A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736

METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: **TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

DATE: **January 27, 2006**

TIME: **9:30 A.M.**

PLACE: **Rooms 370A/B, Metro Regional Center**

9:30		Call to Order and Declaration of a Quorum	Andy Cotugno, Chair
9:30		Citizen communications to TPAC on non-agenda items	Andy Cotugno, Chair
9:35	*	Approval of January 6, 2006 Minutes	Andy Cotugno, Chair
9:40		Future Agenda Items • Freight Data Collection (February 24) • Damascus Concept Plan (Feb/March) • Elderly & Disabled Transportation and Land Use Study (March/April) • Ozone Maintenance Plan • Willamette River Bridges (anytime) • Cost of Congestion Discussion (anytime)	Andy Cotugno, Chair
9:45	**	2007 UPWP Introduction (Adoption Feb. 24th)	Andy Cotugno, Chair
10:00	#	ODOT STIP – Modernization Candidate List - INFORMATION	Jason Tell
10:15	*	MTIP Project Delivery Report - ACCEPTANCE	Ted Leybold
10:30	*	MTIP Policy Report – RECOMMENDATION TO JPACT REQUESTED	Ted Leybold
10:45	*	MTIP Amendment – RECOMMENDATION TO JPACT REQUESTED	Ted Leybold
10:55	*	Oregon Transportation Plan Comment Letter - RECOMMENDATION TO JPACT REQUESTED	Tom Kloster
11:05	*	Metro's Transportation Operations Program - INFORMATION	Jonathan Mackler
11:20	*	Blue Print for Better Bicycling Report – INFORMATION	Scott Bricker
11:35	#	Freeway Loop Study – INFORMATION	Steve Iwata
12:00		ADJOURN	Andy Cotugno, 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.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930

METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE
January 6, 2006

Metro Regional Center

MEMBERS PRESENT	**AFFILIATION**
Frank Angelo	Citizen
Scott Bricker	Citizen
James Castaneda	Citizen
Greg DiLoreto	Citizen
Leland Johnson	Citizen
Mike McKillip	City of Tualatin, representing Cities of Washington County
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Ron Papsdorf	City of Gresham, representing Cities of Multnomah County
John Rist	Clackamas County
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Jason Tell	Oregon Department of Transportation (ODOT – Region 1)

MEMBERS ABSENT	**AFFILIATION**
Brent Curtis	Washington County
John Hoefs	C-Tran
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Paul Smith	City of Portland
Mike Williams	Washington State Department of Transportation (WSDOT)
Jonathan Young	FHWA

ALTERNATES PRESENT	**AFFILIATION**
Andy Back	Washington County
Danielle Cowan	City of Wilsonville
Linda David	RTC
Michelle Eraut	FHWA
John Gillam	City of Portland
Margaret Middleton	City of Beaverton
Ed Pickering	C-Tran
Ron Weinman	Clackamas County
Steven Matthews	Washington State Department of Transportation (WSDOT)

GUESTS PRESENT	AFFILIATION
June Carlson	Parsons Brinkerhoff
John Charles	Cascade Policy Institute
Kathryn Harrington	Citizen, Washington County
Jim Howell	AORTA
Henry Kane	Citizen
John Wiebke	City of Hillsboro

STAFF

Richard Brandman	Andy Cotugno	Tom Kloster	Ted Leybold
Jessica Martin	Robin McArthur	Pam Peck	Bridget Wieghart

CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:30a.m.

CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Mr. Henry Kane was acknowledged by Chair Cotugno after the Highway 217 agenda item.

INPUT ON FUTURE AGENDA ITEMS

The committee members discussed and suggested the following future agenda items:

- Damascus Concept Plan
- Portland: I-405 Loop Study
- TriMet: Elderly & Disabled Land Use and Transportation Plan

MEETING MINUTES OF DECEMBER 2, 2005

ACTION TAKEN: Mr. John Rist moved and Mr. Phil Selinger seconded the motion to approve the December 2, 2005 meeting minutes. The motion passed.

RESOLUTION NO. 06-3656, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2007 APPROPRIATIONS

Mr. Cotugno presented Resolution No. 06-3656, which would provide the Oregon Congressional delegation with the region's priorities for transportation funding for use in the federal transportation appropriation process. At their December 2nd meeting, JPACT agreed to limit each jurisdiction or group of jurisdictions projects to 2. Mr. Cotugno directed the committee's attention to Exhibit A and asked for corrections to the list. Mr. Rist requested that the Beavercreek Road project purpose column be changed to PE/EA from construction.

Mr. Ron Papsdorf stated that while reducing the project list was the right thing to do, he questioned why the Fairview Trail project was not added to the list, as it would be the only trail project under consideration thru this process. He asked that the project be reinstated in the

regions list of requests because of its unique ability to get earmarking funds thru a new SAFETEA-LU trail program.

Mr. Rist stated that he felt that the committee was diverting from the direction they've been given from JPACT and that if the region had decided to go after a special trail category that Fairview Trail might not be the one selected.

ACTION TAKEN: Mr. Frank Angelo moved, seconded by Ms. Karen Schilling to recommend the overall package to JPACT. The motion passed.

ACTION TAKEN: Mr. Papsdorf moved, seconded by Ms. Schilling, to forward to JPACT information on the Fairview Trail project. The motion failed.

RESOLUTION NO. 06-3655, FOR THE PURPOSE OF CONSIDERATION OF REGIONAL TRAVEL OPTIONS PROGRAM WORK PLAND AND FUNDING SUB-ALLOCATIONS FOR FISCAL YEARS 05-06 AND 06-07

Ms. Pam Peck appeared before the committee to present Resolution No. 06-3655, which would provide certainty on funding sub-allocations levels for Regional Transportation Options (RTO) partner agencies and organizations. Ms. Peck presented a PowerPoint presentation (included as part of this meeting record) of the proposed work plans and funding sub-allocations of the RTO program. The presentation included information on the following:

- List of program partners
- Program components:
    - Program Administration
    - Evaluation Program
    - Collaborative Marketing
    - Regional Rideshare Program
    - Transportation Management Assoc. (TMA) Program
    - Region 2040 Initiatives Grant Program
- Program budget and funding sub-allocations
- Drive Less. Save More marketing campaign.

Ms. Peck noted that the marketing campaign would begin in February 06. The goal of the program is to increase awareness of the need to reduce drive-alone auto trips. She added that there would be a kick-off event in early February and would provide the committee with event details as soon as they are finalized.

ACTION TAKEN: Mr. Phil Selinger moved, seconded by Mr. Dave Nordberg to forward Resolution 06-3655 to JPACT. The motion passed.

RESOLUTION NO. 06-3658, FOR THE PURPOSE OF ADOPTING THE RECOMMENDATIONS OF THE HIGHWAY 217 CORRIDOR TRANSPORTATION PLAN

Mr. Richard Brandman and Ms. Bridget Wieghart appeared before the committee to present Resolution No. 06-3658, which would adopt the recommendations of the Highway 217 Corridor Transportation Plan.

Mr. Brandman provided some background information. In 2001, Metro led a regional effort to develop a strategy for completion of the 18 corridor refinement plans identified in the RTP. That analysis found significant congestion and land use needs and jurisdictional support for finding solutions in the Highway 217 Corridor. In order to provide access between key 2040 land uses including the Washington Square and Beaverton Regional Centers, the Lake Grove, Tigard, Sunset and Cedar Mill Town Centers, and Hillsboro, Tualatin, Kruse Way and other industrial and employment areas, a corridor planning study was initiated in 2003. The goal of the Highway 217 Corridor study was to develop transportation improvements that could be implemented in the next 20 years to provide for efficient movement of people and goods through and within the corridor while supporting economically dynamic and attractive growth within regional and town centers and retaining the livability of nearby neighborhoods.

The study's Policy Advisory Committee (PAC) consisted of elected officials and citizen members selected through a public solicitation process.

Ms. Wieghart distributed to the committee a one-page executive summary of the PAC recommendation, noting it would be used for presentation purposes. She directed the committee's attention to the Phase II Overview Report and briefly reviewed each of the alternatives, noting that all the options that were moved forward to Phase II included adding an additional lane in each direction.

Ms. Wieghart then directed the committee's attention to the Highway 217 Corridor Study Public Involvement Summary, noting that outreach to the public was extensive, including a public forum, speaker's bureau events, two open houses, a newsletter and an online questionnaire. Ms. Wieghart reviewed the key findings from the public outreach efforts, which included overall strong support for increasing roadway capacity in addition to finding a long-term solution. She noted the strong opposition to Option C, the express ramp meter bypass option, as people felt it would result in incidents of road rage. She also stated the uneasiness many people had with concept of tolling. Despite the expressed concerns about tolling, questionnaire participants selected tolling as the preferred alternate source of funding.

MOTION: Mr. Andy Back moved, seconded by Mr. Greg DiLoreto to recommend Resolution 06-3658 to JPACT.

DISCUSSION: Mr. Papsdorf stated it might be premature, given ODOT's reluctance, to endorse adding Highway 217 to the list of highways of statewide significance *(the second bullet point listed under #2 of the overall recommendations for regional consideration)* and that perhaps there would be an opportunity to add it thru a more comprehensive statewide process.

Mr. Rist stated his concern with TPAC making a recommendation to JPACT that is counter to their original direction when JPACT provided comments to the OTC on the STIP.

Mr. Lee Johnson commended staff and the PAC for their work on this report and recommended approving the recommendation.

Ms. Schilling, agreeing with Mr. Rist, added that ODOT is not supporting adding Highway 217 to the list of highways of statewide significance for good reasons. She noted that while the facility is important to fund, until there is direction, she would prefer removing that statement from the recommendation.

Mr. Frank Angelo, also a 217 PAC member, stated that he would like to see the entire recommendation forwarded to JPACT even if TPAC disagrees with parts.

Mr. Andy Back stated the recommendation should be forwarded as written to JPACT, though TPAC's discussion about the matter should also be conveyed to JPACT. He added that removing part of the PAC recommendation is not in line with what the committee is charged with.

Mr. Jason Tell suggested that the next best step the project could take would be to recommend it be included in the next tier of projects considered for the Oregon Innovative Partnership Program (OIPP).

Mr. Scott Bricker stated his preference for removing the bullet from the recommendation.

Mr. Mike McKillip suggested the project be added to the list of highways of statewide significance if the Oregon Transportation Commission (OTC) reopens it and that the region should be attentive to any actions at the state level that could lead to it being reopened.

Mr. Brandman suggested that rather than sending two separate recommendations to JPACT, a footnote be added to recommendation noting that TPAC had serious reservations with adding the project to the statewide significance list and note that TPAC would recommend adding it only if the list is reopened.

Mr. Cotugno summarized the three basic elements the committee wishes to include in the recommendation. They included:

1. ODOT and the region should develop a financing strategy for the corridor;
2. ODOT should seek to include the Highway 217 project in the next round of solicitations for the Oregon Innovative Partnership program in order to assess the private sector interest in financing the project; and,
3. If the list of highways of statewide significance is reopened, JPACT should consider nominating the project.

Mr. Cotugno recognized Mr. Henry Kane, who wished to speak to the committee about the project.

Mr. Kane stated his opposition to any option containing tolling. He provided written testimony (included in the meeting record), which states that tolling is not economic or practical and would do more harm than good.

Mr. Back suggested a friendly amendment be made that would keep the recommendation as presented, but add an asterisk listing TPACs concerns as summarized by Mr. Cotugno.

Mr. Back, as maker of the motion, and Mr. DiLoreto, as seconder agreed to the friendly amendment.

MOTION AS AMENDED BY FRIENDLY AMENDMENT: Mr. Back moved, seconded by Mr. DiLoreto, to recommend the PAC recommendation as presented, but add an asterisk listing TPACs concerns as summarized by Mr. Cotugno.

VOTE ON MOTION AS AMENDED: Chair Cotugno called for a show of hands for those in favor in favor of the motion. With 10 members in favor, and 6 opposing, the motion passed.

BLUE PRINT FOR BETTER BICYCLING REPORT

Due to time constraints, the Blue Print for Better Bicycling report, to be presented by Mr. Bricker was postponed until the January 27th meeting.

MTIP POLICY OBJECTIVES

Mr. Ted Leybold appeared before the committee to present a MTIP Policy Objectives update. Mr. Leybold noted that the committee would discuss the policy update to the 2008-11 Transportation Priorities program in order to make a recommendation to JPACT. He directed the committee's attention to page 6 of the draft report (included as part of this meeting record). He reviewed, and the committee briefly discussed each refinement issue.

ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 12:15 p.m.

Respectfully submitted,

Jessica Martin
Recording Secretary

FY 2006-07
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Draft

January xx, 2006

FY 2006-07

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
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Southwest Washington Regional Transportation Council

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Other Projects of Regional Significance

FY 2006-07
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, covering 25 cities and 3 counties. It is Metro's responsibility to meet the requirements of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12) 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 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 transportation planning activities, for fiscal year July 1, 2006 through June 30, 2007.

DECISION-MAKING PROCESS

Metro is governed by a directly elected council in accordance with a voter-approved charter. The Metro Council is comprised of six districts and a Council President elected district-wide. The Chief Operating Officer, appointed by the Metro Council, 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 Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

JPACT is chaired by a Metro Councilor and include two additional 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 Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, the Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that 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 Coordination Committee for their consideration and recommendation."

METRO POLICY ADVISORY COMMITTEE

MPAC 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 o 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 (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with this requirement, the transportation plan developed to meet SAFETEA-LU, the LCDC Transportation Planning Rule and Charter requirements was developed with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

TPAC is comprised of technical staff from the same jurisdictions as JPACT plus six citizen members, and makes recommendations to JPACT.

METRO TECHNICAL ADVISORY COMMITTEE

MTAC is comprised of technical staff from the same jurisdictions as MPAC and citizens members from various advocacy groups and makes recommendations to MPAC on land use related matters.

PLANNING PRIORITIES FACING THE PORTLAND REGION

SAFETEA-LU, the Clean Air Act Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule, the Oregon Transportation Plan, the Metro Charter, 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:

- A re-evaluation of the 2040 Growth Concept
- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan
- 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 Planning (RTP)
- Development of a financing strategy for the RTP
- 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 Highway 217, South Transit Corridor, the I-5/99W Corridor and Sunrise Corridor
- Land use and transportation concept plan for the Damascus area

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 RTP and local plans
- Publication of the RTP update to implement the Regional 2040 Growth Concept
- A new five-year strategic plan for Regional Travel Options
- Chartering of a new TPAC subcommittee, TRANSPORT, to oversee multi-modal ITS operations

JOINT RESOLUTION OF THE
METRO COUNCIL
AND
OREGON DEPARTMENT OF TRANSPORTATION

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 06-xxxx Introduced by Councilor Rex Burkholder

WHEREAS, Substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED, that the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this _____ day of April 2006.

_____
David Bragdon, Council President

Approved as to form:

_____
Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation this _____ day of _____

2006.

_____
Craig Greenleaf
Transportation Development Administrator

PROGRAM

The Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. The RTP is updated regularly to ensure compliance with state and federal regulations, and to reflect evolving travel and economic trends and any subsequent changes in the region's transportation needs. The 2004 RTP established necessary updates to the projects and policies to ensure continued compliance with federal regulations. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR). Metro provides ongoing technical and policy support for local transportation planning activities. The RTP Program also includes corridor studies conducted in cooperation with the state and local jurisdictions and the Transit Planning program. Transit supports Metro's effort to identify and promote multiple transportation choices that easily access all areas of the region.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The RTP responds to both state and federal mandates, but also carries out a broad range of regional planning objectives for implementing the 2040 Growth Concept. The following are mandates for the upcoming fiscal year:

RTP Update: an update began in Fall 2005, with completion of federal requirements anticipated in late 2006, prior to the March 5, 2008 lapse date for the current RTP. Amendments identified in local and regional corridor planning efforts will be incorporated as well as a new horizon year of 2035 for project planning and systems analysis. It also will re-establish conformity with air quality regulations, and all other planning factors called out in federal regulations and in corrective actions identified in the 2004 federal triennial review that have not already been addressed through separate actions. This update will include development of a new financially constrained transportation system that will become the basis for upcoming funding allocations. The update will also implement "New Look" policies resulting from the upcoming re-evaluation of the 2040 Growth Concept.

Local Transportation System Plan (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:

- 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
- 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: the federally mandated Congestion Management System (CMS) was first incorporated into the RTP as part of the 2000 update, and the CMS will be expanded as part of the upcoming update to incorporate new recommendations from the Federal Highway Administration (FHWA). The updated RTP will implement a CMS Roadmap that responds to federal corrective actions identified during the 2004 triennial review. Key activities for FY 2006-07 will be to create processes that incorporate CMS information into planning activities, initiate system monitoring based upon management-system performance measures, complete local project review for consistency with the CMS and ongoing data collection, and input to keep the CMS current. As part of the CMS work program, Metro will also establish a steering group of key CMS partners, including Portland State University, Oregon Department of Transportation (ODOT), TriMet and other major transportation providers.

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. Data collected, as part of the CMS will also be incorporated into this report. 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.

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.

Transit Planning: Metro will assist public, non-profit organizations and local jurisdictions that provide public transit service in development of their short- medium- and long-range transit plans including:

- Assisting transit operators in meeting service requirements mandated by the Americans with Disabilities Act (ADA), Title VI the Civil Rights Act and other federal requirements
- Providing guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources
- Assisting transit providers in implementation of the Tri-County Elderly and Disabled (E&D) Transportation Plan and related elements of the RTP
- Coordinating right-of-way management issues with the other agency and local jurisdiction members of the Willamette Shoreline Consortium

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington
- Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation (MWACT) and Northwest Area Commission on Transportation (NWACT)
- Area Transit providers
- Willamette Shoreline Consortium

OBJECTIVES/PRODUCTS/DELIVERABLES

- 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
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOT's Corridor Studies
- Maintain 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
- Participate with local jurisdictions involved in implementation and development of local transportation system plans
- Initiate a CMS steering group to oversee CMS program development, and incorporation of CMS data into the RTP process
- Approval of a consultant team and work program for the 2008 RTP
- Organize and facilitate meetings of the Willamette Shoreline Consortium as needed
- Coordination with TriMet, Lake Oswego, and Portland as necessary to facilitate operation of the Willamette Shore Trolley and manage and maintain the right-of-way
- Participation with the Tri-County Elderly and Disabled Transportation Steering Committee on implementation of the E&D Transportation Plan

- Continue to work with the Special Transportation Fund Advisory Committee to advise TriMet as the governing body on the use of State of Oregon Special Transportation Formula and Discretionary Funds
- Prepare detailed work programs, budgets and schedules for various transit planning related activities
- Manage transit related studies in accordance with defined work programs, budgets and schedules
- Assist TriMet, Ride Connection and other paratransit providers in developing and implementing productivity improvements
- Serve as liaison with Federal Transit Administration (FTA)
- Manage federal grant funding and execute intergovernmental agreements as needed

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the current fiscal year the 2004 RTP document was published for distribution to interested members of the public and regional agency partners. An RTP Technical Appendix was also completed for regional distribution. In late 2005, staff worked with ODOT to develop an RFP for the public outreach component of the next RTP update, and began consultant solicitation and selection in December and January of 2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	442,356	PL	$	646,911
Interfund Transfers	$	145,476	STP/ODOT Match	$	91,085
Materials & Services	$	401,471	ODOT Support	$	77,054
Printing- $27,500			Section 5303	$	86,991
Misc. $ 46,500			TriMet	$	39,114
Contracts- $236,500			Metro	$	53,816
Computer	$	5,668			
TOTAL	**$**	**994,971**	**TOTAL**	**$**	**994,971**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.6
TOTAL	**4.6**

PROGRAM

The Green Streets program began in FY 2000-01 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
- The Green Streets Handbook, which establishes "best practice" design solutions for managing storm runoff from streets

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Green Streets was initiated in response to the federal Endangered Special Act listing of salmon and steelhead in the late 1990s. The listing affects the Metro region because of spawning habitat that exists within the urban area, and because the region straddles the Columbia and Willamette River migratory routes that encompass most of the Pacific Northwest. The response from Metro is to:

- 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 Green Streets design principles and projects through Metro's Metropolitan Transportation Improvement Program (MTIP), 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
- Promote Green Streets principles among practicing professionals and interested citizens involved in local project development
- 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 storm water runoff on public streets
- Continue public outreach and education to promote Green Streets design principles and projects

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES/PRODUCTS/DELIVERABLES

- 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
- Work with 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 2000 Regional Transportation Plan (RTP) to JPACT, MPAC and the Metro Council

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The Green Streets project builds upon the 1996-97 Regional Street Design project and complements the 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.

During FY 2005-06 Metro added engineering staff resources to assist in better implementing the Green Streets design principles and project recommendations through the MTIP program and local programs. The expanded program continues to 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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	23,050	PL	$	17,828
Interfund Transfers	$	6,950	STP/ODOT Match	$	15,408
Materials & Services	$	5,000	Metro	$	1,764
TOTAL	**$**	**35,000**	**TOTAL**	**$**	**35,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.2
TOTAL	**0.2**

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.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2006-07, 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.

In early 2006, Metro added engineering staff to enhance technical outreach and advocacy for the program. The enhanced Livable Streets Program will 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.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES/PRODUCTS/DELIVERABLES

- 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
- Implement the proposed Livable Streets enhancement activities, should supplemental funding be allocated
- Provide leadership in the professional engineering community on innovative designs and the transportation/land use connection

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY 2003-04, the second edition of the 1997 “Creating Livable Streets” handbook was printed, providing updated design guidelines for implementation of the Livable Streets Program. In 2002, the complementary “Green Streets” and “Trees for Green Streets” were developed, and subsequently published in 2003. These tools continued to be the focus of outreach and advocacy efforts in FY 2005-06. Throughout the life of the program, staff has focused on implementation of regional street design policies and objectives at the local project-development level.

