportation system. Coordinate with other state agencies concerning activities that affect regional transportation planning. Specific activities:

- *Local Land Use and Development Review:* ODOT staff processes almost 5,000 land use notices and provides comments on several hundred that potentially affect state highways. Staff response usually consists of a letter of record, however it sometimes requires extensive negotiation and traffic analysis.
- *Coordinate Local Transportation System Plan (TSP):* ODOT staff participates in development of TSPs for every jurisdiction in the region. The TSPs are critical in identifying the impact of future growth on the state highway system. ODOT staff assists in the development of these plans to assure consistency with the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Corridor Plans and the Transportation Planning Rule (TPR).
- *Oregon Highway Plan Coordination:* ODOT staff coordinates and participates with regional and local jurisdictions in the process of selecting Special Transportation Areas (STA), Urban Business Areas (UBA), and expressways in the Portland metropolitan area. ODOT staff will continue to negotiate transfer of state highways whose function is primary local or redundant. Staff will work with Metro and local jurisdictions to define national highway system (NHS), state freight route and the functional classifications system in conjunction with the adoption of local TSPs and RTP.
- *Regional Air Quality Planning:* ODOT staff to participate with the Department of Environmental Quality (DEQ) to assure that the region's transportation projects comply with federal air quality regulations.

Conduct Transportation Planning Studies

Conduct various transportation planning studies within the metropolitan area to refine proposed transportation improvement alternatives and develop management strategies. Specific activities:

- *Freeway Interchange Management Studies:* Conduct studies of various freeway interchanges in the Portland metropolitan area to assess the potential to accommodate growth. The studies will identify any short-term; relatively inexpensive improvements that can be made to add capacity. The studies will determine the feasibility of acquiring additional right-of-way for access control in the vicinity of the interchange.
- *I-5 Trade Corridor:* Participate in the Phase II of the I-5 Trade Corridor study. The goal of the I-5 Trade Corridor Project is to alleviate a major bottleneck on I-5. ODOT will conduct preliminary engineering and begin an environmental impact study for improvements.
- *Urban Corridor Studies:* Participate in studies of the Urban Corridor in the Portland metropolitan area. The studies will identify long-term management strategies for the corridor while identifying and prioritizing future improvements in the corridor. It will include technical analysis, policy development and ongoing public involvement. The study will include an evaluation of congestion pricing, HOV and HOT, and Transit capital improvements on selected corridor as a possible strategy to accommodate future traffic growth. The Urban Corridor studies will provide recommendations on future level of service standards as specified in the OHP and the Metro RTP.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- *Innovative Improvements Studies*: Assist and participate in studies to identify and examine potential freight improvements on interstate freeway corridors and participate in regional efforts to develop a freight network to better accommodate the movement of goods.

BUDGET SUMMARY

Resources:

SPR	\$	1,038,500
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Metro
FY 2005 UNIFIED WORK PROGRAM FUNDING SUMMARY