LIVABLE STREETS PROGRAM

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	50,646	PL	$	4,710
Interfund Transfers	$	16,354	STP/ODOT Match	$	21,258
Materials & Services	$	13,000	Metro	$	5,305
TOTAL	**$**	**28,000**	**TOTAL**	**$**	**28,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.47
TOTAL	**0.47**

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.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro is required both by state law (ORS 197.301) and Title 9 of Metro's Urban Growth Management Functional Plan to complete performance measures. These measures are intended to gauge progress towards 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 related primarily to factors assessing the region's Urban Growth Boundary (UGB). FY 2006-07 work includes further refinement of measures and development of an ongoing monitoring and data-collection system, including expanded monitoring or congestion measures as part of Metro Congestion Management System (CMS). A semi-annual publication will be developed in support of major projects and key decision points to help 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. Annual publications on transportation measures will be issued as part of the CMS program.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Ensure a broad and complete understanding of how the region is doing
- Meet federal CMS requirements
- Develop a sustainable system for monitoring and updating performance measure data
- Create an annual update on transportation performance and periodic updates on other measures

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Continued program development and data collection were completed in FY 2005-06, including development of a CMS "roadmap" in response to federal requirements. Summary documents were not published during this fiscal year.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	82,767	PL	$	106,528
Interfund Transfers	$	26,773	STP/ODOT Match	$	11,998
Materials & Services	$	30,000	ODOT Support	$	15,232
Computer	$	460	Section 5303	$	3.477
			TriMet	$	520
			Metro	$	2,245
TOTAL	**$**	**140,000**	**TOTAL**	**$**	**140,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.86
TOTAL	**0.86**

PROGRAM

The 2004 Federal Update to the Regional Transportation Plan (RTP) identified hundreds of needed 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 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.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Regional Mobility Program encompasses federal mandates to maintain "congestion management" and "intelligent transportation" systems. This work implements the Congestion Management System (CMS) Road Map required as part of the 2004 federal certification review. These programs are already largely incorporated into the RTP and include:

- Inventory of Congestion Hot Spots: Staff will work closely with Transportation Policy Alternatives 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. 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 the 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 2008
- 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

The TransPort Committee guides the region's intelligent transportation activities. The committee is a multi-agency group of system providers involved in implementing intelligent transportation policy. In early 2005, the role of this group as a Subcommittee of TPAC was formalized.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC
- JPACT
- Oregon Transportation Commission
- Federal Highway Administration

OBJECTIVES/PRODUCTS/DELIVERABLES

- Prepare and map an inventory of congestion hot spots that affect the regional transportation system
- Develop criteria for ranking congestion hot spots. Prepare a ranked list of proposed congestion relief projects that improve movement of people and goods for review by JPACT and Metro Council
- Support JPACT and the Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner
- Expand Metro's involvement with the TransPort Committee

- Establish a CMS steering group in partnership with Portland State University, ODOT, TriMet and other local Intelligent Transportation System (ITS) providers to help guide implementation of the CMS Roadmap
- Conduct regional CMS training opportunities in partnership with the Federal Highway Administration (FHWA)
- Develop a CMS procedure manual defining data collection and publication requirements
- Integrate CMS data collection with the periodic 2040 Performance Indicators report and other periodic reporting activities
- Continue to develop new innovations in congestion monitoring as part of evolving the region's congestion management strategy

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The RTP seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. The RTP also recognizes that different congestion measures should be applied in different areas. Since 2000, the peak-hour congestion standard in the RTP 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. A higher standard is retained in major statewide "through-traffic" corridors and key-freight connections. The RTP also contains congestion manage.

In 2004, the FHWA identified needed enhancements to the region's CMS program as a corrective action, including development of a CMS "roadmap" to describe the scope and planned expansion of the program. The roadmap was completed in late 2005, and will be implemented during the coming fiscal year.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	55,197	PL	$	12,795
Interfund Transfers	$	18,243	STP/ODOT Match	$	24,834
Materials & Services	$	1,100	ODOT Support	$	20,777
Computer	$	460	Section 5303	$	3,000
			TriMet	$	8,316
			Metro	$	5,278
TOTAL	**$**	**75,000**	**TOTAL**	**$**	**75,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.6
TOTAL	**0.6**

PROGRAM

Metro is responsible for periodic legislative updates to the metropolitan Urban Growth Boundary (UGB). The UGB encompasses 25 cities and the urban portions of Multnomah, Clackamas and Washington counties. In addition to the updates, Metro also considers smaller requests from individual applicants to amend the UGB. In both cases, the Metro Code requires analysis of the proposed 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 behind or against a particular boundary proposal, the transportation analysis is a critical step in amending the UGB.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro Council directed transportation support for UGB planning activities include:

- 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
- Coordinating necessary updates to the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP), as needed, to implement UGB decisions

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Ongoing general support and coordination with UGB planning activities
- Coordination between the upcoming 2004-06 update to the RTP with UGB planning activities ensuring work efficiencies and project consistency between efforts
- Develop and analyze transportation scenarios for Metro's "New Look" update to the 2040 Growth Concept

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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 conducted as part of a concurrent update to the 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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	16,443	Section 5303	$	19,921
Interfund Transfers	$	4,557	Metro	$	1,079
TOTAL	**$**	**21,000**	**TOTAL**	**$**	**21,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.15
TOTAL	**0.15**

PROGRAM

Metro completed 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 year, Metro will be completing an update to the long-term vision with a “New Look” plan that revisits critical 2040 provisions, and updates regional growth policy accordingly. Like the 2040 plan, the New 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 growth scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work will also shape the concurrent update to the Regional Transportation Plan (RTP).

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In 2004, the Metro Council formally delayed a planned update to the RTP in order to focus staff resources and public attention on the 2060 "Big Look" planning activities. The project includes:

- Developing and refining conceptual future transportation networks for varying growth scenarios to model and analyze transportation demand
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation
- Identifying major improvements to the regional transportation system needed to serve varying growth scenarios and a preferred future growth scenario
- Conduct a concurrent update to the RTP that draws from the New Look work, and identifies improvements needed to implement the first 20 years of the new 50-year vision

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Northwest Area Commission on Transportation (NWACT)
- Mid-Willamette Area Commission on Transportation (MWACT)
- Salem-Keizer Metropolitan Planning Organization (MPO)
- SW Regional Transportation Council (RTC)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete the development, analysis and reporting on transportation issues and effects on growth for the New Look scenarios
- Coordination between the concurrent RTP update and New Look planning

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY 2005-06, Metro began background work to update regional models to cover the expanded area that will be considered in the New Look, and to test new transportation models that will be used for the first time on this project and the RTP update. Metro also developed detailed, coordinated work plans for the RTP update and New Look that fully integrate these complex efforts.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	173,316	PL	$	34,403
Interfund Transfers	$	53,844	STP/ODOT Match	$	135,258
Computer	$	1,840	ODOT Support	$	2,274
			Section 5303	$	32,456
			TriMet	$	1,380
			Metro	$	23,229
TOTAL	**$**	**229,000**	**TOTAL**	**$**	**229,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.72
TOTAL	**1.72**

PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan (RTP) and 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.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The MTIP is entering the fourth year of a major reorganization of both the policy and database components. 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 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 Federal Highway Administration (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).

In 2006, Metro will continue to transition into a new role of guiding project development for planning activities funded through the MTIP, at the request of ODOT. This new activity will involve expanding Metro's professional capabilities to include a licensed professional engineer, and establishing project oversight protocols to guide our review.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission

OBJECTIVES/PRODUCTS/DELIVERABLES

The following are MTIP program objectives for FY 2006-07:

MTIP/STIP Update: Metro will begin the Priorities 2008-11 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. The timing of this update will also bring the Metro program into alignment with the STIP.

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 managing cost variations from initial project estimates, and produce quarterly reports. Reports will document funding authorizations, obligations and reserves by funding category and jurisdiction. Metro will also produce an annual report required by 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 Intermodal Surface Transportation Efficiency Act (ISTEA).

Other MTIP activities for FY 2006-07:

- 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
- 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
- Adopt a new project development role to provide oversight of project planning activities funded through the MTIP.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2002, a major update of MTIP policies and review criteria was launched to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP. This policy framework has since been implemented through the 2004-07 and 2006-09 MTIP project selection processes.

FY 2005-06 saw completion of the Priorities 2006-09 update to the MTIP and allocation of $52 million in transportation funds to regional projects. The 2006-09 update included a demonstration of ongoing conformity with air quality laws. In January 2005, FHWA staff review identified a number of corrective actions, which were incorporated into this updated MTIP. A final draft of the updated MTIP was published in December 2005. Metro also published an accompanying MTIP brochure illustrating the projects funded through the 2006-09 program for general public education.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	345,341	PL	$	187,347
Interfund Transfers	$	108,560	STP/ODOT Match	$	182,975
Materials & Services	$	22,000	ODOT Support	$	14,784
Computer	$	13,098	Section 5303	$	13,307
			TriMet	$	64,100
			Metro	$	26,486
TOTAL	**$**	**488,999**	**TOTAL**	**$**	**488,999**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.64
TOTAL	**3.64**

PROGRAM

In keeping with federal laws, regulations and policies recipients of federal dollars must address the following 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
- Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Title VI of the 1964 Civil Rights Act and related regulations; The President's Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; and Goal 1 of Oregon's Statewide Planning Goals and Guidelines.

Under FHWA/Federal Transit Administration (FTA) guidelines, Metropolitan Planning Organization (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
- 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.

STAKEHOLDERS

Specific stakeholders are identified per program or project area. However, generally speaking stakeholders include residents and businesses in close proximity to or potentially impacted by a specific project or program. This would include community representatives and/or organizations speaking on behalf of low-income or minority populations.

OBJECTIVES/PRODUCTS/DELIVERABLES

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. This on-going program helps to identify the location of traditionally underserved and/or non-English speaking members of the community. It works in tandem with organizations, schools, businesses or other community assets that might help engage those traditionally unaware of or disconnected from the making of public policy. It also helps to identify where the use of translators or translated information, might be helpful.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A comprehensive Title VI/Environmental Justice plan was published in June 2005, and included mapping analysis and procedures for implementing the Title VI policy. Metro provided the plan to the FHWA in July 2005, in response to federal certification requirements. Metro also completed a Title VI analysis as part of the 2006-09 Metropolitan Transportation Improvement Program (MTIP) update that was completed in late 2005.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	11,551	PL	$	15,000
Interfund Transfers	$	3,449			
TOTAL	**$**	**15,000**	**TOTAL**	**$**	**15,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.1
TOTAL	**0.1**

TRANSPORTATION MODEL IMPROVEMENT PROGRAM (TRANSIMS)

PROGRAM

The TRANSIMS project is a US Department of Transportation (USDOT) research program intended to develop new travel demand modeling paradigms for use in assessing the transportation system response to policy issues. Portland is the chosen site for the model development activities and test applications. Metro has served on the research team with Federal Highway Administration (FHWA) and other consulting firms since the project conception.

During the next phase of the project, Metro will serve as a resource to provide local data to the project consultant team and to review periodic model results during the calibration efforts.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The USDOT entered into a contractual agreement with Metro to fund the research work.

STAKEHOLDERS

- USDOT (FHWA)
- Several consulting firms
- Metro Planning Department
- Agencies involved in modeling in the U.S. have an interest in this work, as the results will potentially influence future model specifications.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Provide local data to the consultant team, as necessary.
- Serve as a resource to review intermittent model results and assess their reasonableness.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Networks and all the required roadway attributes have been prepared for use in the micro-simulation assignment
- Prototype assignments have been run to identify anomalies, to optimize the assignment process, and to test the reasonableness of the results
- Preliminary demand model forms were developed and tested. This work serves as the seed for the remaining work elements.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	32,402	TRANSIMS – FHWA	$	32,000
Interfund Transfers	$	10,598	Metro	$	8,000
Materials & Services	$				
TOTAL	**$**	**43,000**	**TOTAL**	**$**	**40,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.3
TOTAL	**.3**

PROGRAM

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

The activity is very important because the results from travel demand models are used extensively in the analysis of transportation policy and investment.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Federal Highway Administration (FHWA) and Environmental Protection Agency (EPA) require that project modeling be carried out using techniques and modeling tools that meet certain guidelines. Failure to meet the guidelines may result in project analysis conclusions that may not meet federal approval.

STACKHOLDERS

- Metro Planning Department
- Oregon Department of Transportation (ODOT)
- Port of Portland
- Cities and counties of this region
- Private sector clients

OBJECTIVES, PRODUCTS, DELIVERABLES

Survey and Research
- Travel Behavior Survey: A household activity survey will be conducted in FY 2006-07. The data collection work elements are defined in a separate program. In this program, data from the survey will be analyzed to produce summaries of various travel characteristics (trip frequencies, travel patterns, and mode shares).
- Freight Data Collection: Continue to participate on a regional committee to advise and comment on the freight data collected during FY 2005-06.

Model Enhancements
- Personal Transport Model: Continue the enhancement of the algorithms used to estimate travel decisions. Use the early survey data and the elements derived from the TRANSIMS demand model research to conceptualize an enhanced model form. In addition, the demand model will be updated to be compliant with the North American Industry Classification System (NAICS) employment data.
- Regional Freight Model: Update the regional freight model using the full complement of the data collected during the Phase 2 Freight Data Collection effort. The origin and destination freight data is being collected during FY 2005-06.
- New Modeling Software: Complete the transition to the new travel demand modeling software. Particular focus will be placed on implementing micro simulation capabilities.

Model Maintenance
- Modeling Network Attributes: Review and update, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).

Statewide and National Professional Involvement
- Oregon Modeling Steering Committee (OMSC): Participate on the OMSC. Staff currently serves as the chair for this committee.
- Transportation Research Board (TRB) Committees: Serve on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee and the Innovations in Freight Modeling Committee

- National Panels: Serve on national committees as warranted. Including, Travel Model Improvement Program Review Panel, the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting, and the Panel on Assessing Transit System User Benefits. In addition, peer review panels that assess the functionality of the travel demand models used in other regions.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Survey and Research
- Travel Behavior Survey: Participated on a statewide committee to coordinate the implementation of a statewide travel behavior survey.
- Freight Data Collection: Participated on a regional committee to advise and comment on the survey objectives and survey process.

Model Enhancements
- Personal Transport Model: Updated the travel demand model to better address the special characteristics found in the streetcar market share.
- Freight Model: Updated the regional freight model based upon the information captured in the early phases of the freight data collection project.
- New Modeling Software: The Visum/Vissim software (marketed by PTV America) was purchased in FY 2005-06. Auto and transit functionality was developed with regard to equilibrium and dynamic (temporal) assignment processes.

Model Maintenance
- Modeling Network Attributes: Reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries). The volume delay functions were updated to account for individual turn and through move capacities (versus a single intersection approach capacity). This new approach was made possible because of enhanced capabilities in the Visum software. The 2039 zone system was fully integrated into project use.

Statewide and National Professional Involvement
- Oregon Modeling Steering Committee: Staff currently serves as the chair for this committee.
- Transportation Research Board Committees: Served on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee and the Innovations in Freight Modeling Committee
- National Panels: Served on national committees including the Travel Model Improvement Program Review Panel, the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting, and the Panel on Assessing Transit System User Benefits. Participated on peer review panels that assessed travel demand models used in other regions (e.g., Puget Sound Regional Council model review).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	246,341	PL	$	173,700
Interfund Transfers	$	82,200	STP/ODOT Match	$	120,192
Materials & Services	$	61,460	ODOT Support	$	2,994
			Section 5303	$	21,418
			TriMet	$	2,851
			Metro	$	68,846
TOTAL	**$**	**390,001**	**TOTAL**	**$**	**390,001**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		2.58			
TOTAL		**2.58**			

PROGRAM

The System Monitoring Program maintains and updates an inventory of transportation related data necessary to benchmark characteristics of the transportation system. The work elements consist of the compilation of regional data, the review and interpretation of national reports, and the processing of data requests.

In addition, the program specifically identifies and summarizes viable information that is useful to monitor and assess the Metro transportation goals and objectives.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Model applications require the use of quality data. Federal officials scrutinize the data used in the model during project analysis. One such item is travel costs (i.e., operating cost per mile, parking costs, transit fares). In addition, model applications must be carefully validated to observed data for example traffic counts, vehicle miles traveled-VMT) measurements and transit patronage. This ensures that the model is operating correctly. Thus, the key data elements must be continually retrieved in a comprehensive manner to ensure federal endorsement of the Metro modeling practices.

In addition, the Metro Council desires to regularly produce a document that provides indicators to benchmark the performance of the regional goals and objectives. This program collects data that addresses the transportation elements.

Traffic count data (auto, trucks) are collected at Metro's request by regional jurisdictions. Budget limitations within those agencies often impede their ability to capture the count information. This situation compromises the availability of the benchmark data and influences the quality of the Metro travel demand model.

STAKEHOLDERS

There are two stakeholder groups. The first includes regional policy makers and administrators that desire to 1) track the evolution of transportation characteristics in the metropolitan area, and 2) compare the regional characteristics to other cities.

The other benefit group includes all agencies that require use of the travel demand model. The benefit is derived from the fact that key information (travel cost and count data) has been utilized to help produce a reliable model.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Collect and compile regional system monitoring data (vehicle and truck counts, VMT, transit patronage, travel costs by mode, and parking costs)
- Coordinate with Portland State University and the Intelligent Transportation Society (ITS) Laboratory to ensure the collection of ITS data that are meaningful and useful to Metro and its regional partners
- Assemble data from reports that compare statistics from cities throughout the United States
- Provide response to system performance data requests (e.g., traffic counts, VMT, VMT per capita)
- Support the Metro Performance Measure program. Identify measures that provide meaningful information. Prepare tables, graphs and summaries that can be integrated into a Metro-wide document

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Coordinated collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and enter the data in a computerized database
- Compiled Highway Performance Monitoring System (HPMS) vehicle counts from Oregon Department of Transportation (ODOT)

SYSTEM MONITORING

- Established a web site that summarizes VMT and VMT per capita.
- Compiled TriMet patronage information
- Collected parking cost information for key areas within the central city
- Reviewed and commented on key documents that pertain to comparisons of national system performance (e.g., Texas Transportation Institute – Urban Mobility Report, FHWA – Federal Highway Statistics, FHWA – HPMS Summary Report)
- Provided information to those seeking system performance data (e.g., traffic counts, VMT, VMT per capita)
- Assembled Transportation system performance data for inclusion into the next Metro Performance Measure document.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	77,868	PL	$	19,099
Interfund Transfers	$	25,132	STP/ODOT Match	$	55,017
			Section 5303	$	20,000
			Metro	$	8,884
TOTAL	**$**	**103,000**	**TOTAL**	**$**	**103,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.82
TOTAL	**0.82**

PROGRAM

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients to this program include regional jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses and the general public. In addition, the client agencies can use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds that is available to each regional jurisdiction for these services.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

US Department of Transportation (USDOT) protocols require the preparation of future year travel forecasts to analyze project alternatives. Similarly, modeling is required by the Environmental Protection Agency (EPA) in project analysis to quantify emissions in air quality analysis. Thus, the provision of modeling services must be available to clients for their project needs.

STAKEHOLDERS

- Regional jurisdictions (cities and counties)
- TriMet
- ODOT
- Port of Portland
- Private sector businesses
- General public

OBJECTIVES/PRODUCTS/DELIVERABLES

- Provide data and modeling services to regional jurisdictions and agencies
- Provide data and modeling services to private consultants and other non-governmental clients
- Provide funds to the local governmental agencies to purchase and maintain transportation modeling software

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Provide data and modeling services to regional jurisdictions and agencies (e.g., City of Portland – Central City Plan Update).
- Provide data and modeling services to private consultants and other non-governmental clients (e.g., future forecast volumes, trip distribution patterns and mode share characteristics).
- Modeling software has been purchased for five governmental agencies (ODOT Region 1, City of Portland, City of Gresham, Clackamas County, Multnomah County, and Washington County)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	55,076	STP	$	36,363
Interfund Transfers	$	15,190	ODOT Support	$	27,000
Computer	$	5,659	TriMet	$	8,400
			Metro	$	4,162
TOTAL	**$**	**75,925**	**TOTAL**	**$**	**75,925**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.54
TOTAL	**0.54**

HOUSEHOLD SURVEY

PROGRAM

The Household Survey Program requires that funds be earmarked for the purpose of conducting a regional travel behavior survey. The last survey was conducted in 1994. The data are instrumental in identifying behavioral relationships with regard to travel decisions. The survey will be administered over five years at a total cost of approximately $1.3 million. Regional funding partners (Metro, Oregon Department of Transportation - ODOT, TriMet, and the Southwest Washington Regional Transportation Council) are participants in the financing of the survey.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Federal Highway Administration (FHWA), Federal Transportation Administration (FTA), and Environmental Protection Agency (EPA) require that project analysis be carried out using methods and modeling tools that meet certain guidelines. Failure to meet the guidelines may result in project analysis conclusions that do not meet federal approval. Given that the most recent survey data are twelve years old, the survey data needs to be updated since it serves as the underpinning for the model relationships. Not having recent data may raise concerns during Metro's Metropolitan Planning Organization (MPO) certification proceedings.

STAKEHOLDERS

- Metro
- ODOT
- TriMet
- Port of Portland
- The cities and counties of the region
- Private sector clients

OBJECTIVES/PRODUCTS/DELIVERABLES

- During the first two years, 6,000 cross-sectional surveys will be conducted for the purpose of capturing a "snapshot" of current travel characteristics and to capture data to update the regional travel demand model. Approximately 5,000 of the survey households will be sampled from the Oregon portion of the region. 1,000 households will be selected from Clark County.
- Years two through five will use a 1,000 household longitudinal panel to obtain data to better understand traveler response to change (e.g., household or work location, infrastructure, household composition, income, urban development, etc.). In the longitudinal panel surveys, the same households will be interviewed yearly to identify the changes through time.
- A survey advisory committee will be formed to guide the endeavor.
- As data is collected from the cross-sectional survey and the longitudinal panel survey, documents will be prepared that summarize the findings.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro has significant experience in conducting surveys. Surveys were fielded in 1977, 1985, and 1994. As in 1994, Metro is working together with the other MPOs in the state and the ODOT Transportation Planning Analysis Unit to conduct a survey that covers the entire state. A common contractor and survey form will be used to ensure data compatibility and to maximize the efficient use of the financial resources.

HOUSEHOLD SURVEY

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	19,796	PL	$	125,000
Interfund Transfer	$	5,518	TriMet HHS	$	125,000
Materials & Services	$	424,686	ODOT HHS	$	125,000
			RTC HHS	$	75,000
TOTAL	**$**	**450,000**	**TOTAL**	**$**	**450,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.2
TOTAL	**.2**

PROGRAM

The Data Resource Center (DRC) performs the following primary activities:

- Data Collection: maintains an inventory of socioeconomic and land related geographic data (Regional Land Information System - RLIS), which are the foundation for providing services to the DRC's array of clients, including local governments, business and the public. Primary data is collected for land use and transportation planning, solid waste management, performance measures and the transport and land use models
- Model Development: responsible for development and maintenance of the regional population and employment forecast model and the growth-simulation model – MetroScope
- Forecasting: the DRC is responsible for providing forecasts of population and employment. This model is an econometric representation of the regional economy and is used for mid-range (5-10 years) and long-range (10-30 years) forecasts
- Client Services: technical assistance and Geographical Information System (GIS) products and services to internal Metro programs, jurisdictions, TriMet, the Oregon Department of Transportation (ODOT) and Storefront customers (private-sector businesses and the general public). The DRC Storefront provides services and products to subscribers and non-subscribers. Subscribers include local jurisdictions that have entered into intergovernmental agreements with Metro. Non-subscribers are primarily business and citizen users
- Performance measures: databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metropolitan Planning Organization (MPO) mandates include long range and detailed demographic and employment forecasts (Federal Highway Administration (FHWA) Forecast Certification Process). Travel demand studies require valid forecasts that are a primary input to the transport model. State periodic review requirements for the Portland metropolitan area include extensive forecast, land information and research capabilities.

Metro's Urban Growth Boundary (UGB) administrative mandates are a primary reason for the collection and maintenance of the land information in RLIS. In addition, the MPO data collection and forecasting mandates for transportation planning dictate the maintenance of population and employment data for the bi-state region.

STAKEHOLDERS

Internal stakeholders are transportation planning, growth management, parks planning and solid waste management. External are citizens, local governments, utilities and businesses.

- Metro planners and modelers
- Local governments
- Business
- Citizens

OBJECTIVES/PRODUCTS/DELIVERABLES

- Use the 2035 forecast of population and employment to provide services for transportation modeling, such as corridor planning projects.
- Use the newly streamlined version of MetroScope to produce 2050 scenarios for the New Look project. This will include providing model scenario results in the form of graphics (charts and graphs), maps and 3-D renderings and fly-throughs.
- Develop a new database structure that will house Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan (RTP) project data and system maps. The database will be housed at Metro, but maintained through a cooperative partnership with local jurisdictions to ensure that the project information is maintained in a timely manner.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Allocation of pop/emp to census tract and Transportation Analysis Zone (TAZ) for the transport model using MetroScope
- Forecast of pop/emp for bi-state region to 2035
- Allocation of pop/emp to census tract and TAZ for the transport model using MetroScope
- Completion of the 2035 forecast of population and employment and its distribution to TAZ's by MetroScope. This is a primary data input to the transport model
- Automation the MetroScope to eliminate need for manual functions and to include an embedded transport model to reduce the time required to produce growth scenarios.
- Update of population by census tract and block group to the current year from 2000
- Update of employment to mapped locations for current year.

The following activities are conducted annually and have been or are being accomplished:

- Maintain the information in RLIS, providing quarterly updates to subscribers
- Annually update key census items such as population by census tract
- Annually update employment at the place of work with state Employment Division records (will occur in March)
- Annually purchase aerial photography
- Purchase building permit records monthly.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	676,967	PL	$	107,888
Interfund Transfers	$	213,740	ODOT Support	$	15,000
Materials & Services	$	205,793	Section 5303	$	63,336
Contracts- $130,000			TriMet	$	37,500
			Metro	$	872,776
TOTAL	**$**	**1,096,500**	**TOTAL**	**$**	**1,096,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.5
TOTAL	**6.5**

PROGRAM

Grants Management and Coordination provides overall ongoing department management and includes Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes budgeting, UPWP, contracts, grants, and personnel. It also includes staff to meet required needs of the Joint Policy Advisory Committee on Transportation (JPACT), Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Bi-State Coordination Committee, Regional Freight Committee, Regional Travel Options (RTO) Subcommittee, Housing Choice Task Force (HCTF), and Metro Council. As an MPO, Metro is both regulated by federal planning requirements, and 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. The MPO program also includes coordination and consultation with state and federal regulators.

JPACT serves as the MPO for the region in a unique partnership that requires joint action with the Metro Council on MPO matters. The MPO purpose is to ensure that federal programs unique to urban areas are effectively implemented.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

Metro is periodically subject to federal certification review, whereupon the agency must demonstrate compliance with federal transportation planning requirements. The MPO program is also responsible for publishing an annual Unified Planning Work Program (UPWP) for the region, and monthly and quarterly reports to state and federal officials documenting our progress in completing the work program. 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.

Provide support to JPACT, TPAC, MTAC, Bi-State Committee, Regional Freight Committee, 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 and ensure grants and contracts compliance including OMB A-133 Single Audit. Provide information to the public. Participate in periodic coordination meetings with other state MPOs and transit agencies. 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.

STAKEHOLDERS

- Federal, state and local funding agencies
- Metro Council
- Local jurisdictions
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Prepare and manage the department budget, personnel, programs and products
- FY 2007-08 UPWP/Self Certification

- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports
- Monthly progress reports to TPAC
- Minutes, agendas and documentation
- Execute, administer and monitor contracts, grants and agreements
- Periodic review with FHWA and FTA on UPWP progress
- Federal Certification
- Single audit responsibility for Planning grants
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements
- Continue to participate in MPO coordination meetings

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is an ongoing program.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	456,917	PL	$	399,296
Interfund Transfers	$	151,985	STP/ODOT Match	$	220,951
Materials & Services	$	42,534	Section 5303	$	7947
Computer		1,564	Metro	$	24,806
TOTAL	**$**	**653,000**	**TOTAL**	**$**	**653,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.83
TOTAL	**3.83**

PROGRAM

This project is a follow up to the I-205/Portland Mall Light Rail Project Final Environmental Impact Statement (FEIS) completed in FY 2004-05. This activity will be funded through an Intergovernmental Agreement (IGA) with TriMet as part of their intergovernmental coordination for Final Design and Construction of the project. Tasks will include Federal Transit Administration (FTA) coordination and new starts reporting, implementation of the project's funding plan, development of the FTA-required Before and After Study and other tasks as required. This will be the start of a multi-year IGA with TriMet that will likely run through FY 2009-10 when construction of the I-205 and Portland Mall segments are complete.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- This project implements the Region 2040 Plan and the Regional Transportation Plan (RTP), which include policies to connect the central city, and regional and town centers together with high capacity transit, which is typically light rail
- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for the federal transportation planning projects, particularly News Starts projects

STAKEHOLDERS

- Metro Council
- Central City, SE Portland and Clackamas County neighborhoods
- City of Portland
- Downtown business community – LID participants
- Clackamas and Multnomah Counties
- FTA
- ODOT
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Support TriMet in the completion of Final Design and in preparation for a Full Funding Grant Agreement with FTA
- Provide assistance to ensure that the mitigation plans in the FEIS are implemented in the Final Design and construction of the project
- Provide travel forecasting support for the annual FTA New Starts Program submittal as well as strategic and technical support for the required cost-effectiveness calculations

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – South/North DEIS Locally Preferred Alternative selected, which included the Portland Mall
- 1999 – 2001 – South Corridor Transportation Alternatives Study evaluates non-light rail options in the corridor, which leads to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments
- 2002 – 2003 – South Corridor Supplemental DEIS includes a Phase 1 I-205 alignment for light rail between Gateway and Clackamas Regional Centers as well as light rail on the Portland Mall
- January 2004 – Amended SDEIS for downtown Portland Mall and I-205 LRT Project, solidifying mode, terminus, station location and alignment decision on the Portland Mall segment
- December 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final Environmental Impact Statement published in the Federal Register
- October 2005 – TriMet receives Final Design approval from FTA.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	20,237	TriMet IGA	$	27,999*
Interfund Transfers	$	7,762			
	$				
TOTAL	**$**	**27,999**	**TOTAL**	**$**	**27,999**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		.2			
TOTAL		**.2**			

* Budget and amount of IGA to be determined

PROGRAM

The Milwaukie Light Rail Supplemental Draft Environmental Impact Statement (SDEIS) project advances Phase 2 of the Locally Preferred Alternative (LPA) for the South Corridor Light Rail Project. Environmental work for the Willamette River Crossing, the Lincoln Street portion of the alignment needs to be updated from the original 1998 South/North Draft Environmental Impact Statement (EIS). A potential new alignment through Milwaukie also requires revision of the LPA selected in April 2003.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project implements the Region 2040 Plan and the Regional Transportation Plan (RTP) which include policies to connect the central city and regional and town centers together with high capacity transit, which is typically light rail.

As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for the federal transportation planning projects, particularly New Starts projects.

STAKEHOLDERS

- Metro Council
- Central City, SE Portland and Milwaukie neighborhoods
- City of Milwaukie
- City of Portland
- Clackamas County
- Multnomah County
- Federal Transit Administration (FTA)
- ODOT
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Begin environmental analysis for the Milwaukie Light Rail Project SDEIS
- Publish Notice of Intent in the *Federal Register*
- Prepare appropriate FTA New Starts submittal
- Complete Definition of Alternatives
- Complete Biological Assessment for the Caruthers Bridge
- Complete evaluation of alternatives including financial, transportation, social, energy, economic and environmental criteria and measures
- Prepare travel demand forecasts
- Develop and undertake public involvement program
- Coordinate with the FTA and federal resource agencies

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – Milwaukie Light Rail Project included in South/North Draft EIS Locally Preferred Alternative
- 1999-2001 – South Corridor Transportation Alternatives Study evaluates non-light rail options in the corridor, which leads to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments
- 2002-2003 – South Corridor SDEIS revisits Milwaukie alignment over Hawthorne Bridge. Metro Council adopts new LPA that includes the Caruthers Bridge and Lincoln Street alignments in the central city as well as a new Kellogg Lake terminus in Milwaukie, April 2003

- January 2004 – Amended SDEIS for downtown Portland Mall alignment is published that includes reference to and confirmation of the Phase 2 LPA, with the recognition that additional environmental work would be required in the Milwaukie Corridor when the project is advanced
- December 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final EIS published in the *Federal Register*

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	559,005	Anticipated	$	1,483,000
Interfund Transfers	$	161,323			
Materials & Services	$	750,000			
Consultant					
Computer	$	12,672			
TOTAL	**$**	**1,483,000**	**TOTAL**	**$**	**1,483,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.8
TOTAL	**5.8**

PROGRAM

As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which included funding for advancement of Streetcar technical methods and a system plan as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process. The technical methods will assist the Federal Transit Administration (FTA) in the development of guidance for travel demand forecasting and economic development methodologies for the Small Starts funding program. In FY 2005-06, initial work was done to evaluate potential approaches for this work, funded through the Eastside Transit Project and Lake Oswego to Portland Transit Corridor Project Alternatives Analyses. The Streetcar System Plan will evaluate potential alignments and extensions to the existing system and will serve as input into the Regional Transportation Plan update.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. A recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.
- Also as part of SAFETEA-LU, TriMet received a $4 million authorization to develop a domestic streetcar prototype.

STAKEHOLDERS

- Metro Council
- Cities of Portland and Lake Oswego
- Clackamas and Multnomah County
- Portland Streetcar, Inc.
- Eastside Transit Project Advisory Committee
- Lake Oswego to Portland Transit Project Advisory Committee
- TriMet
- ODOT
- Central Eastside Industrial Council
- Lloyd Business Association and TMA
- Private development community
- Downtown and central eastside workers and residents
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Develop a Streetcar System Plan for the region and provide input into the Regional Transportation Plan update
- Develop technical methods for travel forecasting that fully explain the ridership patterns of the Streetcar mode to assist FTA in the evaluation of Small Starts projects
- Develop technical methods for evaluating the impact of Streetcar on development patterns and measuring the economic development potential of the Streetcar mode to assist FTA in the evaluation of Small Starts projects

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. The alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown, and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capital provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- In 2005, Eric Hovee Inc. was retained to develop a correlation between the presence of the Portland Streetcar and Central City development patterns. This study recommended potential methods to show causality between the streetcar and intensity of development that form the basis of the current work program
- In 2005, PB Consult was retained to evaluate the travel demand forecasting methods to be used to evaluate the Streetcar mode. Several sub-mode adjustments were made to Metro's travel forecasting model as a result.
- An FTA Alternatives analysis was completed and a Locally Preferred Alternative selected for both the Eastside and Portland to Lake Oswego Transit Projects in federal FY 2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	50,195	FTA Streetcar grant	$	792,764
Interfund Transfers	$	25,354	Metro	$	25,000
Materials & Services	$	807,950	Local Jurisdiction Match	$	65,735
TOTAL	**$**	**883,499**	**TOTAL**	**$**	**883,499**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.4
TOTAL	

PROGRAM

This project will build upon the completion of the Willamette Shoreline Alternatives Analysis (AA) in FY 2005-06. Promising alternatives advanced from the AA would connect the South Waterfront area of the Central City to the Lake Oswego town center. The Draft Environmental Impact Statement (DEIS) will advance the project to the point where application may be made to the Federal Transit Administration (FTA) for the Project Development phase of the Small Starts funding program.

The Alternatives Analysis evaluated use of the Jefferson Branch rail line, owned by the Willamette Shoreline Consortium, as a potential transit route, as well as Highway 43 and other local roadways. A bicycle and pedestrian trail was also considered within the envelope of the Jefferson Branch right-of-way and possibly on local streets.

This activity is the second step in the federal transit planning process. In order to be eligible for federal funding, the project must be selected through a thorough analysis of promising alternatives and their environmental impacts and must receive FTA approvals to move into subsequent phases of project development.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts and Small Starts projects
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process.
- The Region 2040 Plan, the Regional Transportation Plan (RTP), City of Portland Plans for North Macadam, and Lake Oswego Redevelopment plans all call for improved transit service in the Macadam/Highway 43 corridor between the central city and the Lake Oswego Town Center
- The Willamette Shoreline Consortium, formed in 1985, managed the acquisition of the Jefferson Branch rail line and has been operating historic trolley service on the line. The Consortium also manages maintenance of the line to ensure it remains an active rail alignment for future enhanced transit service
- The City of Lake Oswego is developing a Foothills District Refinement Plan for an urban renewal district in the Foothills area adjacent to the Jefferson Branch rail alignment that anticipates a high level of transit service

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- City of Lake Oswego
- TriMet
- ODOT
- Clackamas County
- Multnomah County
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Parks and Greenspaces (trail component)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Initiate a DEIS for the Lake Oswego to Portland Transit Corridor

- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding included in SAFETEA-LU
- Ensure that the project is properly positioned for federal review and advancement into the Project Development phase of the Small Starts program

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. The alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations.
- Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge
- RiverPlace streetcar extension was completed in May 2005.
- Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge
- An FTA Alternatives analysis was completed and a Locally Preferred Alternative selected in federal FY 2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	366,687	FTA Streetcar Grant	$	892,814
Interfund Transfers	$	108,094	Willamette Shoreline OR-90-X115	$	500,000
Materials & Services	$	1,030,000	Local Match	$	102,187
Consultant			Metro	$	13,000
Computer	$	3,220			
TOTAL	**$**	**1,508,001**	**TOTAL**	**$**	**1,508,001**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4
TOTAL	**4**

PROGRAM

This project will advance the Locally Preferred Alternative selected as part of the FY 2005-06 federal Alternatives Analysis (AA) into a Documented Categorical Exclusion or Environmental Assessment, depending on the Federal Transit Administration's (FTA) determination of the appropriate National Environmental Protection Act (NEPA) review. The AA evaluated alternative transit modes and alignments to connect downtown Portland to the Lloyd District and Central Eastside. Alternatives included a no-build option, bus circulator and streetcar alternatives, including three minimum operable segments. The proposed streetcar alternative would be an extension of the existing Portland Streetcar alignment over the Broadway Bridge to the Lloyd District, extending south through the Central Eastside to OMSI, and eventually connecting with a new Caruthers light rail bridge when Milwaukie light rail is constructed to complete the Streetcar loop into Downtown.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. A recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects
- The Region 2040 Plan, the Regional Transportation Plan (RTP) and various City of Portland plans including the Central City Plan (1986) and the Central City Transit Plan (1994) call for improved internal Central City circulation for workers, residents, and visitors
- In federal FY 2005-06, Metro Council selected a Locally Preferred Alternative to advance into the NEPA process.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- Eastside Transit Project Advisory Committee
- TriMet
- Central Eastside Industrial Council
- Lloyd Business Association and Transportation Management Area (TMA)
- Private development community
- Downtown and central eastside workers and residents
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete Documented Categorical Exclusion (DCE) or Environmental Assessment (EA) for the Eastside Transit Project
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding included in SAFETEA-LU
- Ensure that the project is properly positioned for federal review and approval to advance into the Project Development phase of the Small Starts funding program.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. The alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capital provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- Portland Streetcar currently is providing over 2,000,000 rides per year. Since 1997, nearly 5,300 new units of multi-family housing have been built within 2-3 blocks of the streetcar and there has been over 3.5 million square feet of non-residential space developed.
- RiverPlace streetcar extension is under construction
- Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge
- Portland Streetcar, Inc, after two years of public outreach and development with a project steering committee, developed an alignment that was adopted by Portland City Council on June 25, 2004.
- Metro entered into a contract with Portland Streetcar, Inc. in FY 2004-05 to develop the work program and perform the federal alternatives analysis for the project.
- An FTA Alternatives analysis was completed and a Locally Preferred Alternative selected in federal FY 2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	127,075	FTA Streetcar grant	$	544,661
Interfund Transfers	$	42,225	Local match	$	62,339
Materials & Services	$	437,700		$	
	$				
TOTAL	**$**	**607,000**	**TOTAL**	**$**	**607,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.22
TOTAL	**1.22**

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.

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development program has focused on projects that directly relate to completion of planning and project development activities in regional transportation corridors outlined in the RTP. 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 coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the State Transportation Planning Rule (TPR), Metro is required to complete a regional Transportation System Plan, which identifies the need for transportation facilities and their function, mode and general location. The 2000 RTP calls for completion of 18 specific corridor refinements and studies for areas where significant needs were identified but which require further analysis before a specific project can be developed. Section 660-012-0025 of the TPR requires prompt completion of corridor refinements and studies.

In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies for the Powell/Foster and Highway 217 corridors in the 2002-2005 time period. In 2005, Metro, again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the outcome of that consultation, in Fall 2005, the Corridor Refinement Work Plan was updated to reflect current and new efforts and responsibilities. Over the next five years, the work plan, which was approved by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, calls for commencement of major new planning efforts on the East Multnomah County I-84/US 26 Connector, the Outer Southwest Area, I-205 and I-405 corridors and regional high capacity transit and tolling system plans.

STAKEHOLDERS

- Project partners include Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), TriMet and associated counties and cities
- Business dependent on the corridor including those directly within the corridor, those who utilize it for freight and those whose employees rely on the corridor to reach work
- Commuters who travel to or through the corridor for work, shopping or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES/PRODUCTS/DELIVERABLES

- 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
- Implement the Corridor Initiatives Project strategy in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts.
- Participate in the development of project not yet funded by other grants or contracts
- Participate in ODOTs' Oregon Innovative Partnerships Program (OIPP), which is seeking private partners to help develop transportation facilities. In FY 2006-07 this will focus on completing scoping work for proposals from private firms on I-205 and Sunrise Corridors.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

(Most of the these projects started under this program, but many evolved into independent studies)

- Corridor Initiatives Project prioritized the multi-modal corridors outlined in the 2000 RTP (2001)
- Corridor Refinement Work Plan adopted into RTP (2002)
- Received TGM grant for Phase I Powell/Foster Corridor study (2002)
- Powell Foster Phase I completed (2003)
- Completed Highway 217 Corridor study (2005)
- Travel forecasting and FTA liaison for Washington County Commuter Rail project (2001-present)
- Participation in eastside streetcar and I-405 loop studies (2004-2005)
- Scoping and grant applications for I-5/99W project (2003-present)
- Participation in scoping, funding, travel analysis and advisory committees for Sunrise Corridor (2003-present)
- Update of Corridor Priorities Work Plan (2005)
- Participated in the development of Columbia River Crossing Project
- Worked with ODOT OIPP on work plan development and negotiations with private consortium (OTIG) for proposals on I-205 and Sunrise corridors.

BUDGET SUMMARY

Requirements:			**Resources:**		
			PL	$	0
Personal Services	$	32,402	STP/ODOT Match	$	38,584
Interfund Transfers	$	10,598	Metro	$	4,416
Materials & Services	$	0			
TOTAL	**$**	**43,000**	**TOTAL**	**$**	**43,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.3
TOTAL	**.3**

PROGRAM

This work program is designed to complete the corridor refinement planning needed on the next priority corridor as defined by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council. The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2005-06, this program focused on completing the Highway 217 Corridor study and commencing the next multi-modal alternatives analysis. Work is intended to conclude in FY 2006-07 with selection of preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and Metro Council. Alternatives will be developed to the point that they can proceed directly into National Environmental Protection Act (NEPA) and preliminary engineering.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the Transportation Planning Rule (TPR), Metro is required to complete a regional Transportation System Plan, which identifies the need for transportation facilities and their function, mode, and general location. The 2000 RTP calls for completion of 18 corridor refinements and studies for areas where significant needs were identified but which require further analysis before a specific project can be developed. Section 660-012-0025 of the TPR requires prompt completion of corridor refinements and studies.

In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies for the Powell/Foster and Highway 217 corridors.

In Winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in Fall 2005, JPACT and Metro Council approved a corridor planning work plan update, which calls for initiation of five new corridor plans in the next five years (see Project Development narrative). In Winter 2006, Metro will commence work on one or more corridor planning efforts. Candidates include the I-205 South; the Outer Southwest Area (including a regional tolling system plan); and East Multnomah County I-84/US 26 Connector corridors as well as a regional transit system plan.