c a r r y o v e r

	12465			key 13293			c a r r y o v e r							Local	TOTAL	
	05SPL	05STP*	ODOT	FY05	FY05	FY05 Lcl	CMAQ	FTA	FY04	FY04	FHWA	FHWA	FTA-TOD(3)	Other	Match	
	ODOT	Metro	Mtch	ODOT	Sec5303*	TriMet		STP*	Damascus	TriMet	ValuePricing	TRANSIMS	97Sec5307	Funds (4)		
	(1)	Q23		Support	80X014			Willamette	STP	FEIS	Hwy 217	66-01*	90-x073*			
		(2)		Funds				Shoreline	Q230		VP-S000*		90-x070*			
METRO																
RTP Update/Refinement**	435,432	138,517	7,927	66,500	15,000	37,649									39,975	741,000
2040 Performance Indicators**	26,063	12,000	687	1,000	1,000	1,000									687	48,000
UGB Planning**		15,230	872	1,027	7,200										2,671	27,000
2060 Planning**	66,000															66,000
MPO Planning**	22,090	6,200	353												357	29,000
Regional Mobility Program**	20,234	6,295	361	1,000	3,000	2,000									1,110	34,000
Transportation Imprvmnt Pgm**	92,272	143,590	8,218	15,000	43,710	16,316									17,894	337,000
RTP Financing**	10,500	41,002	2,346	400	5,000	19,151									3,601	82,000
Greenstreets**	16,710	22,692	1,299												11,799	52,500
Livable Streets**	32,710	13,721	785												10,784	58,000
Regional Travel Options**	4,425	12,181	697				506,077							120,000	58,620	702,000
Concept Planning	36,000															36,000
Springwater Concept**	5,283	6,315	361												8,041	20,000
Damascus Concept									538,380						131,620	670,000
Trans Model Improvement Prog												258,800			64,700	323,500
Model Development**	50,052	44,482	2,546	10,000	46,418	2,851									20,351	176,700
Trans System Monitoring**	20,422	43,589	2,494		20,000										7,495	94,000
Technical Assistance Program**		37,452	2,143	27,500		8,100								6,100	7,144	88,439
Household Survey	83,333													166,667		250,000
Management & Coordination**	124,771	159,291	9,116	16,027	20,000	8,000									120,795	458,000
Environmental Justice		3,000	172												2,828	6,000
S Corridor Trans FEIS/PE										2,211,000						2,211,000
Willamette Shoreline								300,000							34,500	334,500
Transit Planning		15,000	858			19,284									858	36,000
Bi-State**	35,994	35,000	2,003	5,000		5,000									2,003	85,000
Regional Freight Plan**	12,454	83,584	4,783	21,546											9,633	132,000
Powell/Foster	40,000	300,000		10,000	2,325	31,399									35,276	419,000
Hwy 217**	303,258	49,457	2,830	25,000	5,000	11,083					244,716				37,656	679,000
Project Development**	10,000			2,000	39,400	17,750									21,850	91,000
I-5/99W Corridor**	39,840	8,000	458	8,000	7,267	7,917								52,433	13,085	137,000
Transit Oriented Development (3)													5,000	315,000	35,000	355,000
Data, Growth Monitoring**	86,373			15,000	63,336	37,500									557,191	759,400
Metro Subtotal	1,574,216	1,196,598	51,309	225,000	278,656	225,000	506,077	300,000	538,380	2,211,000	244,716	258,800	5,000	660,200	1,257,524	9,538,039
GRAND TOTAL	1,574,216	1,196,598	51,309	225,000	278,656	225,000	506,077	300,000	538,380	2,211,000	244,716	258,800	5,000	660,200	1,257,524	9,538,039

*Federal funds only, no match included

(1) The full \$1,574,217 shown is based on assumption of 1,022,803.00 (fed) new PL plus \$117,064.00 ODOT match and \$389,742.00 carryover PL and \$44,608.00 ODOT match

2. FY 05 STP is comprised of \$750,000 federal + 42,920.00 ODOT (1/2 match) plus \$72,000 FY04 carryover + \$4,120.00 ODOT (1/2 match) +83,584 freight study +4,783 1/2 ODOT match +300,000 Powell/Foster Ph II.

Federal Aid Numbers:
Damascus: STP-C000(015)

(3) TOD budget does not include any land acquisition activities

(4) See narratives for anticipated funding sources

**If PL funds remain at the FY04 level these projects will be funded.

If PL funding is increased to the amount shown here, the Household Survey, Powell/Foster and Concpet Planning will be included.

02/18/04

FY 2005 UNIFIED WORK PROGRAM
OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FUNDING SUMMARY

Federal Aid Number	Project	Jurisdiction	STP	CMAQ	HPP	37-x00101 JARC	Section 1118	Section 5307	Section 5309	SPR	Funds/ Match	TOTAL
STP-C005(046)	<i>Sunrise Corridor</i>	Clackamas	600,000								1,769,000	2,369,000
X-STP5900(144)	<i>Red Electric</i>	Portland	135,000								15,000	150,000
	<i>Interstate TravelSmart</i>	Portland	500,365								52,935	553,300
	<i>Union Station Facility</i>	Portland	300,000								184,000	484,000
	<i>**Portland Streetcar</i>	Portland										
X-HPPC067(043)	<i>I-5/99W Corridor</i>	Washington Co				375,000					93,750	468,750
	<i>Streamline</i>	TriMet		312,665							35,786	348,451
	<i>Bus Stop Development</i>	TriMet		312,665				261,000			87,986	661,651
	<i>Job Access/JARC</i>	TriMet				1,800,000					1,800,000	3,600,000
	<i>Interstate Max Eval</i>	TriMet							597,450		152,550	750,000
	<i>Regional Freight Data</i>	Port of Portland	500,000								250,000	750,000
NCPD S000(197)	<i>I-5 Trans & Trade</i>	ODOT					#####				400,591	3,900,591
	<i>ODOT Planning Assistance</i>								1,038,500			1,038,500
GRAND TOTAL			2,035,365	625,330	375,000	1,800,000	#####	261,000	597,450	1,038,500	4,841,598	15,074,243

15,074,243

** see page 85 for funding

Red Electric - MTIP Key #11443
 Sunrise Corridor - MTIP Key# 12454
 I-5/99W -MTIP Key #09788