STAKEHOLDERS

- Project partners include ODOT, Federal Highway Administration (FHWA), Tri-Met and associated counties and cities
- Business dependent on the corridor including those directly within the corridor, those who utilize it for freight, and those whose employees rely on the corridor to reach work
- Commuters who travel to or through the corridor for work, shopping, or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete scoping of study
- Issue consultant contracts
- Establish advisory committees
- Complete background and existing conditions analyses
- Identify initial range of alternatives for study
- With advisory committees, establish goals and objectives for the corridor
- Commence travel modeling and concept design for initial alternatives

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Completed Phase I Powell/Foster Corridor study (2003)
- Completed Highway 217 Corridor study (2005)

PROGRAM

The Bi-State Coordination Committee was created in April 2004, through a transition from the Bi-State Transportation Committee. The Bi-State Coordination Committee is chartered by member agencies on both sides of the Columbia River including the cities of Vancouver and Battle Ground, Washington and Portland and Gresham, Oregon; Multnomah and Clark counties; the ports of Vancouver and Portland; TriMet and CTRAN; Washington State Department of Transportation and Oregon Department of Transportation; and Metro. The Committee reviews, discusses and makes recommendations about transportation and land use issues of bi-state significance.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- Code of Federal Regulations, Title 23, Chapter 1, Subchapter I, Section 134, Metropolitan Planning at subsection (d) (1) Coordination in Multi-state Areas says: "The Secretary shall encourage each Governor with responsibility for a portion of a multi-state metropolitan area and the appropriate metropolitan planning organizations to provide coordinated transportation planning for the entire metropolitan area."
- Metro Resolution No. 99-2778, For the Purpose of Establishing a Bi-State Committee of the JPACT and the Southwest Washington RTC. (Southwest Washington RTC Resolution No. 05-99-11 is identical in its resolves.)
- Metro Resolution No. 03-3388, For the Purpose of Endorsing a Bi-State Coordination Committee to Discuss and Make Recommendations about Land Use, Economic Development, Transportation and Environmental Justice Issues of Bi-State Significance.
- Resolutions by the City of Portland, Port of Portland, TriMet and Multnomah County in support of the formation of a Bi-State Coordination Committee (Resolutions in support were also passed by sister agencies/entities in southwest Washington).

STAKEHOLDERS

- Metro Council as a means to coordinate with partners in southwest Washington about land use and transportation issues of bi-state significance
- Cities of Portland and Vancouver
- Multnomah and Clark County
- Ports of Portland and Vancouver
- TriMet
- CTRAN

OBJECTIVES/PRODUCTS/DELIVERABLES

Objectives of this program include providing a forum for discussion of:

- Coordination of federal funding preferences for the bi-state area
- Large land use plan amendments as they are proposed
- Coordination with I-5 Columbia River Crossing
- Freight rail issues
- Transportation Demand Management (TDM) measures on transportation facilities of mutual interest
- Other issues of bi-state significance as they may emerge

Products/Deliverables will include:

- Recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) or other agencies about land use and transportation issues of bi-state significance
- Annual Report

NEXT CORRIDOR

- With Transportation Policy Alternatives Committee (TPAC) subgroup, review priorities and identified potential next corridor study candidates (2005)
- JPACT and Metro Council approved corridor planning work plan update (Fall 2005)
- Select corridor for next study - Winter 2006
- Develop scope and initiate contracting (Spring 2006)

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	267,794	Next Corridor STP*	$	250,000
Interfund Transfers		$	81,130	Next Corridor Match	$	28,614
Materials & Services		$	229,050	PL	$	89,607
Consultant	$54,500			STP/ODOT Match	$	160,084
Computer		$	6,026	ODOT Support	$	12,000
				TriMet	$	21,348
				Metro	$	22,347
TOTAL		**$**	**584,000**	**TOTAL**	**$**	**584,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.06
TOTAL	**3.06**

* Anticipated

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Determined that the two Metropolitan Planning Organization (MPO) forecasts of future jobs and housing should be coordinated and that 2030 should be the forecast horizon year for bi-state transportation projects;
- Made recommendations concerning alternatives for the I-5 Delta Park Project;
- Provided additional time for discussion and coordination of issues concerning the I-5 Columbia River Crossing;
- Discussed high occupancy vehicle lanes on I-5 in southwest Washington;
- Kept local officials up to date on heavy rail/freight movement in the bi-state area;
- Discussed the Cost of Congestion Report and possible actions to address this issue.
- Discussed the West Coast Corridor Coalition and implications for the Bi-State area.

A detailed description of Bi-State Coordination Committee work in a month-by month format is available in the Committee's 2005 Annual Report.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	15,354	STP/ODOT Match	$	29,844
Interfund Transfers	$	6,647	Metro	$	2,157
Materials & Services	$	10,000			
TOTAL	**$**	**32,001**	**TOTAL**	**$**	**32,001**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.18
TOTAL	**0.18**

PROGRAM

This program manages the identification of the region's freight system; policies and project needs and includes them in Regional Transportation Plan (RTP). The program updates the RTP's Regional Freight System plan that provides guidance to affected municipals and counties in accommodation of freight on the regional transportation system. It provides coordination with local, state, and federal plans so that freight plans remain consistent throughout the region. It ensures that prioritized freight requests are competitively considered within federal, state, and regional funding programs. It will also allow continued freight data collection, analysis, education, and coordination within the region. Combining these elements, the program endeavors to identify 'trouble points' in the transportation system, proposed potential capacity improvements and identifies potential funding sources. Note that the level of effort identified is contingent upon receipt of continued Metropolitan Transportation Improvement Plan (MTIP) funding.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Transportation Equity Act for the 21st Century (TEA-21) requires Metropolitan Planning Organizations (MPO) to meet seven planning factors including planning for people and freight and supporting economic vitality by enabling global competition, productivity, and equity. In support of Oregon's Statewide Planning Goals 9 and 12, the Transportation Planning Rule (TPR) requires Transportation System Plans (TSP) to identify the "needs for movement of goods and services to support industrial and commercial development." Further, the 2040 growth concept identifies the importance of industrial activity to the region by establishing special industrial districts as a priority land use.

RTP Policy 15.0, Regional Freight System, requires Metro to "provide efficient, cost-effective and safe movement of freight in and through the region" by identifying freight needs and projects to resolve them. TPR 660-012-0020, Elements of TSPs, requires consistency between local, regional, state, and federal functional classifications. The RTP Freight Policies 15.0 and 15.1 specifically direct Metro to work with local jurisdictions and state agencies to meet federal mandates for the intermodal and congestion management systems, to identify projects and to coordinate plans. RTP Policy 15.1, Regional Freight System Investments, specifically directs Metro to "protect and enhance public and private investments in the freight network" by seeking opportunities for public private partnerships and encouraging public funding of freight investments.

STAKEHOLDERS

- Metro Council
- TPAC
- JPACT
- Metro Planning (RTP)
- Cities and counties within the region including Clark County, Washington
- ODOT
- Ports of Portland and Vancouver
- FHWA
- Businesses, including freight shippers and carriers, distribution companies, manufacturers, retailers and commercial firms
- Oregon Trucking Association and other business associations including the Westside Economic Alliance, the Columbia Corridor Association, and the Portland Business Alliance
- Metro area residents and neighborhood associations

OBJECTIVES/PRODUCTS/DELIVERABLES

- Working with the Port of Portland and ODOT, complete the Regional Freight Data Collection Study
- Complete Transportation Growth Management work required for Regional Freight Plan, including recommendations regarding street design, classification and other policy changes and network and project proposals for freight

- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities
- Participate in the Portland Freight Committee and the Portland Freight Master Plan project
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing, I-205 and the Sunrise Corridor projects
- Participate in the Port of Portland led Oregon Rail Users League, which is identifying key rail priorities and advocating for funding with the State Legislature
- Coordinate information regarding freight needs in support of freight funding proposals being developed by the State Legislature.
- Work with the Port of Portland and private interests to explore methods to increase private sector participation in rail funding
- Work with agencies and private interests to identify key multi-modal priorities, secure appropriate private matching funds and ensure that they are competitively considered under state freight funding programs

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Established regional freight network and policies as part of 2000 RTP
- Completed minor updates to freight network as part of 2003 RTP
- Partnered (with Port) on Commodity Flow Study and Updates
- Developed regional truck model and incorporated updates to reflect new commodity forecasts
- Updated truck model to incorporate results of Freight Data Collection Study
- Established and led the Regional Freight Committee, comprised of 13 local, regional and state agencies
- Developed the freight category and criteria for MTIP
- Led regional freight project prioritization effort (2003-04) as part of OTIA III, which resulted in the region obtaining significant funding for freight projects
- Participated in State and federal freight model development programs
- Member of Freight Data Users Group
- Member of Portland and Oregon Freight Advisory Committees
- Active participant in local freight planning efforts such as the St. Johns Truck Study, the Sandy Boulevard study and the I-5 rail capacity analysis
- Participated in ORULE and CONNECT Oregon committees
- Entered into contract for Transportation Growth Management Grant for Regional Freight Plan.
- Complete consultant scope and initiate Regional Freight Plan work.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	207,410	PL	$	1,956
Interfund Transfers	$	65,010	STP/ODOT Match	$	108,368
Materials & Service	$	95,200	Freight STP	$	75,000
Consultant- $87,050			Metro	$	33,676
Computer	$	1,380	TGM Grant	$	150,000
TOTAL	**$**	**369,000**	**TOTAL**	**$**	**369,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.08
TOTAL	**2.08**

PROGRAM

This program works with the business community, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council to develop expanded funding for transportation improvements to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. This program could include formulating a proposal for the 2007 Oregon legislature and a regional ballot measure for voters to consider in 2008.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

- Work with the RTP update and New Look efforts to identify projects which are important to the region's economy
- Create linkage between the long-term vision for Metropolitan Transportation Improvement Program (MTIP) funding allocations and the implementation of priority RTP improvements
- Establish an array of transportation finance options
- Evaluate options for feasibility and ability to address the finance shortfalls
- Establish an outreach program to gain public input on key issues and strategies
- Help coordinate a regional finance request to the 2007 Oregon Legislature
- Work with the business community and local governments to determine the viability of a regional transportation ballot measure

STAKEHOLDERS

- Metro Council
- JPACT
- Business Community
- General Public
- Association of Counties (AOC)
- League of Cities (LOC)
- American Automobile Association (AAA)
- Oregon Trucking Association

OBJECTIVES/PRODUCTS/DELIVERABLES

- Work with key stakeholders to develop a proposal for the 2007 Oregon Legislature that will be supported by the business community and local governments.
- Develop regional priorities for funding from federal sources, including recommendations from the Transportation Investment Task Force and the JPACT Finance Committee
- Coordinate with funding strategies for TriMet's Transit Investment Plan
- 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
- Facilitate regional consensus on priority projects to seek state and federal authorization and appropriations

ACCOMPLISHMENTS

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 2005-06, oriented toward implementing key elements of the RTP Priority System. These efforts do not include lobbying activities of any kind. A nationally recognized consultant has recently completed an analysis of the cost of congestion in the Portland Metro region. This work is fostering renewed interest in seeking additional funds for projects at the 2007 session of the Oregon Legislature and possibly a regional ballot measure in 2008.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	134,116	PL	$	191,387
Interfund Transfers	$	40,424	STP/ODOT Match	$	7,929
Materials & Services	$	168,000	ODOT Support	$	17,303
Computer	$	460	Sec 5303	$	31,667
			TriMet	$	39,971
			Metro	$	54,743
TOTAL	**$**	**343,000**	**TOTAL**	**$**	**343,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.23
TOTAL	**1.23**

PROGRAM

The Regional Travel Options (RTO) program is the region's Transportation Demand Management (TDM) strategy for reducing reliance on the automobile. The program has been funded for nearly 20 years, and has grown to include a variety of regional partners and outreach programs proven to reduce travel demand and encourage alternatives to driving alone. Since the early 1990s, the program has provided a daily reduction of 10,700 auto trips and daily Vehicle Miles Traveled (VMT) reduction of 79,400 miles, or the equivalent capacity to 10 highway lane miles. The program is also central to the region's efforts to maintain "attainment" status with federal air quality requirements. The program's effectiveness in meeting these goals monitored on an ongoing basis through a system of detailed evaluations of individual components and employer surveys, and is documented in bi-annual reports published by Metro.

The Metro Council approved a new strategic plan for the RTO program in 2004, shifting the lead role for managing the program from TriMet to Metro. The updated program places a major emphasis on marketing, and will be augmented by a recently funded state TDM program. Most of the RTO program activities are carried out by public agency partners or consultant contracts, and are administered by Metro. The key components of the RTO program are:

- Program administration
- Collaborative marketing program
- Regional rideshare - vanpool program
- Transportation Management Association program
- 2040 Initiatives Grant program
- Evaluation program

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The 2004 RTO Strategic Plan was approved by Metro Council resolution, and provides the framework for RTO policy development and program activities. The RTO Subcommittee of Transportation Policy Alternatives Committee (TPAC) serves as the technical committee for RTO policy development.

The RTO program is an economic development tool for regional centers and industrial areas. RTO strategies support economic growth in centers by freeing up land currently used for parking for jobs and housing. The program increases the capacity of current transportation infrastructure by providing and promoting alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking, and telecommuting.

The RTO program works directly with employers to find the best travel options for their employees through TriMet's Employer Outreach Program and local transportation management associations (TMAs). Services provided through the RTO program, such as carpool matching, vanpools and transit pass program ensure access to jobs for low-income residents of the region.

STAKEHOLDERS

- Metro Council
- RTO service providers (TriMet, Wilsonville SMART, van pool vendors and others)
- RTO Subcommittee and TPAC
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Continued implementation of the RTO Strategic Plan
- Continued policy development and evaluation in partnership with RTO Subcommittee
- Completion of 2004-2005 Annual Report

- Development and implementation of a marketing campaign to raise public awareness of travel options and encourage people to reduce single-occupancy vehicle trips. The campaign will include television, radio and outdoor advertising, earned media and community outreach.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Completion of 2002 RTO Annual Report
- Completion of 2004 RTO Strategic Plan
- Completion of 2003 RTO Annual Report
- Completion of 2004 Travel Behavior Barriers and Benefits Research
- Completion of 2005 Rideshare Market Research and Implementation Plan

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	313,457	ODOT/STP	$	37,946
Interfund Transfers	$	100,386	CMAQ	$	1,073,507
Materials & Services	$	1,693,158	ODOT Transit	$	825,000
Marketing Consultant	$		BETC Match	$	133,494
Other Contracts	$		Metro	$	2,054
Misc.			Bike There	$	35,000
TOTAL	**$**	**2,107,001**	**TOTAL**	**$**	**2,107,001**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4
TOTAL	**4**

SELLWOOD BRIDGE

PROGRAM

This program will assist the City of Portland and Multnomah County in developing alternatives necessary for the replacement of the current Sellwood Bridge and associated transportation network. Metro, in coordination with the City of Portland will develop travel demand forecasts (2030). Metro will also provide the City with screen line travel analysis and provide assistance to the project's technical advisory committee on the transit, freight, pedestrian/bike and vehicular plans and coordinate efforts with concurrent transit planning on Lake Oswego Trolley and Milwaukie Light Rail Transit (LRT) extension. In FY 2005-06, the initial set of alternatives will be developed for replacement of the Sellwood Bridge. Stakeholders will review those plans, the refinement will be developed and a final recommendation(s) will be submitted for approval by the City and Multnomah County in FY 2006-07.

MANDATES, AUTHORIZATIONS,

The Transportation Equity Act for the 21st Century (TEA-21) requires Metropolitan Planning Organizations (MPO) to meet seven planning factors including planning for people and freight and supporting economic vitality by enabling global competition, productivity and equity.

Regional Transportation Plan (RTP) Policy 13.0, Regional Motor Vehicle System, requires Metro to (a.)"provide an adequate system of arterials to supports local and regional travel", (c) "provide an adequate system of local streets that supports localized travel, thereby reducing dependency on the regional system for local travel" and (h) "implement a congestion management system to identify and evaluate low cost strategies to mitigate and limit congestion in the region".

At the conclusion of the South Willamette River Crossing Study (1999), the Joint Policy Advisory Committee on Transportation (JPACT) developed a series of recommendations that should be reviewed at the outset of the development of Sellwood Bridge alternatives.

STAKEHOLDERS

- Metro Council
- Transportation Policy Alternatives Committee (TPAC)
- JPACT
- Metro Planning Update of Regional Transportation Plan
- Oregon Department of Transportation (ODOT)
- TriMet
- Federal Highway Administration (FHWA)
- Sellwood-Moreland Improvement League (SMILE neighborhoods)
- Cities of Lake Oswego, Milwaukie and Portland
- Sellwood commercial and industrial users
- Portland Freight Committee

OBJECTIVES/PRODUCTS/DELIVERABLES

- Technical Advisory Committee participation in the development and refinement of potential alternatives for the Sellwood Bridge crossing
- 2030 Travel Forecast for the Sellwood Bridge corridor of influence
- 2030 Screen Line Analysis showing the origins and destinations through the corridor

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- South Willamette River Crossing Study (Summer 1999) –identifying motor vehicles, transit, bicycles and pedestrian improvements recognized by JPACT
- 2000 Regional Transportation Plan Regional Motor Vehicle system and Regional Freight System plans

SELLWOOD BRIDGE

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	15,678	Other*	$	22,000
Materials & Services	$	6,322		$	
TOTAL	**$**	**22,000**	**TOTAL**	**$**	**22,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.14
TOTAL	**.14**

* Anticipated

PROGRAM

This project, led by Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) is evaluating alternatives for improving transit, highway and freight access across the Columbia River on I-5. Metro's participation is funded through an Intergovernmental Agreement with WSDOT. Metro would provide a variety of services to the project including project review and decision-making as Metropolitan Planning Organization (MPO) for the Portland region, Federal Transit Administration (FTA) coordination, travel demand forecasting, review of land use forecasts, issues and assumptions, development of project funding scenarios, day-to day project committee support, and congestion pricing and tolling technical review.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- This program is included in the long-range transportation plans of both Metro and Southwest Washington Regional Transportation Council (RTC), the SW Washington MPO, with the Metro 2000 Regional Transportation Plan (RTP) making specific recommendations for a Corridor Refinement Plan in the I-5 bi-state corridor.
- This program builds upon the recommendations of the *Strategic Plan of the I-5 Transportation and Trade Partnership* from 2004. Metro and other local, regional and state agencies including the cities of Portland and Vancouver, the ports of Portland and Vancouver, ODOT, WSDOT, RTC, TriMet, and C-Tran endorsed the recommendations of the Partnership.
- Metro's 2005 *Cost of Congestion Study* identified substantial costs incurred by private industry and the public from delays on the highway network. The I-5 corridor has long been recognized as the worst bottleneck for congestion in the region.
- Other relevant antecedents to the project include the I-5 Trade Corridor Study, the Interstate MAX Light Rail Transit (LRT) Project, and the South/North LRT Project Draft Environmental Impact Statement, led by Metro, which evaluated a LRT line that would span the Columbia River.
- Metro is performing services under an Intergovernmental Agreement with WSDOT, which was signed in FY 06 and which covers work to be performed through FY 07.

STAKEHOLDERS

- Metro Council
- RTC Board
- WSDOT - Washington Governor's Office
- ODOT - Oregon Transportation Commission
- Bi-State Committee
- Cities of Portland and Vancouver
- Multnomah and Clark Counties
- Ports of Portland and Vancouver
- Business and civic organizations
- Private industry and the public

OBJECTIVES/PRODUCTS/DELIVERABLES

In FY 2006-07, the project will complete the federal Alternatives Analysis phase of project development, which will result in a handful of alternatives to be carried into a Draft Environmental Impact Statement. Metro would provide a variety of services to the project including project review and decision-making as MPO for the Portland region. Major activities and deliverables include:

- FTA coordination, including the preparation of materials for the FTA's Annual New Starts Ranking process
- 2030 travel demand forecasts and documentation
- 2030 land use forecasts, issues and assumptions
- Project funding analysis, including development of project funding scenarios
- Congestion pricing and tolling technical review and documentation

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Project initiated as a federal Alternatives Analysis in 2005.
- Purpose and Need, Evaluation Criteria, and Problem Definition approved by project committees and FTA and Federal Highway Administration (FHWA) in 2006.
- Alternative components screened in early 2006
- Detailed Definition of Alternatives developed in mid- 2006.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	564,376	WSDOT	$	777,001
Interfund Transfers	$	158,945			
Materials & Services	$	50,000			
Contracts $50,000					
Computer	$	3,680			
TOTAL	**$**	**777,001**	**TOTAL**	**$**	**777,001**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.35
TOTAL	**5.35**

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.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Portland Parks and Recreation, along with the Portland Office of Transportation, is performing an evaluation of the Red Electric Trail Line. The City will determine whether a multi-use trail could be constructed along this long-abandoned rail alignment and propose conceptual design solutions to any constraints that include right-of-way (ROW) issues, traffic, environmental zoning, and private property. 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.

STAKEHOLDERS

- Portland Parks
- Portland Office of Transportation (bikes, pedestrians, traffic, policy, planning, engineering)
- SW Trails Group
- SW Neighborhood Associations
- City of Portland Pedestrian Advisory Committee
- Willamette Pedestrian Coalition
- Bicycle Transportation Alliance
- City of Portland Bicycle Advisory Committee
- Neighboring property owners
- Washington County

OBJECTIVES/PRODUCTS/DELIVERABLES

- Investigate topography, vegetation, development, land use/zoning, property ownership and ROW delineation 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, multi-modal trail between Willamette River and Garden Home Community Center
- Identify funding opportunities and propose plan for implementation

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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.

BUDGET SUMMARY

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

CITY OF PORTLAND - DIVISION STREETSCAPE & RECONSTRUCTION PROJECT: SE 6TH - SE 60TH

(formerly Division Street Study: SE 10th – SE 60th)

The Division Streetscape & Reconstruction Project will develop a plan for Division Street between SE 6th Ave and SE 60th Ave that identifies transportation, streetscape, green street and pavement improvements in the public right-of-way and establishes a blueprint for future infrastructure maintenance and investment. The project will make recommendations to improve the pedestrian environment, access to transit, and safety for all modes through sidewalk and crossing improvements, signalization, alternative vehicle lanes and on-street parking configurations, and innovative stormwater management facilities. The project will also develop and implement a public participation strategy to foster a collaborative and informed decision-making process with agencies and the community working in partnership.

With the plan in place, preliminary engineering and construction can take place for Phase 1 implementation of the Division Streetscape and Reconstruction Project between SE 6th Ave and SE 39th Ave funded with $2.45 million of federal transportation funds and City of Portland Transportation System Development Charge funds. The roadway pavement is in serious disrepair and is due to be reconstructed and resurfaced. Although a substantial portion of the funds are necessary for the roadway reconstruction and resurfacing, some of the funding will be directed toward transportation and streetscape improvements that will foster the character of the main street.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the *Transportation System Plan* of the City of Portland and is the next step in implementing the City of Portland's 2003-2005 TGM-funded *Division Green Street / Main Street Plan*. The project will be carried out and managed by the Project Management Division of the Portland Office of Transportation.

STAKEHOLDERS

- Portland Office of Transportation (PDOT)
- Portland Bureau of Environmental Services (BES)
- Portland Office of Sustainable Development (OSD)
- Portland Parks and Recreation (PPR)
- Portland Bureau of Planning (BOP)
- TriMet
- Metro
- Portland Public Schools (PPS)
- Central Eastside Industrial Council (CEIC)
- Division-Clinton Business Association (DCBA)
- Division Vision Coalition
- Southeast Uplift District Coalition (SEUL)
- Hosford-Abernethy Neighborhood (HAND)
- Richmond Neighborhood
- Mt. Tabor Neighborhood
- South Tabor Neighborhood
- City of Portland Bicycle Advisory Committee (BAC)
- City of Portland Pedestrian Advisory Committee (PAC)

OBJECTIVES/PRODUCTS/DELIVERABLES

Major Outcomes

- A planning process fundamentally grounded in the vision, goals and objectives of Division Green Street / Main Street Plan (2006).
- Implementation of a public participation strategy that provides a foundation for participants to engage in a meaningful way and builds consensus towards solutions.

- A plan for infrastructure maintenance and improvements in the public right-of-way supports a pedestrian-friendly, economically vibrant and environmentally sustainable main street.
- Raised awareness within the community around transportation choices that include walking, cycling and transit.

Key Deliverables

- A public participation strategy that values the community's contribution to the decision-making process. The strategy will engage people through a variety of venues, activities and media, and emphasize providing clear information, building trust, and facilitating open dialog.
- An opportunities and constraints analysis based on an inventory of the street's conditions, community values and available resources.
- Design principles to guide decision-making and measure results.
- A corridor concept plan, with a focus on the transportation system.
- Corridor transportation alternatives, and a process to analyze and evaluate the alternatives.
- A final streetscape and reconstruction plan for Division Street that reflects the community's goals and values, and that works within the City's policy framework.
- Selection of improvements for Phase 1 construction that meet the project's budget.
- Implementation strategies for completing the Division Streetscape and Reconstruction Plan in the years ahead.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The project is intended to help support Division Street's 2040 Main Street designation. The Portland Office of Transportation identified the project in its *Transportation System Plan* that was adopted in October 2002. The project will be a follow-up to the 2003-2005 TGM-funded Division Green Street/Main Street land use and transportation study that is scheduled for adoption by Portland's City Council in early 2006.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services (PDOT)	$	150,000	Regional STP	$	215,352
Professional Services	$	75,000	PDOT match	$	24,648
Materials & Services	$	15,000			
TOTAL	**$**	**240,000**	**TOTAL**	**$**	**240,000**

CITY OF PORTLAND – INTERSTATE TRAVELSMART PROJECT

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 was 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; vehicle miles traveled by 12 percent.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

TravelSmart is identified in the *Transportation System Plan* of the City of Portland as part of its Transportation Demand Management and Parking Plan. The Transportation Options Division will carry out the project.

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 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.

STAKEHOLDERS

- TriMet
- Interstate Corridor residents
- Kenton, Piedmont, Arbor Lodge, Overlook, Humboldt, King, Boise, and Eliot Neighborhood Associations

OBJECTIVES/PRODUCTS/DELIVERABLES

Phase I:

- Project Design – of work plan, project design and after-survey analyses.
- Project Setup – Organization of resources, 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 – Households (11,000 participants) 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 alternative modes more frequently. Interested households receive ongoing motivation, encouragement and support, and there is no further contact with those who are not interested.
- One Year After-Survey – A random sample of households in the target area and a random sample of households in the control group are surveyed and analyzed.

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 – 3,000 additional participants within the target area.
- Conduct Home Visits – Approximately 5 percent of participants.
- Conduct After In-Depth Survey – In-depth survey and analysis completed to compare with previous survey results and findings.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The construction of Interstate MAX offers a unique opportunity to increase the efficiency of this infrastructure investment. The Interstate TravelSmart Project is an effective tool to train and educate citizens about 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 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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Phase I					
Personal Services	$	300,000	Regional STP	$	300,000
Materials & Services		30,000	Match		30,000
TOTAL Phase I	**$**	**330,000**	**TOTAL**	**$**	**330,000**

Requirements:			**Resources:**		
Phase II					
Personal Services	$	200,365	Regional STP	$	200,365
Materials & Services		22,935	Match		22,935
TOTAL Phase II	**$**	**223,300**	**TOTAL**	**$**	**223,300**

CITY OF PORTLAND – MLK JR. BOULEVARD TURN LANES: COLUMBIA TO LOMBARD

The MLK Columbia Transportation Improvement Plan will develop a package of improvements for that are in the vicinity of Martin Luther King Jr. Blvd from NE Columbia to NE Killingsworth Streets. The improvements could include:

- A grade separation of NE 11th Ave.
- Improvements to the intersections at NE Columbia and NE Killingsworth St.
- Roadway geometry improvements on NE Columbia NE Killingsworth St.
- Signal improvements
- Installation of new traffic signals
- Development of new public rights of way
- Storm water management associated with new construction

The improvements will be identified following a detailed analysis of the existing conditions and full assessment of the current future transportation needs in the corridor.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Transportation System Plan of the City of Portland, the Regional Transportation Plan and the Port of Portland Transportation Improvement Program. The project will be carried out and managed by the Project Management Division of the Portland Office of Transportation.

STAKEHOLDERS

- Portland Office of Transportation
- Portland Bureau of Environmental Services
- TriMet
- City of Portland Freight Advisory Committee
- The Port of Portland
- Union Pacific/Southern Pacific Railroad
- Oregon Department of Transportation
- Columbia Corridor Association

OBJECTIVES/PRODUCTS/DELIVERABLES

Problem Definition and Project Identification

- Prepare existing and future conditions report using field observation, transportation modeling, traffic analysis and stakeholder surveys.
- Using existing and future conditions analysis develop a comprehensive prioritized list of potential transportation issues
- Wide range of possible solutions to identified transportation issues.
- Alternatives Development and Analysis
- Using agreed upon criteria screen the wide range of alternatives to a narrower range of alternatives.
- Conduct fatal flaw level analysis on the wide range of alternatives
- Select a narrow range of Alternatives to advance to Alternatives Analysis and determine the appropriate process to meet the requirement of the National Environmental Policy Act.
- Identify a series of operational and maintenance improvements to be implemented in the short-term using existing agency resources.

Project Development

- Begin Preliminary Engineering on alternatives identified above. (This task will be dependent on adequate financing and complexity of the selected alternative.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is a new program intended to implement the recommendations of the Columbia Corridor Transportation Study in 1999.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services (PDOT)	$204,450		Regional STP	$500,000
Materials & Services	$350,000		PDOT match	$54,450
TOTAL	**$554,450**		TOTAL	**$554,450**

CITY OF PORTLAND - ST. JOHNS PEDESTRIAN AND FREIGHT PROJECT (IVANHOE: RICHMOND - ST LOUIS)

The St. Johns Freight and Pedestrian consists of two related projects in the St. Johns Town Center. The freight project implements the recommendations of the St. Johns Truck Strategy and the pedestrian project implements the recommendations of the St. Johns/ Lombard Plan. The planning phase that will refine the proposed improvements of both plans prior to design engineering.

Phase I of the St. Johns Truck Strategy includes signal and geometry improvements to the N Philadelphia/ N Ivanhoe, Ivanhoe/ St Louis and St Louis/ Lombard intersections to improve freight mobility between the St. Johns Bridge, Rivergate Industrial area and Columbia Blvd freight route. The project will also include improvements designed reduce conflicts with pedestrian circulation within the town center core area and discourage use of non-designated freight routes. The planning work will refine the basic design concept proposed in the St. Johns Truck Strategy to address design issues associated with truck speeds, right-of-way acquisition and access to the town center for other modes.

Planning for the pedestrian improvements will focus on design refinement of the curb extensions recommendations of the St. Johns Lombard Plan to improve pedestrian crossing safety. Key refinement issues include design and warrants of a proposed signal at N Richmond St and Ivanhoe St and the location, transit capability, and potential impacts to traffic capacity and on-street parking supply of the proposed curb extensions.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Both projects are identified in the Transportation System Plan of the City of Portland and the Regional Transportation Plan. The projects will be carried out and managed by the Project Management Division of the Portland Office of Transportation.

STAKEHOLDERS

- Portland Office of Transportation
- Portland Bureau of Environmental Services
- Portland Bureau of Planning
- Tri-Met
- Oregon Department of Transportation
- Oregon Trucking Association
- North Portland Business Association
- St. Johns Boosters Business Association
- St. Johns Neighborhood Association
- Cathedral Park Business Association

OBJECTIVES/PRODUCTS/DELIVERABLES

Project Scoping

- Develop project work plan and assemble work team.
- Refine design concept for freight related improvements to determine basic intersection geometry, incorporate measures to control freight speeds, enhance pedestrian crossing safety, and minimize impacts to local access and circulation for non-freight traffic.
- Revisit location priorities for pedestrian crossing improvements and design options at chosen locations to address the design guidelines included in the St. Johns/ Lombard Plan.

Plan Implementation

- Provide refined design concepts for preliminary engineering phase with cost estimates.

Public Outreach and Involvement

- Develop public involvement strategy consistent with conditions outlined in the MTIP.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Both the freight and pedestrian projects are intended to support St. Johns' town center designation. The Portland Office of Transportation identified the projects in its Transportation System Plan and are the outgrowth of the St. Johns Truck Strategy, adopted by City Council in 2001 and the St. Johns/ Lombard Plan, adopted by City Council in 2004.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services (PDOT)	$75,000		Regional STP	$75,000
Materials & Services	$7,840		PDOT match	$7,840
TOTAL	**$82,840**		TOTAL	**$82,840**

CITY OF WEST LINN – HIGHWAY 43 BOULEVARD: WEST A STREET TO MCKILLICAN

Complete a streetscape plan for Highway 43 between West A Street and McKillican Street in West Linn. The streetscape plan will develop implement regional street design guidelines and address substandard pedestrian, bicycle and transit facilities and the potential addition of a median/turn lane.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Transportation System Plan of the City of West Linn and the Regional Transportation Plan. The project will be carried out and managed by the City of West Linn.

STAKEHOLDERS

- City of West Linn
- Oregon Department of Transportation
- TriMet
- Bolton Middle School
- Bolton Neighborhood

OBJECTIVES/PRODUCTS/DELIVERABLES

- Planning background report summarizing planning activities, project need statement and project solution statement.
- Base map, profiles, typical sections and narrative describing field location data.
- Report describing anticipated structure and foundation needs.
- Description of future maintenance needs and the responsible agencies.
- Cost estimates for future project phases (final design/engineering, right-of-way, construction).
- Map of properties in the project area; ROW report including title information.
- Environmental Baseline Report to address federal environmental requirements.
- Initial draft of ODOT Prospectus Part 3 narrative and checklist.
- A public outreach summary report.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Project development planning for this project is first step leading to proposal for future work on final design, right of way acquisition and construction.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services	$200,000		Regional STP	$200,000
Materials & Services	$20,900		West Linn match	$20,900
TOTAL	**$220,900**		TOTAL	**$220,900**

CITY OF WILSONVILLE – SOUTH METRO AREA RAPID TRANSIT

The focus of this project is to establish a Transit Master Plan to address anticipated growth and changes in the greater Wilsonville area. With continuing growth and development in Wilsonville, South Metro Area Rapid Transit (SMART) will need to examine the nature, frequency and scope of its service. In particular, advent of commuter rail in Wilsonville, and the Villebois site, a 3,000-unit mixed-use development, will greatly increase demand for transit service. At the same time, the nature of the demand will be different than what it has been in the past. SMART intends to complete work on a Transit Master Plan in FY 2004-05 to address these changes and plan for future service.

RELATED TO PREVIOUS WORK

SMART provides fixed-route service within the City of Wilsonville and operates connecting service to Portland, Canby and Salem. SMART also provides transportation to medical appointments in the Portland area for Wilsonville seniors and people with disabilities. There is no charge to the passenger for any of these services. SMART has recently added a transportation demand management program (SMART Options), which promotes transportation alternatives to driving alone and assists local employers in establishing TDM worksite programs.

SMART coordinates its service with Tri-Met, Canby Area Transit (CAT) and Cherriotts in Salem. SMART participates in coordinated regional planning processes for the elderly and disabled and for jobs access. The SMART Options program takes part in coordinated regional TDM planning processes through Metro's TDM Subcommittee and works closely with other area transit agencies, transportation management associations (TMAs) and jurisdictions in planning outreach and employer programs.

Placeholder

MANDATES, AUTHORIZATIONS, CONSTRAINTS

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by grant funding from FTA earmarked funds, JARC, Section 5307, E & D, and CMAQ. With the exception of the SMART Options program, SMART does not currently receive grant funding for planning; all of the grants are for capital and operations. The SMART Options and Walk Smart programs are currently funded at an annual rate of $81,000 in CMAQ funds through the FTA.

STAKEHOLDERS

OBJECTIVES/PRODUCTS/DELIVERABLES

- Assess future system demands due to Villebois development
- Assess future system demands due to increases in commercial and industrial development in the Wilsonville area
- Develop a system growth plan that will progressively address increasing system needs
- Develop a multi-modal strategy creating coordinated travel options to reduce dependence on the automobile for employment transportation
- Transit Master Plan that identifies specific strategies for smart growth of the transit system and efficient coordination with neighboring systems
- Implementation of SMART Travel Options in conjunction with strategies identified in the Transit Master Plan

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	45,975	CMAQ (TDM)	$	55,000
Material & Services	$	55,440	CMAQ (Walk Smart)	$	36,000
Interfund Transfers	$		Local Payroll Tax	$	10,415
TOTAL	**$**	**101,415**	**TOTAL**	**$**	**101,415**

CLACKAMAS COUNTY – SUNRISE CORRIDOR SDEIS (UNIT 1: I-205 TO ROCK CREEK JUNCTION)

The purpose of this project is to address the significant congestion and safety problems in the Highway 212/224 corridor between I-205 and the Rock Creek Junction (Unit 1) to serve the growing demand for regional travel and access to the state and federal highway system.

A Draft Environmental Impacts Statement (DEIS) was released in July 1993 for a Sunrise Corridor project with a proposed new roadway alignment of Oregon Highway 212/224, between I-205 and US26. The Sunrise Corridor was one of 15 state projects that were included in the Access Oregon Highway (AOH) funding program. The program goals and objectives were to connect economic centers in the state, to improve travel time, to improve capacity and to improve safety conditions. The objective of the Sunrise Corridor was to connect a major north-south interstate highway (I-205) with a regional east –west highway that connects Portland with the states central interior. In 1996 the Clackamas County Board of County Commissioners approved a preferred alternative for the Sunrise Corridor. Clackamas County in cooperation with ODOT obtained permission from FHWA to complete a Supplemental Draft Environmental Impacts Statement (SDEIS) for Unit 1 of the Sunrise Corridor. The SDEIS will update previous alternatives and likely add new alternatives based on current traffic data, addressing Unit 1 only. A SDEIS is appropriate since the purpose and need for the project has not changed since the release of the DEIS and the opportunity for alternatives remain the same with some variations. Unit 1 is an existing transportation need that has independent utility and does not preclude any alternatives within Unit 2. Unit 2 will be addressed at a future date in a separate document.

Placeholder

MANDATES, AUTHORIZATIONS, CONSTRAINTS

STAKEHOLDERS

OBJECTIVES/PRODUCTS/DELIVERABLES

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

BUDGET SUMMARY

Requirements:		**Resources:**	
Materials & Services	$	MTIP	$
		Port/WSDOT/Mult. Co.	$
		ODOT	$
TOTAL	**$**	**TOTAL**	**$**

WASHINGTON COUNTY – I-5/99W CONNECTOR STUDY

As a result of the Western Bypass Study, the I-5 to Highway 99W Connector was included in the 1997 Regional Transportation Plan (RTP) as a needed facility, though the exact location was not determined. In 2000, Metro proposed an amendment to the RTP to include a southern corridor for the Connector, the corridor located outside the Urban Growth Boundary (UGB). However, the Land Conservation Development Commission (LCDC) concluded that all not all requirements for an exception to State Planning Goals had been demonstrated and that additional work was needed. In 2004, the Oregon Transportation Commission (OTC) included the Connector as one of eight Projects of Statewide Significance.

This work program is designed to develop the I-5 to 99W Connector Project through the federal Record of Decision and FHWA's issuance of Design Approval in a two-phase process. The selected project development process will have a first phase that defines and adopts a corridor within which the Connector can be constructed. The second phase will complete an environmental impact statement (EIS) for establishing the facility's design within that corridor. This process has been termed the "RTP Process" which reflects the intent to adopt a selected corridor through amending the RTP before issuing a Notice of Intent to perform a design-level EIS.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The OTC has recognized the I-5 to Highway 99W Connector as a "Project of Statewide Significance." Metro included the project, along with potential corridor alignments, in both the 1996 and 2000 RTPs. The project is also referenced in the most recent Transportation System Plans (TSP) of Washington County, the cities of Sherwood and Tualatin.

In 1995, ODOT completed the Western Bypass Study, which evaluated five alternatives for addressing circumferential travel in the southwest Portland metropolitan area. 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 RTP 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, OTC approved proceeding with sighting 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.

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Residents and officials of Washington County, possibly Clackamas County (depending on the alignment selected), ODOT, Metro, LCDC, cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, McMinnville

- Rural and farm land owners in the area
- Industrial and other employers within the Tigard/Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees
- Travelers and freight hauling operators to and from the Oregon central coast area
- Other State agencies including DLCD, DEQ, Department of Fish and Wildlife, Corrections
- Federal agencies including FHWA, EPA, US Army Corps of Engineers, US Fish and Wildlife, National Oceanic and Atmospheric Administration, Fisheries, US Department of Interior

OBJECTIVES/PRODUCTS/DELIVERABLES

The objective of the project is to address the problem of inadequate transportation facilities in the outer southwest quadrant of the Portland metropolitan area to serve the growing demand for regional and intrastate travel access to the area's federal and state highways (I-5 and 99W).

Products will consist of technical reports and documentation required to identify a connector corridor alignment alternative that will then be included in an RTP amendment. This Connector corridor will also be adopted into the TSPs of the cities of Sherwood, Tualatin and Wilsonville as well as Washington and Clackamas counties (as required). This effort will lead into a NEPA effort that will be undertaken to determine a specific alignment immediately following the RTP amendment process. If necessary, land use planning goal exceptions will also be considered.

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the past fiscal year, the project has approved a scope of work and created a Project Management Team, a Executive Management Team, a Project Steering Committee and a Stakeholder Working Group (citizen committee), all of which are currently active. The initial set of public open houses were held November 29 and 30. A draft purpose and need statement has been drafted and reviewed by all advisory committees. An Environmental Reconnaissance Report, providing a broad level of analysis of natural features, land use and socio-economic analyses have been drafted. Project goals and objectives are also under development at this time.

BUDGET SUMMARY

Requirements:			**Resources:**		
Washington County	$	370,000	Metro STP	$	2,100,000
ODOT	$	526,000	ODOT Highway Trust Fund	$	1,850,000
Metro	$	290,000			
Consultant	$	2,764,000			
TOTAL	**$**	**3,950,000**	TOTAL	**$**	**3,950,000**

WASHINGTON COUNTY – BEAVERTON-HILLSDALE/OLESON/SCHOLLS FERRY ROAD

This project will plan land use and development in the vicinity of the intersection of Beaverton-Hillsdale Highway, Oleson and Scholls Ferry Roads.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Regional Transportation Plan (RTP) and the Washington County Transportation System Plan (TSP).

STAKEHOLDERS

- Metro
- Washington County
- Oregon Department of Transportation
- City of Beaverton
- City of Portland
- Raleigh Hills Businesses and Neighborhood

OBJECTIVES/PRODUCTS/DELIVERABLES

- Identify an evaluation area generally addressing the current commercially zoned parcels in the project area north and south on SW Boones Ferry Road and along SW Beaverton Hillsdale Highway from approximately 0.4 miles west to 0.25 miles east of the Boones Ferry Road/Beaverton Hillsdale Highway intersection.
- Examine possibilities for consolidating parcels, public right-of-way and access points that result in the creation of parcels of the appropriate size and orientation for redevelopment.
- Examine opportunities for multi-modal circulation and access to transit, including internal pedestrian circulation within and between existing adjacent development and project impact areas.
- Evaluate the comprehensive plan, zoning and relevant portions of the Washington County Community Development Code for the area to determine whether opportunities exist for changes that would facilitate implementation of the report recommendations for Neighborhood Serving Commercial Areas, including the possibility to encourage additional residential uses.
- Consider adoption of plan, zoning and development code amendments to implement opportunities identified.
- Report on these activities for acceptance by the Washington County Board of Commissioners.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A preliminary design of a reconfiguration of this intersection has been completed.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services	$ *will come		Regional STP	$100,000
Materials & Services	$ *will come		Washington County match	$10,450
TOTAL	**$110,450**		TOTAL	**$110,450**

METRO – MILWAUKIE TO LAKE OSWEGO TRAIL MASTER PLAN

This project will plan multi-use trail improvements between the cities of Milwaukie and Lake Oswego.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Transportation System Plan of the Cities of Milwaukie and Lake Oswego and the Regional Transportation Plan. The project will be carried out and managed by Metro.

STAKEHOLDERS

- Metro
- City of Milwaukie
- City of Lake Oswego
- Clackamas County
- Western & Pacific Railroad
- North Clackamas Parks and Recreation District
- Oak Grove Neighborhood

OBJECTIVES/PRODUCTS/DELIVERABLES

The master plan would complete planning work to determine a more precise route for the trail connecting the Trolley Trail in Milwaukie and Oak Grove, potentially utilizing the Western & Pacific railroad bridge to the Willamette Shoreline trail in the city of Lake Oswego. Trail widths, surface materials, and signage, street-crossing designs would be proposed and associated costs estimated. In developing these alignment and design recommendations, Metro's guidelines for Green Trails will be employed.

- A public outreach strategy to engage stakeholders and the community in alignment and design decisions.
- Report summarizing planning activities, project need statement and project solution statement.
- Base map, profiles, typical sections and narrative describing field location data.
- Reconnaissance level report of flow and drainage conditions; regulatory requirements to be addressed and preliminary drainage and water quality options.
- Report describing anticipated structure and foundation needs.
- Description of future maintenance needs and the responsible agencies.
- Cost estimates for future project phases (final design/engineering, right-of-way, construction).
- Map of properties in the project area; ROW report including title information.
- Summary of coordination with regulatory agencies (Oregon Division of State Lands, National Marine Fisheries, etc.) and identification of permit processes needed to complete project.
- Summary of coordination with railroad operator and issues to be addressed in final design and engineering.
- Environmental Baseline Report to address federal environmental requirements.
- Initial draft of ODOT Prospectus Part 3 narrative and checklist.
- A public outreach summary report.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The cities of Milwaukie and Lake Oswego have updated their trails and park plans to allow for the future trail connection. The Regional Trails master plan and the Regional Transportation Plan have incorporated this trail segment into their plans.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services	$ *will come		Regional STP	$100,000
Materials & Services	$ *will come		Metro match	$10,450
TOTAL	**$110,450**		TOTAL	**$110,450**

PORT OF PORTLAND – REGIONAL FREIGHT DATA COLLECTION PROJECT

The safe and efficient movement of freight and the role it plays in the region's economic competitiveness is increasingly important as the region increase its 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. 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.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The project received State Transportation Planning (STP) funds through the region's MTIP process based on a fundamental scope of work. This scope of work is also the foundation for a series of intergovernmental agreements between the project sponsors.

STAKEHOLDERS

Metro, ODOT, WSDOT, Multnomah County, RTC, WSDOT, Port of Portland (project sponsors), planners and policy makers around the region, and the freight and business community.

OBJECTIVES/PRODUCTS/DELIVERABLES

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

- Detailed data on origins and destinations of freight shipments within the region
- Truck count data
- Proposal for a region-wide, coordinated, on-going truck count program

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This project builds on the region's commodity flow forecast to provide more detail on the movement of freight on the region's transportation network.

BUDGET SUMMARY

Requirements:			**Resources:**		
Materials & Services	$	729,000	MTIP	$	500,000
			Port/WSDOT/Mult. Co.	$	164.000
			ODOT	$	65,000
TOTAL	**$**	**729,000**	**TOTAL**	**$**	**729,000**

TRIMET FREQUENT SERVICE 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). In FY 2004-05 there were 16 Frequent Service lines. There has been a very strong response from riders to this level of service. Ridership on frequent service routes was up 16% in between January 2004 and January 2005. This service accounts for 56% of the weekly bus riders. This new service type raises the service standard for the majority of transit riders. TriMet's 5-year Transit Investment Plan proposes to develop 22 Frequent Service lines serving 65% of the bus ridership.

TriMet and the region have made this program a priority through the distribution of regional MTIP funds. The program is actually the integration of two parts to achieve the greatest impact on a route-by-route basis. A program priority is to improve safe access to transit for all population groups and for the mobility impaired in particular. This is achieved with sidewalk and curb ramp construction and pedestrian crosswalk improvements 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

This is the eighth year of a comprehensive program that incorporates the grant-funded signal priority treatment project that was 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 is being 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 in jurisdictions beyond the City of Portland.

This program builds on the TEA-21 funded (OR-90-X087-00) signal priority project. The program was also coordinated with other City pedestrian and streetscape programs. The original grant is sustained with CMAQ funds allocated through the regional MTIP for FY 2004 through FY 2009.

STAKEHOLDERS

This program is directed at improving the operating efficiency of TriMet operations and thus is closely coordinated with internal operating management departments. The benefits of the program accrue to the public through more reliable service, faster travel times which in turn produces greater use of the service. All aspects of the program are coordinated with the local street jurisdiction who control many of the tools required for this program to be successful (signal management, lane configuration, bus stop placement, etc.)

OBJECTIVES / PRODUCTS / DELIVERABLES

Program objectives include:

- Decrease transit-running time on twelve 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 / Deliverables include:

- 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.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Five 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%.
  - ✓ 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.
  - ✓ 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 help to initiate a long-term need to build transit ridership in this congested corridor. This work was coordinated with ODOT and related ODOT and City of Portland projects.
  - ✓ Line 14 Hawthorne is a heavily used urban route. Hawthorne Boulevard is receiving City of Portland streetscape improvements. Efforts are being combined to improve operation and ridership on this route. This work is expected to be complete in FY 2005-06.
- Further implementation of the program will be in concert with TriMet's network of Frequent Service routes. There are now 16 Frequent Service routes accounting for 56% of weekly bus ridership. TriMet's five-year plan calls for there to be 22 frequent routes carrying 65% of the bus ridership. Signal priority emitters are operational on all TriMet buses. 250 signalized intersections are equipped with Opticom devices.

Program Evaluation - 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 in collaboration with the City of Portland and the Portland State University Transportation Research Center. These early results include:

- Reduction of 2-11% of travel time for all Line 12-Barbur peak-period buses (depending on direction; largest reduction of 11% was for outbound PM peak).
- Reduction of 8-11% 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 % 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 4-hour peak tripper bus on Line 4 in June 2002 resulting 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. This 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, which is complete.

FY 2003-04 and FY 2004-05 CMAQ funds in the annual amounts of $312,665 locally matched to support a total budget of $348,451 have continued this program. These funds are provided through the region's MTIP. The program will be integrated with "Frequent Bus" improvements in FY 2006-07 at similar levels of funding (see below).

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.

TRIMET BUS STOP DEVELOPMENT PROGRAM

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 poles are dedicated and colored to make this stop identifier more distinguishable in the streetscape.
- Printed schedule displays with bus stop identification numbers 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 2003-04 this focus was on North/Northeast Portland in coordination with the introduction of MAX light rail service. The program is more broadly directed in FY 2004-05 with a concentration of improvements to Tualatin Valley Highway through the Westside communities of Beaverton, Hillsboro, Cornelius and Forest Grove. The FY2005-06 and FY 2006-07 program will continue with a focus more to the south and southwest. The changeover should be complete in FY 2007-08.
- The FY 2005-06 program investment of $238,000 will be repeated for an additional year 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 30 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 TIP 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 at total of 885 four years ago to approximately 1,145 by the end of FY 2005-06.
- 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 2005-06 program level with approximately 35 new shelters in FY 2006-07 using primarily 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 were deployed based on criteria that address the TIP focus areas, frequent corridors and needs and benefit-based criteria.
- The on-street Transit Tracker program was suspended in January 2004 and since replaced with a call-in Transit Tracker program, providing real-time arrival information based on a bus stop ID number. This has proven to be very popular and is far more cost effective to operate.

While this is a capital program and CMAQ funds are being used for capital elements and related staffing of these programs, they are presented in this Unified Planning Work Program, as each element requires up-front planning.

This program is at the core of TriMet's service development and expansion program and is an on-going part of the 5-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. They are integrated with the on-going Streamline program described above.

STAKEHOLDERS

This program is closely coordinated with internal TriMet departments – primarily marketing (customer information) and operations. Benefits of the program clearly accrue to the general public and transit users. TriMet research has demonstrated that on-street amenities are important considerations as riders choose to use the service. The program is closely coordinated with the street jurisdiction – often through permits. Integration with local streetscape projects is also fostered to achieve the greatest mutual program benefits.

OBJECTIVES / PRODUCTS / DELIVERABLES

Objectives of this program include:

- 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 of the program include**:**

- 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.
- Construction of on-street capital facilities investments.
- Coordination of capital improvements with related roadway improvements managed by local jurisdiction and ODOT.

ACCOMPLISHMENTS TO DATE

These programs build on prior work. Program priorities are identified in the Transit Investment Plan (TIP). 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 combined with service improvements. The program will continue to expand with a 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 TIP.

BUDGET SUMMARY

The FY 2006-07 budget for this composite program is as follows:

Bus Stop Development Program	CMAQ	TriMet	Total
Bus shelter expansion	$ 233,298	$ 26,702	$ 260,000
Pavement and ADA improvements	$ 67,298	$ 7,702	$ 75,000
Bus stop signs and poles	$ 213,557	$ 24,443	$ 238,000
Streamline treatments	$ 358,920	$ 41,080	$ 400,000
Support staff (3 FTEs)	$ 224,325	$ 25,675	$ 250,000
Other improvements	$ 136,390	$ 15,610	$ 152,000
TOTAL	**$ 1,233,788**	**$ 141,121**	**$1,375,000**

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

TRIMET REGIONAL JOB ACCESS AND REVERSE COMMUTE 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 current Portland Area-Wide Job Access Program includes 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 western Washington County
- Swan Island Evening Shuttle
- Installation of bike racks and lockers at transit centers
- Community resource maps at transit centers
- Non-commute taxi voucher program (Clackamas and Multnomah County)
- Tualatin employer vanpool shuttle
- Create-a-Commuter bike program
- Alternative Commute Center
- Portland Community College Joblink Program
- Improved bike and pedestrian access to Swan Island
- 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
- Sandy Area Metro (SAM) service between Estacada and Sandy
- 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
- Vehicle purchases in rural and suburban communities

STAKEHOLDERS

The Job Access program works to increase 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	Employment Areas
Gateway Transit Center	Columbia Corridor
N/NE Portland	Rivergate Industrial area
Lents & Brentwood/Darlington	City of Tualatin (Industrial area)
Hillsboro Central City	City of Wilsonville
Oregon City Central City	Swan Island Industrial area
Western Washington County	Washington County (Light rail corridor)
Rockwood	City of Milwaukie (Industrial Way area)
Estacada	Tigard (Nimbus Business area)

Implementation of the Portland Area-Wide Job Access Program takes place through partnerships TriMet has formed in the region. Though not all partners are direct sub-recipients of JARC grant funds, they all provide services to the Job Access targeted audience. Partners include:

- Oregon Department of Human Services (DHS)
- Clackamas County Social Services Division
- Housing Authority of Portland
- Metropolitan Family Services

- Multnomah County Aging and Disabilities 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
- Dress for Success
- Tualatin Transportation Management Association
- Westside Transportation Management Association
- Swan Island Transportation Management Association
- Ride Connection
- Oregon Department of Employment
- Community Cycling Center
- South Metro Rapid Transit District
- South Clackamas Transit District
- Sandy Area Metro
- Metro
- TriMet
- U.S. Federal Transportation Administration

OBJECTIVES/PRODUCTS/DELIVERABLES

Compliance with JARC Program Objectives

- According to the 2000 Census, 236,000 (or 15.7 percent) of the 1.5 million people that live in the Portland metropolitan region live below 150 percent of the federal poverty level.
- 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 access to childcare and acquiring job skills and training.
- Rides provided by Job Access funded programs and services total over 4,000,000 between September 2000 and September 2005.

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the FTA and regional match dollars. Elements of the work program for TriMet fiscal year 2007 totaling $650,562 million are shown below.

Work Program Line Item	JARC Funds
Outreach & Materials	$55,500
Bicycle Program	$160165
Job Training and Retention Services	$198,790
Non Commute Transportation	$10,000
Service to Employment Areas	$143,328
Service to Communities	$82,779
Total: Job Access Reverse Commute Funds	**$650,562**

Match Programs	Local funds
TriMet Operating Costs (Fixed Route Bus Service)	$650,562

This budget reflects Federal FY 2005-06 Jobs Access Reverse Commute funds carried into TriMet's FY 2006-07 program.

TRIMET INTERSTATE MAX BEFORE AND AFTER EVALUATION

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

Tasks 2 through 5, above, will include the following subtopics:
- Project scope
- Service levels
- Capital costs
- Operating and maintenance costs
- Ridership and fare revenue
- Transit equity
- Environment
- Public opinion

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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 did 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, opened for service in May 2004.

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.

STAKEHOLDERS

Internal (TriMet) - The Project Sponsor for the Interstate MAX project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The Interstate MAX Before and After Study will be the responsibility of the Marketing and Customer Services Division (MCSD). The Executive Director of Marketing and Customer Services reports directly to the General Manager of TriMet. The Director of Marketing Information (DMI) has been designated as the key individual responsible for all aspects of the Before and After Study. The DMI will:

- Oversee the activities of the various TriMet departments, public agencies and consultants participating in the Interstate MAX Before and After Study;
- With supporting staff, assemble and maintain key reports, studies and other records related to the Study;
- Direct staff and consultant resources applied to the Before and After Studies;
- Coordinate all study activities and will have responsibility for preparation and submission of both regular progress reports and all other identified interim and final reports.

Primary TriMet responsibilities related to the project include:

- Capital Projects – Development, monitoring and reporting of the Project Scope, Capital Costs, and Environment sections of the plan.
- Operations – Development, monitoring and reporting of the Services Levels sections of the plan. The Traffic and Parking sections will rely heavily on assistance from the City of Portland and Oregon Department of Transportation.
- Finance – Development, monitoring and reporting of the Operating and Maintenance Costs sections of the plan.
- Marketing and Customer Services – Development, monitoring and reporting of the Ridership and Fare Revenue, Public Opinion, and Recommendations sections of the plan.
- Diversity and Transit Equity – Development, monitoring and reporting of the Transit Equity section of the plan.

Metropolitan Planning Organization - Metro is the source for basic planning data in the region including forecasts of population, households and employment for the Portland/Vancouver metropolitan area. Metro also develops and maintains the travel forecasting models used for transportation planning in the region. Metro will:

- Provide documentation for key planning data and methods used for the Light Rail project
- Collect/assemble demographic and economic data for the Light Rail corridor before project initiation and after project opening
- Model ridership using updated data
- Conduct the forecast v. actual ridership analyses
- In coordination with TriMet, analyze the forecast v. actual cost estimates
- Identify and analyze potential model refinements

Other Local Agencies

- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-5 freeway.

- The City of Portland Department of Planning will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the Portland CBD and communities along the Light Rail Corridor.
- C-Tran will provide ridership counts for their routes serving the Corridor

FTA - FTA will review and approve the Before and After Study work program. FTA will also review project interim and final reports.

Project Management Oversight (PMO) contactors - The PMO contractors designated by FTA will assist in reviewing project data.

OBJECTIVES/PRODUCTS/DELIVERABLES

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 studies will come with the Washington County Commuter Rail (planned opening in late 2007 or early 2008) and the I-205 / Portland Mall light rail projects (planned opening in 2009). The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

The project will produce the following products:
- Summary of findings, including the relationship between forecast and actual ridership and capital and operating cost.
- Summary of recommendations, including proposed improvements to forecasting methodology or other action that can improve transit investment decision-making.
- A draft report for submittal to the FTA
- A presentation of findings with the FTA
- 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.

ACCOMPLISHMENTS TO DATE

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.

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. All tasks and subtasks have been assigned. TriMet and Metro are executing the tasks as outlined in the draft work plan. Tasks 1, 2, and 3 are complete as of December 2004. Task 4 is underway and will be complete in Spring 2006.

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:

OTHER PROJECTS OF REGIONAL SIGNIFANCE

Origin / Destination Survey	
Pre-Implementation (March 2004)	$100,000
Post-Implementation (March 2005)	$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 2004)	$ 15,000
Public Opinion (measures not captured in the Attitude and Awareness)	
Pre-Implementation (Spring 2004)	$ 5,000
Customer Impact Survey	
Pre-Implementation (Spring 2004)	$ 30,000
Post-Implementation (Spring 2005)	$ 32,000
Brand Identity Survey	
Pre-Implementation (October 2003)	$ 22,000
Post-Implementation (January 2006)	$ 34,000

ODOT I-5 COLUMBIA RIVER CROSSING PROJECT (CRCP)

The goal of the CRCP is to implement a major portion of the strategic plan developed by the I-5 Transportation and Trade Partnership on how to manage and improve transportation in the I-5 corridor between Portland and Vancouver. The corridor stretches between I-84 in Oregon and I-205 in Washington.

The CRCP will develop additional freeway, and transit, capacity where I-5 crosses the Columbia to meet the needs in the corridor. The plan will also address how to manage demand for transportation in the corridor.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Bi-State Leadership Committee recommended that the region undertake a public process to develop a strategic plan for the corridor. In response to this recommendation, Governors Gary Locke of Washington and John Kitzhaber of Oregon appointed a Task Force to guide the public planning process and to develop the strategic plan.

STAKEHOLDERS

- The Oregon and Washington Departments of Transportation are sponsoring the project, with funding from the Federal Highway Administration.
- ODOT and WSDOT are working in partnership with the other transportation agencies in the corridor: the cities of Vancouver and Portland, Metro and the Southwest Washington Regional Transportation Council, the ports of Vancouver and Portland, Tri Met and CTRAN, and Clark County, Washington, and Multnomah County, Oregon.

OBJECTIVES/PRODUCTS/DELIVERABLES

The strategic planning effort for the I-5 corridor between Portland and Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The committee found that:

- This corridor is a critical economic lifeline for the region and the state, serving two ports, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through freight movement.
- There will be economic and livability consequences if we do nothing in the corridor.
- There is no silver-bullet. A solution for the corridor will need to include highway and transit improvements, demand management strategies, and freight rail improvements. Even substantial improvements will only maintain today's level of congestion.
- Those physical solutions will be costly, and will require innovative funding solutions in order to succeed.

The plan identified several different concepts for the crossing that will require an environmental impact analysis. The scale of the project will result in an Environmental Impact Statement process that will be initiated in 2005 and take several years to complete**.**

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During FY 2000-01, the Governors' Task Force was established, along with a Community Forum consisting of representatives from neighborhoods, businesses and other interested groups. Both the Task Force and Forum met several times and developed Evaluation Criteria and Improvement Option packages for evaluation. Work also progressed on Land Use Assessment and Rail Capacity Analysis. In June 2002, the Task force issued its final Strategic Plan, the most significant recommendation of which was the recommendation that the region expand the capacity of I-5 where it crosses the Columbia with a multi-modal project that includes additional freeway lanes and provision for high capacity transit.

OTHER PROJECTS OF REGIONAL SIGNIFANCE

Budget Summary:

Resources:	
National Corridor Planning and Development Program Grant	$6,500,000
ODOT/WSDOT Match	$ 400,000
Metro STP	
Total Resources	**$6,900,000**

Federal Aid # NCPD S000 (197)

ODOT SPR PROGRAM

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

ODOT works in partnership with local and regional governments update, refine and implement the Portland MPO Regional Transportation Plan (RTP) and local transportation system plans. This work includes assuring consistency among Transportation system plans, local use plans, the Metro's 2040 Growth Plan and Urban Growth Management Functional Plan, and Oregon's Transportation Plan, Highway Plan and the Transportation Planning Rule.

STAKEHOLDERS

External
- Local Governments and Agencies
- Regional Governments and Agencies
- Federal Agencies
- Washington State Department of Transportation
- State Legislators
- Special Interest Groups
- General Public
- Other State Agencies

Internal
- ODOT Region 1 Tech Center
- ODOT Transportation Development Division
- ODOT Rail Division
- ODOT Public Transit Division
- ODOT Safety Division
- ODOT Central Services Division
- Other State Agencies

OBJECTIVES/PRODUCTS/DELIVERABLES

Coordinate and Support of Metro Programs - ODOT staff participates on regional and local standing and project committees to provide information, analyze (as needed) ensure coordination and provide other support as needed. Specifically:
- Coordinate TIP Development: ODOT staff works with Metro to assure that the process for selecting federally funded transportation projects is balanced, fair, allows plenty of opportunity for public involvement and provides for a range of needs.
- Support RTP Updates: ODOT staff works closely with Metro to update the RTP to accommodate UGB amendments and industrial lands.
- Support RTP Implementation: ODOT staff works closely with Metro and local governments to assure that the implementation accurately reflected ODOT projects and incorporates the State's interest into regional policy making. ODOT staff participates in development of the Corridor Initiatives Program, PTP Business Partnership, Model Refinement and Local Plan Coordination.
- Support Metro Transportation/Land Use Integration Efforts: ODOT staff works with Metro to implement the 2040 Growth Concept Plan. ODOT staff will participate in the Governor’s 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 works with Metro to assess the utility of HCT and propose regional policy response. 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 that the study adequately addresses issues and concerns of ODOT and Federal Highway Administration (FHWA). ODOT will develop a policy response to the finding of congestion pricing study and continue to investigate alternative sources of funding.
- Assist Green Corridor Implementation Strategy: ODOT staff will assist in the development of a strategy for assuring that ODOT facilities on the fringe of the urban growth boundary (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 provides 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.

Coordinate Transportation Planning Activities - Link the 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 process almost 5000 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 Planning (TSP): ODOT staff participates in the 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 (OHP) 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 the transfer of state highways whose function is primary local or redundant. Staff works with Metro and local jurisdictions to redefine 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 DEQ to ensure that the Region's transportation projects comply with federal air-quality regulations.

Conduct Transportation Planning Studies - The major activities to be undertaken are those necessary to produce and implement corridor plans and studies, transportation conditions reports, refinement plans, transportation system plans, and amendments to comprehensive plans and ordinances necessary to implement transportation plans and other long range planning documents. These tasks are aimed at meeting federal regulations, the Transportation Planning Rule, the Oregon Transportation Plan, the Oregon Highway Plan policies and other modal plans and Oregon's local plans and regulations. Tasks include engineering, population, economic, environmental, traffic and land use studies, travel demand modeling and analysis, and public involvement activities such as newsletters, opinion polls, public meetings and other mechanisms that involve the public in transportation decisions.

Specific activities may include:

Concept plans, sub area plan
- Other unspecified plans

Corridor Strategies
- I-205 Reconnaissance Study
- OR 43 Corridor
- Other unspecified corridors

Tolling and Managed Lane Feasibility Studies:
- Highway 217
- I-5 South of Portland
- Regional Tolling Feasibility Study
- Other unspecified studies

Refinement Plans:
- Sunrise Corridor Refinement Plan
- I5-99W Connector Refinement Plan
- I-5 / Wilsonville Road IC
- US 26 Access for Gresham Springwater UGB expansion
- I-84 / 181st IC - Gresham
- Other unspecified interchange/intersection, highway segment (e.g., STA, UBA), urban arterial, and boulevard plans

Other Plans/Studies
- Regional Truck Freight Origin / Destination Study
- TDM plans
- Metro 2040 Reevaluation
- Other unspecified plans and studies

Accomplishments of this Program to Date

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

Budget Summary

Requirements:			**Resources:**		
Personal Services (FY 07)	$	1,773,680	SPR Program (FY07)	$	1,773,680
TOTAL	**$**	**1,773,680**	**TOTAL**	**$**	**1,773,680**

Total Region 1 SPR Program	$2,217,000 (FY07)
80% MPO SPR Program	$1,773,680
20% Rural SPR Program	$ 443,320

01/20/06

Metro
FY 2007 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

	Key #	O7 PL ODOT (1)	07 STP* Metro	05 Metro/STP	05 ODOT/STP Match	07 ODOT Support Funds	07 5303 OR80-x006	07 TriMet	FTA Willamette Shoreline OR80-X134	FTA Streetcar	Household Survey (2)	Freight TGM	Freight STP	Next Corridor STP	FY05 ODOT RTO STP/Match	14441 TriMet CMAQ*	Other Funds (3)	Local Match	Total
METRO																			
Transportation Planning																			
1	Regional Transportation Plan	646,911	75,478	14,762	845	77,054	86,991	39,114										53,816	994,971
2	Green Streets Program	17,828	15,408	-	-	-	-											1,764	35,000
3	Livable Streets Program	5,662	29,610	11,673	668	20,582	5,000	1,500										5,305	80,000
4	2040 Performance Indicators	106,528	11,998	-	-	15,232	3,477	520										2,245	140,000
5	Regl Mobility Program/CMS/ITS	12,795	3,000	20,652	1,182	20,777	3,000	8,316										5,278	75,000
6	Urban Growth Boundry Planning		-	18,843	1,078	0.00	-	-										1,079	21,000
7	New Look @ 2040 - Trans Support	34,403	14,339	114,374	6,545	2,274	32,456	1,380										23,229	229,000
8	Metro Transportation Imprv Prog	187,347	161,154	20,640	1,181	14,784	13,307	64,100										26,486	488,999
9	Environmental Justice/Title VI	15,000		-	-	-	-	-										-	15,000
Research & Modeling																			
1	Trans Model Improvement Prog	-	-	-	-	-	-										32,000	8,000	40,000
2	Model Development Program	173,700	103,031	16,232	929	2,994	21,418	2,851										68,846	390,001
3	Trans System Monitoring	19,099	15,000	37,851	2,166	-	20,000											8,884	103,000
4	Technical Assistance Program		36,363	-	-	27,000		8,400										4,162	75,925
5	Household Survey	125,000	-	-	-	-					325,000							-	450,000
6	Data, Growth Monitoring	107,888	-	-	-	15,000	63,336	37,500										872,776	1,096,500
Administrative Services																			
1	Mgmnt & Coord/Grants Mgmnt	399,296	171,836	46,456	2,659	-	7,947	-										24,806	653,000
Corridor Planning																			
1	I/205 Corridor			-	-			-									28,000		28,000
2	Milwaukie Light Rail SDEIS				-			-									1,483,000		1,483,000
3	Streetcar System Plan				-			-		792,764								90,735	883,499
4	Lake Oswego to Portland Corridor				-			-	500,000	892,814								115,187	1,508,001
5	Eastside Transit AA				-			-		544,661								62,339	607,000
6	Project Development		38,584		-			-										4,416	43,000
7	Next Corridor	89,607	73,194	82,187	4,703	12,000		21,348						250,000				50,960	583,999
8	Bi-State Coordination		8,973	19,741	1,130	-		-										2,156	32,000
9	Regional Freight Plan	1,956	34,103	70,245	4,020	-		-				150,000	75,000					33,676	369,000
10	RegionalTrans Planning Financing	191,387	7,929	-	-	17,303	31,667	39,971										54,743	343,000
11	Regional Travel Options			35,892	2,054										825,000	1,073,507	35,000	135,548	2,107,001
12	Sellwood Bridge																22,000		22,000
13	Columbia River Crossing Project																777,001		777,001
	Metro Subtotal	2,134,407	800,000	509,548	29,160	225,000	288,599	225,000	500,000	2,230,239	325,000	150,000	75,000	250,000	825,000	1,073,507	2,377,001	1,656,436	13,673,897
																			-
	GRAND TOTAL	2,134,407	800,000	509,548	29,160	225,000	288,599	225,000	500,000	2,230,239	325,000	150,000	75,000	250,000	825,000	1,073,507	2,377,001	1,656,436	13,673,897

*Federal funds only, no match included

1. PL is comprised of $1,493,059 new federal PL; $170,887 ODOT match and $422,145 carry over PL and $48,316 ODOT match

2. Household Survey will be funded by ODOT ($125,000; TriMet ($125,000); and RTC($75,000)

3. See narrative for anticpated funding sources

FY 2006 UNIFIED PLANNING WORK PROGRAM
OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FUNDING SUMARY

Federal Aid Number	Project	Jurisdiction	STP	CMAQ	37-x00101 JARC	Section 1118	Section 5309	SPR	Funds/ Match	TOTAL
X-STP5900(144)	*Red Electric*	*Portland*	135,000						15,000	150,000
	Division Street	*Portland*	215,352						24,648	337,680
	Interstate TravelSmart	*Portland*	500,365						52,935	553,300
	St. Johns Ped/Frieght	*Portland*	75,000						7,840	82,840
	MLK Jr. Blvd.	*Portland*	500,000					65,000	54,450	619,450
	Highway 43 Blvd.	*West Linn*	200,000						20,900	220,900
	SMART	*Wilsonville*		91,000					10,415	101,415
	Sunrise SDEIS	*Clackamas County*								
X-HPPC067(043)	*I-5/99W Corridor*	*Washington Co*	2,100,000						1,850,000	3,950,000
	Beaverton Hillsdale	*Washington Co*								
	Master Trail Milw./LO	*Metro*	100,000						10,450	110,450
	Regional Freight Data	*Port of Portland*	500,000						164,000	664,000
	Streamline/									-
	Bus Stop Development	*TriMet*		1,233,788					141,121	1,374,909
	Job Access/JARC	*TriMet*			650,562				650,562	1,301,124
	Interstate Max Eval	*TriMet*					36,000			36,000
NCPD S000(197	*I-5 Columbia Riv Crosng*	*ODOT*				6,500,000			400,000	6,900,000
	Planning Assistance	*ODOT*						1,773,680		1,773,680
	GRAND TOTAL		4,325,717	1,324,788	650,562	6,500,000	36,000	1,838,680	3,402,321	18,175,748
	Division - STIP-13529									18,078,068
	Red Electric - STIP Key #11443									
	I-5/99W -STIP Key #09788									

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

Date: January 24, 2006

To: All Interested Parties

From: Cathy Nelson, Interim Region 1 Manager

Subject: 2008-2011 Statewide Transportation Improvement Program (STIP) Update

The Oregon Department of Transportation (ODOT), Region 1, is asking for you to help shape statewide, regional and local transportation funding decisions for the next STIP update. Please join us to discuss and comment on these important transportation projects.

The draft STIP is ODOT's scheduling and funding document for transportation projects. Region 1 is now in the process of identifying, selecting and scoping candidate transportation projects to be funded with state and federal transportation dollars between 2008 and 2011. ODOT will hold four open house meetings around the region to share information on various programs, funding and candidate projects.

Portland - Tuesday, February 7th 5 - 8 pm
Metro Regional Center
Metro Council Chambers, Room 370 A/B
600 NE Grand Avenue
- This will be a joint public meeting with the Oregon Transportation Plan

Hillsboro - Thursday, February 9th 5 - 8 pm
Hillsboro Civic Center
150 East Main Street (Downtown Hillsboro)
Room 113C

Hood River - Wednesday February 15th 4 - 8pm
Hood River Library
503 State Street
- This will be a joint public meeting with the Oregon Transportation Plan

Oregon City - Thursday, February 16th 4 - 8 pm
Willamette Falls Hospital Community Center (corner of 15th & Washington St.)
519 15th Street

You may also participate by sending your comments in by mail or email to the following addresses:

Region 1 STIP Coordinator or R1STIP@odot.state.or.us
123 NW Flanders St.
Portland, Oregon 97209

Please include 2008-2011 STIP Comments in the Subject Line. **Comments are due by Friday, April 14, 2006**. For more information on the 2008-2011 STIP Update, visit our webs site: http://www.oregon.gov/ODOT/TD/TP/0811stip.shtml

Modernization Program
Project Candidate List for 2008-2011
Statewide Transportation Improvement Program (STIP)
Region 1, Oregon Department of Transportation

Introduction

The draft Statewide Transportation Improvement Program (STIP) is ODOT's project funding and scheduling document. It identifies the transportation projects to be funded from 2008 to 2011. Funding in the STIP is allocated among different program categories, each with different objectives.

This paper focuses on one program category: Modernization. The primary goal of modernization projects is to add capacity to the highway system in order to facilitate existing traffic and/or accommodate projected traffic growth.

This paper also describes how Region 1 developed a candidate list of modernization projects for this STIP update, and how stakeholders and the public can participate in funding decisions. Information about other program categories such as preservation, bridge, safety and operations is not yet available but will be released soon for public review and comment.

Background

The Oregon Transportation Commission (OTC) adopted funding allocations for the 2008-2011 STIP at their December 2005 meeting. The OTC allocated increased federal highway funds to the Modernization Program to cover debt service payments on the Oregon Transportation Investment Act (OTIA) bonds that are scheduled to begin in 2008. The result is the Modernization Program funding levels available for new projects will remain flat, at roughly the 2006-2009 STIP levels. Without this action, available modernization funding levels would have dropped in half.

Region 1 received a STIP modernization target of $74 million in early January 2006 to program for the 2008-2011 STIP. A significant amount of funding will be needed to ensure projects currently programmed for construction are fully funded and remain on schedule, so the amount available to fund new projects will be less than $50 million.

Region 1 will select and prioritize modernization projects based on the Project Eligibility Criteria and Prioritization Factors approved by the Oregon Transportation Commission in September 2005.

Eligibility Criteria

- Are consistent with the applicable acknowledged Transportation System Plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any adopted TSP.
- Are consistent with the Oregon Highway Plan policy on Major Improvements (Policy 1G, Action1.G.1), where applicable.

Prioritization Factors

- Project readiness
- Projects that best support the policies of the Oregon Highway Plan
- Projects that support freight mobility
- Projects that leverage other funds and public benefits
- Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision or Finding of No Significant Impact.

A copy of the factors may be found on our web site at:
http://www.oregon.gov/ODOT/TD/TP/0811stip.shtml#2008_2011_STIP_Criteria

The Candidate List

Attached is a copy of Region 1's candidate list of modernization projects. This list assumes approximately 150% of the actual amount of funding available for modernization projects in Region 1 between 2008 and 2011. The candidate list of projects was generated from prior STIPs, the Regional Transportation Plan, local transportation system plans and the Oregon Freight Advisory Committee Recommendations for high priority freight mobility projects. It is also based on recommendations from the Northwest Area Commission on Transportation and consultation with local governments and other stakeholders. The cost estimates associated with each project are based on planning level estimates. More detailed project cost estimates will be developed later this spring through project scoping.

Over the next few months, Region 1 will need to fiscally constrain the candidate modernization list to meet its funding target of $74 million. We are seeking comments to narrow the candidate list of modernization projects to the available funding level. Adding a new project to the list would require eliminating or reducing funding for one or more projects on the candidate list.

There are several ways to participate in the project selection process:

- **Attend one or more public meetings** – There are four public meetings scheduled to discuss the 150% candidate list. These will be open house style meetings where the public will have a chance to learn more about the candidate projects, talk to ODOT staff and provide comments. There will be additional public meetings scheduled in the fall for public comment on the final recommended list of modernization projects for the Oregon Transportation Commission.

- **Mail or email comments to ODOT** – comments received by mail or email will receive equal consideration as comments received at public meetings. Mail comments to Region 1 STIP Coordinator, 123 NW Flanders St., Portland, Oregon 97209 or email to R1STIP@odot.state.or.us.

Next Steps

Region 1 will accept input on the candidate list of modernization projects from **January 27, 2006 through April 14, 2006**. This is just the first step in the process to update the STIP. The following is a preliminary timeline of additional steps and opportunities for public input.

April 2006:	**April 14th is the Deadline** for comments on the Candidate Project List. Region begins programming projects.
May – July 2006:	Develop a recommended list and fiscally constrain all Region 1 STIP project lists to 100%.
August 2006:	Region 1 submits Draft Recommended project list to Salem for printing.
September 2006:	ODOT prints Draft STIP document and distribute to public.
October 2006:	Public comment period begins for the Statewide 2008-2011 Draft STIP.

ODOT Region 1 150% Candidate Modernization Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)

Key Number	Project Name	150%*	Pre-Estimate*	Project Description	County	RTP #	Freight
2008	**Region 1 Allocation = $19.362M + (DSTIP = $1.5M)**	x 1,000	x 1,000				
13720	**I-205/Mall Light Rail Unit 3**	**$ 5,000**		**Capital funding for light rail project.**	**Clack/Mult.**		
13957	**US26: Staley's Junction Improvement**	**$ 500**		**Interchange Improvements at US26 and OR47.**	**Washington**		State Rt, OFAC
13762	**Sellwood Bridge EIS (D-STIP)**	**$ 1,500**	**$ 1,500**	**Funding for EIS work.**	**Multnomah**	1012	
13955	**2008 PE, R/W and Utilities for I-5 Delta Park Phase 1**	**$ 2,104**		**Funding for project development, right of way acquisition and utility relocations.**	**Multnomah**		
12076	I-5: Delta Park Phase 1 (Victory Blvd. - Lombard St.)	$ 16,000	$ 67,000	Constructs third lane SB. Fully funds project programmed in the 2006-2009 STIP.	Multnomah		State Rt, OFAC
13957	US26: Staley's Junction Improvement	$ 5,000	$ 12,000	Fully funds project programmed in 2006-2009 STIP.	Washington		State Rt, OFAC
14030	I-84: Replace/Lengthen Bridge Structure MP64.44 (Hood River exit 64)	$ 1,539	$ 1,539	Fully funds an OTIA 3 Bridge replacement project on I-84 in Hood River at OR35.	Hood River	N/A	State Rt, OFAC
TBD	I-5: Delta Park Phase 2 (Access Improvements at Columbia Blvd)	$ 9,000	$ 60,000	Access improvements at I-5/Columbia Blvd. This phase funds protective right of way acquisition and begins preliminary engineering.	Multnomah	4006	State Rt, OFAC
	Subtotal	*$ 40,643*	*$ 142,039*				
2009	**Region 1 Allocation = $17.199M + (DSTIP = $0)**						
13759	**Pedestrian & Bicycle Elements for Pres projects**	**$ 1,000**	**$ 1,000**	**Funds bicycle and pedestrian facilities for 2008-2011 STIP Preservation Projects.**	**Various**		
13953	**US26: Langensand Rd - Brightwood Loop Rd**	**$ 1,400**	**$ 1,400**	**Constructs safety improvements between mp27 and mp41.**	**Clackamas**		State Rt
13964	**2009 PE, R/W and Utilities for US26 Glencoe Road**	**$ 3,117**		**Funding for project development, right of way acquisition and utility relocations.**	**Various**		
12885	US26: Sunset Hwy @ Glencoe Road	$ 6,000	$ 26,000	Constructs new interchange at US26 and Glencoe Road. This phase funds preliminary engineering and protective right of way acquisition. Also funds PE and construction for Glencoe Rd (US26 - West Union).	Washington		State Rt, OFAC
TBD	US30: Widening at Van Street	$ 1,700	$ 1,700	Widens US30 and constructs a left turn lane to Van St.(Clatskanie).	Columbia	N/A	State Rt
TBD	US30: Widening at Tide Creek	$ 1,100	$ 1,100	Widens US30 and constructs a turn lane to Tide Creek. (Columbia City).	Columbia	N/A	State Rt
	Subtotal	*$ 14,317*	*$ 31,200*				
2010	**Region 1 Allocation = $17.508M + (DSTIP = $451k)**						
TBD	I-5 SB / I-205 Merge: Acceleration Lane	$ 3,000	$ 3,000	Constructs acceleration lane at merge of I-205/I-5 SB for improved operations and safety.	Washington		State Rt
TBD	US26: 185th Ave - Cornell Road Widening	$ 19,500	$ 19,500	Continues widening from Cornell Road to SW 185th.	Washington	3011	State Rt
TBD	Troutdale Marine Dr/Backage Road	$ 7,900	$ 7,900	Completes Interchange Area Management Plan and constructs a new 2-lane road from I-84 EB off ramp (Marine Dr.) to 257th. Project in local Transportation System Plan.	Multnomah	Amend	
	Subtotal	*$ 30,400*	*$ 30,400*				
2011	**Region 1 Allocation = $17.508M + (DSTIP = $451k)**						
TBD	US26: Springwater Interchange Phase 1	$ 5,800	$ 5,800	Constructs at-grade intersection to serve Springwater industrial area.	Multnomah	phase of 2051	State Rt
TBD	I-5: Wilsonville Interchange	$ 10,500	$ 25,000	Funds interchange improvements at I-5 and Wilsonville. Project to be phased.	Clackamas	6138	State Rt, OFAC
TBD	OR212/OR224 Sunrise Corridor	$ 7,000	$ 60,000	Funds preliminary engineering and protective right of way acquisition.			OFAC
	Subtotal	*$ 23,300*	*$ 90,800*				
	Candidate List of 150%	$ 108,660	$ 290,039				
	Region 1 Modernization Target w/ DSTIP	**$ 73,979**		Region 1 Target = $73.979M available for 08-11 STIP includes $2.402M for DSTIP			
	Bold = Projects funded in the 2006-2009 STIP			**08/09 already programmed = $14.621M**			

OFAC = Project identified on Oregon Freight Advisory Committee Recommendations for High Priority Freight Mobility Projects

State Rt = Project on Oregon State Highway Freight System

*** Project cost based on planning level estimates and are subject to revision after project scoping.**

January 24, 2006

M E M O R A N D U M

600 Northeast Grand Avenue | Portland, Oregon 97232-2736
(tel) 503-797-1700 | (fax) 503-797-1797

METRO

DATE: January 20, 2006

TO: TPAC

FROM: Ted Leybold, MTIP Program Manager

RE: Local Project Delivery Subcommittee Final Report

A special TPAC workshop was held on January 10, 2006 to further review and comment on the Final Report of the Local Project Delivery Subcommittee. A number of additional issues were identified for possible incorporation into the report. The comments are presented below.

- The prospectus and IGA process is lengthy and expensive. It would be helpful to have a consultant on contract that could help improve efficiency in this area.
    - Possible RFP for services

- ODOT needs more resources to move prospectus and IGA through process
    - 12-20 reviewers stalls progress
        - Consolidate sign off authority
        - Ombudsman to keep process moving forward
        - Minimum project size to lessen number of projects to administer and ensure adequate project resources

- The draft prospectus used in the last round was helpful.

- Evaluate project scope and budget with an alphanumeric system. The Port of Portland has offered to provide their methodology.

- Consider a programmatic approach to bike, pedestrian and boulevard categories, which may reduce administrative costs and process time.

- Make 2-year cycle 3 to 4 years as means of simplifying the process.

TPAC will be requested to consider adding these comments and recommendations to the Project Delivery report and then to accept the final report.

Final Report
Local Project Delivery Subcommittee

TPAC
January 27, 2006

Local Project Delivery Subcommittee of TPAC

Subcommittee Participants

Jory Abrams: CH2M Hill, Inc.
Tamira Clark: ODOT
Tony Coleman: ODOT
Mike McKillip: City of Tualatin
Ron Weinman: Clackamas County
Sharon Zimmerman: City of Wilsonville

Staff

Ted Leybold: Metro
Jodie Kotrlik: Metro
Amy Rose: Metro

Introduction

The Project Development Subcommittee was convened to address ways to improve delivery of federally funded local projects on time and within scope and budget. The committee met five times to identify problems with project delivery and to draft recommendations for improvements in project delivery. The recommendations of the committee will be considered in the context of other program policy goals and objectives.

The committee was presented with information regarding projects that have struggled to be delivered within the scope, schedule and budgets proposed at time of project selection. These projects often languish due to an inability to address these issues without significant changes in scope and/or additional resources. This information is summarized in Exhibit A. Exhibit A identifies a pattern of the Preliminary Engineering and Right-of-Way phases of projects costing more than originally estimated and taking longer to complete than scheduled which ties up access to funding by other projects. Each project in the exhibit is from a different agency in the region and demonstrates a systemic problem, not simply isolated issues associated with a few agencies.

From project experience, the committee identified a list of potential problems and issues it believes have led to delays, budget increases and changes in scope for both state and local federal-aid projects. Those issues include:

- Need for better understanding of the requirements of federal-aide projects.
- Pressure to fit project cost estimates to sub-regional allocation cost ceilings or to anticipated revenues available to a project at the final cut.
- Inadequate time and resources for development of project scope and budget.
- Inadequate Metro review of project scope and budget.
- No program rewards or consequences for good scope and budget work by applicant agencies.
- No resources available to address legitimate cost over-runs.

Potential recommendations to address these issues were then considered and follow-up activities for the committee and project staff to implement the potential recommendations were developed. This list was summarized in a matrix attached as Exhibit B. The issues were categorized within three broad topic areas: project solicitation and selection process, funding and cost issues, and program administration.

Problem Statement and Recommendations

1. Project solicitation and selection process

Issue: Lack of understanding by local jurisdictions of the process used by Metro, ODOT and USDOT to select and fund local projects was identified as a key issue that leads to many project implementation issues.

Recommendations:

- Provide comments during federal rule making processes to simplify program administration when possible. Consider assigning lead staff person to pursue simplification of federal right-of-way acquisition rules.
- Develop better educational material for project applicants explaining differences in the planning, design and permitting process of constructing a federally funded project as compared to locally funded projects,
- Provide additional staff resources and pre-application workshops to ensure applicants have incorporated federal process issues into applications,
- Create a check-off list of required project details/elements in the project solicitation packet,
- Require projects to be sponsored (not necessarily led) at the local level by a transportation engineer responsible for providing cost-estimates,
- Require project manager to have experience leading a federal aid project, take training through ODOT Local Program or to hire consulting resources with this experience,
- Require project manager to have reviewed project application,
- Hold Pre-application workshops to do initial review of applications and educate on required information, provide feedback on development phase.

Issue: The amount of time between project application and obligation of funds typical of the current process was identified as an issue leading to project delays.

Recommendations:

- Eliminate the First Cut step of the narrowing process with implementation of a pre-application step.
- Minimize carry-over of fund balances by identifying projects expected to slip earlier in the project cycle so that projects ready to proceed may be advanced.

Issue: The Transportation Priorities program policy objectives and project selection process may create difficulties for local jurisdictions to define and nominate projects or receive adequate funding for selected projects.

Recommendations:

- Work through the Policy Review process to simplify program goals and objectives wherever possible. For example, economic development goals can be difficult to measure without more specific direction on what policy makers hope to achieve on this front through transportation investments.
- Work through the Policy Review process to minimize changes between cycles where possible.
- Specify in the policy direction the specific types of projects policy makers want to fund in any cycle.
- Simplify the criteria and measures used to technically evaluate these objectives.
- Consider eliminating or minimizing the technical point allocation to the cost-effectiveness measure if a uniform cost estimate methodology is not implemented.

- Proposals for partial funding or reduction in scope be accompanied by engineering cost estimates associated with changes and/or identification of specific local funding sources associated with changes in proposed local match amounts. Any new issues or changes to technical evaluation created by proposed changes in scope should also be identified.

2. Funding and Cost

Issue: Cost estimation is another issue that leads to project problems. Projects are frequently under funded leading to reductions in project scope to reduce costs and/or delays in an attempt to find additional funding.

Recommendations:

- project selection process should develop and employ a uniform cost-estimation methodology that accounts for inflation and contingencies uniformly across projects. Methodology should employ separate inflation factors for engineering, right-of-way and construction.
- an engineering review and follow-up with local staff on the application scope and budget estimates. This could be done by consultant contract, new regional staff or a committee of local staff.

Issue: Inadequate funding to prepare complete applications or to plan and design selected projects leads to lack of local responsiveness.

Recommendations:

- The addition of a Project Development phase to the standard project development funding process to better define projects not ready to enter final design.
- Add refinement scoping task to Project Development or PE phase to adjust scope to fit budget or to seek additional funds.

Issue: Projects prioritized for funding with an inadequate definition of project scope or adequate contingency funding leads to inadequate budgets and project delays.

Recommendations:

- Creation of a check-off list of required project details/elements in the project solicitation packet.
- Require pre-application materials and workshops prior to final application deadline.
- Require a letter of acknowledgment of the project application from any transportation agency or railroad that owns a facility whose right-of-way would be directly affected by a candidate project. Evidence of efforts to contact such agency may be provided in lieu of acknowledgement letter.
- Increase application details needed for Final Design, Right-of-way and Construction phases relative to those needed for Project Development or Planning phases.

3. Administration

Issue: Limited local resources leads to lack of understanding of process, inadequate/incomplete applications, slow follow-through after project selection and inadequate provision of services needed to deliver projects.

Recommendations:

- Develop guidelines on adequate FTE for administration and project management tasks by local staff and ensure applicants can provide resources to meet these guidelines. Clarify eligibility rules for funding this work or using as local match.
- Educate local agencies on availability of and use of ODOT's on-call consultant services.
- Conduct project kick-off meetings with local project mangement staff upon project selection.
- Direct local project managers to utilize the state Local Program Section training classes and website resources (http://www.oregon.gov/ODOT/HWY/LGS/)
- Publication of quarterly progress reports on funded project progress toward implementation (to TPAC).
- Develop a process to retract unused programmed fund authority.

Issue: Lack of regional and state resources lead to inadequate provision of services to deliver local projects on schedule and within budget.

Recommendations:

- As staff resources allow, Metro staff should more actively support local project management staff in an ombudsman/troubleshooting role to help meet project scope, budget and schedule.
- Metro staff should utilize the state Local Program Oversight Committee to assist in creating technical resources to improve project delivery.
- Other process recommendations should reduce work load by eliminating project related issues that require staff time to resolve.

Implementation Issues and Follow-Up

1. Some of the recommendations listed above require action by JPACT and the Metro Council on policy actions. JPACT and the Metro Council may decide that other policy objectives outweigh the need to implement recommendations that may improve project delivery.

2. Some recommendations will require additional local, regional and state staff resources to implement. While efforts will be made to successfully implement recommendations, if additional resources are determined to be needed but not identified, recommendations may not be implemented until resources can be provided.

3. Recommendations to improve federal regulations or administration of federal rules are subject to action by Congress, USDOT or ODOT and may be long-term objectives.

4. Follow-up activities may require cooperation of local staff to successfully implement and will be subject to availability of those staff resources to help implement.

Exhibit A

Examples of Local Project Cost and Schedule Over-Runs

Project	Phase	Original Budget	Additional Funding Requests	Duration of Phase (Years)	Final Amount Spent	% of Original Budget Spent
A	ROW	$121,135	4	4	$608,374	502%
B	PE	$48,800	3	8	$200,800	411%
C	PE	$14,000	8	5	$120,000	857%
D	PE	$44,865	2	2	$143,568	320%
E	ROW	$35,920	4	3	$407,457	1134%
F	PE	$198,400	4	6	$953,000	480%
G	PE	$24,000	2	3	$53,600	223%
H	PE	$284,000	4	4	$770,900	271%
I	PE	$20,000	3	2	$67,304	337%
J	PE	$129,570	5	3	$494,187	381%
K	PE	$62,811	2	2	$179,495	286%

Exhibit B

Problem/issue	Recommendations	Responsibility for follow-up actions	Timing of future actions
Project solicitation and selection process			
Process understanding: understanding of process at local level.	Simplify program administration at federal, state and regional levels.	ODOT and Metro Staff	Comments on federal rule making, bill language. ODOT Local Governments section stewardship (Salem) review. Monitor City of Portland FHWA certification pilot project. Identify opportunities to simplify administration of rules. Assign staff to pursue simplification of federal ROW process.
	Develop better educational material for project applicants explaining differences in project development for federal-aid projects.	ODOT and Metro Staff	Solicitation packet
	Provide staff resources to answer questions and improve project applications to describe additional regs associated with federal projects.	ODOT and Metro Staff	Identify staff resources, make available during application period.
	Projects to be sponsored by transportation engineer.	ODOT and Metro Staff	Solicitation packet
	Hold pre-application workshops, provide example applications, training and/or other instructional materials. Require agency engineering staff attendance.	ODOT and Metro Staff	Solicitation packet and pre-application period.
	Check off list of required project details/elements in solicitation packet.	Metro/ODOT staff	Solicitation packet
Time: reduce amount of time between application and construction of project.	With implementation of a pre-app phase, consider elimination of first cut in the decision process.	Metro Staff	Solicitation packet
	Minimize carry-over of fund balances by identifying projects expected to slip earlier in the project cycle.	Metro/ODOT staff	Perform mid-cycle check on project progress
Transportation Priorities program objectives and selection process: creates difficulties in defining clear budget/scope and adequate project funding.	Recommend policy makers consider simplifying program objectives and minimizing changes between cycles.	JPACT/Metro Council	Survey on opportunities during policy update.
	Policy direction on types of projects to be funded through program to be as specific as possible.	JPACT/Metro Council	Survey on opportunities during policy update.
	Simplify criteria and measures of technical evaluation.	Metro staff to review technical criteria and measures, propose changes.	Incorporate recommendation into solicitation packet.
	Consider elimination or reduction in technical point allocation to cost-effectiveness.	JPACT/Metro Council	Propose for adoption in solicitation packet if no uniform methodology adopted.
	Require cost-estimates and/or identification of additional local funding for scope/funding reduction or transfer requests during final project selection.	JPACT	Notice in solicitation packet.
Funding/cost			
Cost estimation/consistency: difficulty in cost estimation, leading to underestimates or overruns.	Develop cost-estimate guidelines that account for inflation and contingencies.	Metro/ODOT staff with local engineering input	Finalize guidelines prior to next solicitation.
	Engineering review of application scope/budget.	Define process (consultant, new staff, local staff committee).	Finalize approach and implement prior to next solicitation.
Inadequate funding: inadequate resources to prepare complete applications or support projects as conceived.	Add Project Development phase to better define projects not ready to enter final design.	Metro/ODOT staff have draft.	Implement project development process for 06 planning projects: track admin costs for review of impacts and potential funding adjustments and other implementation adjustments.
	Add refinement scoping task to PD or PE phase to change scope or add $.	Metro/ODOT staff	Implement with 06 PD projects
Project definition: lack of project definition or adequate contingency funding leads to project delays.	Check off list of required project details/elements in solicitation packet.	Metro/ODOT staff	Solicitation packet
	Require letter of acknowledgement from agencies owning right-of-way affected by project.	Metro staff	Solicitation packet
	Increase application details needed for FD/ROW/Con (completed prospectus).	Metro/ODOT staff	Implement with 06 PD projects
	Require return of pre-application project information for locals as part of pre-app process.	Metro/ODOT staff	Implement by Pre-application phase
Administration			
Lack of local resources	Fund adequate administration and project development staff (local, regional, state).	Metro/ODOT staff to clarify rules on local project administration funding eligibility, develop guidelines on adequate FTE for admin/PM functions, ensure applicants meet guidelines.	Develop local project management FTE guidelines prior to next solicitation.
	Publication of quarterly progress reports on project implementation milestones for review at TPAC.	Metro staff	Next fiscal year
	Conduct project kick-off meetings upon project selection.	Recommend format and product of meetings	Create materials, schedule meetings
	Develop process to retract unused authority.	Review draft MTIP language	Adopted in 2006-09 MTIP
	Utilize ODOT's Local Program Section training classes and website resources.	ODOT staff	Following project selection
	Educate local agencies on ODOT's on-call consultants and RFP process.	Metro/ODOT staff	Materials by Pre-application
Lack of state and regional resources	Metro staff more actively support local project management staff in ombudsman/trouble shooting role to meet project schedule.	Metro staff	As staff resources allow. Seek additional support.
	Participate in ODOT's Local Program Oversight Committee.	Metro staff	Now

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

DATE: January 20, 2005

TO: TPAC and Interested Parties

FROM: Ted Leybold: MTIP Program Manager

SUBJECT: 2008-11 Transportation Priorities Policy Update process

* * * * * * *

Attached is a draft Policy Report for the 2008-11 Metropolitan Transportation Improvement Program. The report includes existing policies for the program as adopted by JPACT and the Metro Council. Also included below is identification of policy issues that may be addressed prior to the upcoming Transportation Priorities allocation process and MTIP report adoption.

TPAC is requested to recommend a policy report for JPACT and Metro Council consideration at its January 27th meeting.

Transportation Priorities 2008-11 Refinement Issues

Following are potential policy issues that could be addressed in the 2008-11 MTIP Policy Report with a recommendation from Metro staff.

1. Consideration of inflation allocation to existing projects

Due to several factors: higher than forecast land acquisition and commodities costs, amount of competing construction activity and increasing environmental mitigation costs, existing projects are receiving bids higher than projected costs. TPAC may develop alternatives to provide additional regional funds to existing projects prior to committing to new projects.

Metro staff recommendation: Encourage existing project sponsors to apply for additional regional flexible funds when project cost inflation threatens delivery of project. Add following language to Factors Used to Develop Narrowing Recommendations of

"recommend additional funding for existing projects when project scores well and documents legitimate cost increases relative to unanticipated inflationary factors. Prioritize advancement of funds to these projects to maintain schedules.

2. Improve integration of Transportation System Management and Operation solutions into the MTIP program

The Transport subcommittee of TPAC is beginning development of a comprehensive strategic plan for the operation and management of the transportation system. This strategic plan may guide how to most cost-effectively integrate operational elements into all regional transportation projects as well prioritize operation and management strategies for the region.

Two potential strategies for improving the integration of TSMO strategies into the MTIP include:

• Updating the screening criteria and technical measures used to score and rank projects to include incentives for projects that include relevant TSMO elements.
• Creating a programmatic allocation of funds for TSMO implementation similar to the Regional Travel Options program.

A more comprehensive summary of options for integrating TSMO into the MTIP program is attached in a memorandum from the planning subcommittee of Transport.

Metro staff recommendation: Update the policy report to include a screening criterion that ITS elements of a project be included in a relevant plan and is consistent, or can be incorporated into, the regional ITS architecture. Secondly, that a new bonus question be added to the following categories: Bicycle, Freight, Pedestrian, Roadway & Bridge, TOD, and Transit. To reward coordination of issues between agencies and jurisdictions: "Project has been jointly developed and submitted and/or implementation of the project involves two or more agencies from the metropolitan area and for any transportation investment that generates and shares data that can be used for other purposes, such as traveler information and planning." Technical measures should also be updated to encourage integration of TSMO strategies per the attached memorandum. Metro staff is interested in further discussion with Transport on the development of a Goal and potential point allocation for integration of TSMO strategies into a project or program application and how this may replace or supplement a bonus point system. Finally, Metro staff supports working with Transport to develop a programmatic allocation for TSMO activities of a regional scale.

3. Refinement of economic development objectives and measures

Comments MTIP project staff received during the previous allocation process indicated that the technical evaluation of projects applications relative to the policy objective of economic development was not clear. Additionally, there has been more policy analysis

of economic development related issues in the region subsequent to the previous Transportation Priorities allocation process.

Current technical evaluation to address this policy objective include elements of the 2040 Land Use evaluation category that emphasizes projects serving industrial and mixed-use centers, points for progress in creating a mixed-use center or removing transportation barriers to development of industrial areas, inclusion of a freight category for freight mobility projects, and a qualitative summary of project impacts on economic development that includes any specific links to retention or recruitment of traded-sector jobs.

Policy makers may wish provide more specific economic development objectives or request additional policy options for the program given new policy work of the regional Comprehensive Economic Development Strategy work, the Regional Business Plan or the recent Cost of Congestion study.

Metro staff recommendation: In development – more information will be shared at TPAC.

4. Project Delivery Subcommittee recommendations

The Project Delivery subcommittee of TPAC is making several recommendations related to the allocation of regional flexible funds that should be incorporated into the Transportation Priorities process, including:

- implementation of pre-application process
- opportunities to simplify program policy objectives or technical criteria/measures
- opportunities to narrow or directly identify project types or modal categories to be funded

Metro staff recommendation: No changes to policy report recommended at this time, although further development of recommendations related to economic development objectives may be related to simplification or narrowing of policy directives and/or technical measures. Other project delivery report recommendations are administrative in nature.

5. Review of CMAQ eligible project targets for regional sub-areas

A request was made at the TPAC policy review meeting to review the policy requiring 40% of project application costs from each of the sub-regions be in categories other than road capacity, road reconstruction or bridge categories. This policy was instituted by JPACT and the Metro Council to ensure CMAQ eligible projects would be funded throughout the region. The target percentage approximates the amount of regional flexible funds from the CMAQ source.

Metro staff recommendation: No adjustment to the sub-area CMAQ eligibility targets is recommended at this time.

6. Potential new policy direction related to state Legislative strategy or regional strategy for new transportation funding initiatives

Should there be a policy emphasis for the allocation of regional flexible funds in the upcoming cycle relative to a regional strategy for pursuing new transportation revenues at the state legislature or through regional initiatives? Potential strategies could include:

- an emphasis on project development work to prepare projects for implementation by new funding sources,
- an emphasis on specific modes or types of projects to leverage new funds.

Metro staff recommendation: In development – more information will be shared at TPAC.

7. Limits on application amounts from regional agencies

Currently, there is no limit on the amount of funding for which Metro and TriMet may apply. Most funding awarded to Metro and TriMet is for planning, project or program work constructed or operated through out the region or across sub-regional boundaries. Therefore, no limits have been previously considered as a means of achieving equal access across the region to the benefits of the funding. With two agencies applying, it has not been seen as necessary in order to save the administrative costs of evaluating applications. However, the request was made at the TPAC review meeting that this may be an issue of interest as a means of addressing balance between projects of regional vs. local interest and priority.

Metro staff recommendation: As regional agency program and project applications are implemented at the local level, no method to limit the amount of application from regional agencies is recommended to address the regional vs. local interest and priority balance.

Transportation Priorities 2008-11 Allocation Process and Metropolitan Transportation Improvement Program Update

Policy Report

January 20, 2005

Draft for TPAC discussion

METRO

PEOPLE PLACES
OPEN SPACES

Regional Transportation Funding and the Transportation Priorities Program

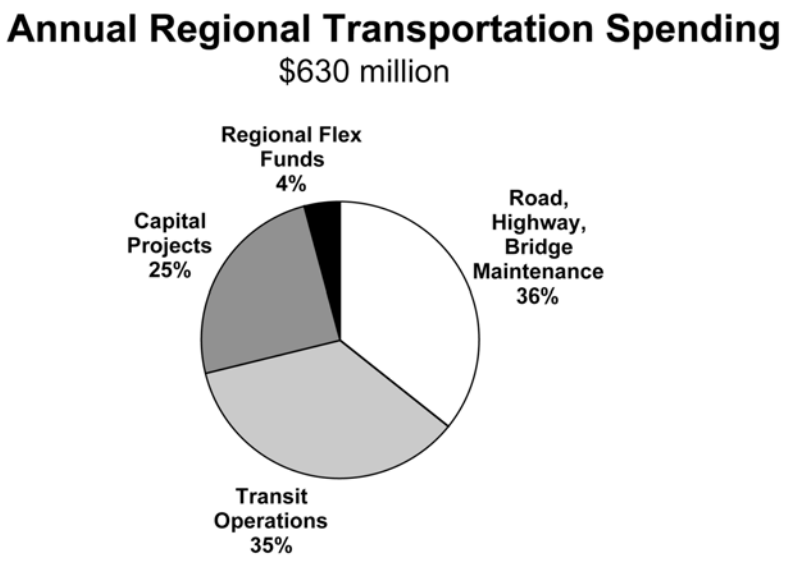
There are several different sources of transportation funding in the region, many of which are dedicated to specific purposes or modes.

Recent data demonstrates that approximately $425 million is spent in this region on operation and maintenance of the existing transportation system. While there are unmet needs within operations and maintenance, the relatively small potential impact that regional flexible funds would have on these needs and because there are other potential means to address these needs, JPACT and the Metro Council have adopted policy against using regional flexible funds for these purposes. Exceptions include the Transportation Demand Management (TDM) programs as they have demonstrated a high cost-effectiveness at reducing the need for capital projects, because they lack other sources of public funding to leverage private funding and because they directly benefit priority 2040 land-use areas. A second exception is expenditures on the expansion of transit service. This exception has been limited to situations where the transit provider can demonstrate the ability to fund the increased transit service in the subsequent MTIP funding cycle.

Capital spending in the region for new capital transportation projects outside of regional flexible funding is approximately $180 million per year. This includes funding for state highways, new transit capital projects, port landside facilities and local spending.

Approximately $26 million of regional flexible funds are spent each year in the Metro region. This funding is summarized in the following Figure 1.

Figure 1



Recent acts by the state legislature have provided one-time revenue sources for transportation improvements in the region. This includes $22 in road capacity projects in OTIA I & II, a portion of the expected $31 million for capacity projects in OTIA III and a portion of OTIA III funds targeted for freight mobility, industrial access and job creation ($100 million state wide). These funds directly supplement the construction of road capacity projects in the region.

Additionally, $34 in highway capacity and $158 million in highway, bridge and road reconstruction funding programmed to this region for expenditure by 2010. These highway funds will be supplemented by highway projects of statewide significance ($100 million statewide), and match to OTC-requested federal earmarks ($200 million statewide) that will be programmed to this region by Oregon Transportation Commission.

This increase in state revenue dedicated to highway and road capacity and preservation and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

2006-09 Transportation Priorities Allocation Process and Policy Direction

The 2006-09 Transportation Priorities process began with the adoption of the following program policy direction.

The primary policy objective for the MTIP program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support
  - 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)
  - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and
  - 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans.

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues
- Complete gaps in modal systems
- Develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs.
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

These policy objectives are implemented through limits on the number and type of applications allowed from the sub-regional transportation coordinating committees, project eligibility and screening criteria, the Region 2040 match advantage incentive, technical evaluation measures, qualitative issues (including public comments), the factors used to develop the narrowing recommendation, and any additional policy direction received from JPACT and the Metro Council during the narrowing process.

<u>Sub-regional Application Limits</u>

The region has three transportation coordinating committees: Clackamas County, East Multnomah County and Washington County, to coordinate various transportation issues, including the number and type of applications to the Transportation Priorities process. The City of Portland has an internal coordinating process among its transportation, planning, development and parks agencies. Each sub-area may only apply for an amount of regional flexible funds equal

to twice the amount they would receive under a sub-allocation by percentage of regional population. Due to the time and cost involved in preparation, evaluation and selection of projects, this is a means of containing the costs association with this process to those projects of highest priority to the applicants.

Furthermore, each sub-area may only submit road capacity, reconstruction and bridge projects in total project costs of no more than 60% of their target maximum. This ensures a range of CMAQ eligible projects will be eligible from across the region.

Region 2040 Match Advantage

The Region 2040 Match Advantage is summarized as follows:

A. Bridge, Road Capacity, Road Reconstruction, and Transit Projects located within:
   i. Tier I or II 2040 land use areas other than corridors,
   ii. one mile of a Tier I 2040 land use areas if the facility directly serves that area
   is eligible for up to 89.73% match of regional funds.

B. Freight projects located within:
   i. Tier I or II 2040 industrial areas or inter-modal facility,
   ii. within 1 mile of a Tier I industrial area or inter-modal facility if the facility directly serves that area or facility is eligible for up to 89.73% match of regional funds.

C. Boulevard, Pedestrian and TOD projects located within:
   i. Tier I or II 2040 land use areas other than corridors
   is eligible for up to an 89.73% match of regional funds.

D. Planning and Green Street Demonstration projects are eligible for 89.73% match of regional funds.

E. The RTO program is not subject to the region 2040 match advantage program as it is programmatic in nature and some RTO programs or projects may be eligible for 100% funding from regional flexible fund sources. The RTO Subcommittee may utilize other incentive criteria for emphasizing projects and programs in Region 2040 priority land use areas.

F. All other projects would be eligible for up to a 70% match of regional funds.

Project Eligibility and Screening Criteria

Following are the project eligibility and screening criteria.

Eligibility Criteria for all projects

To be eligible for funding, a project must be a part of the of the 2004 Regional Transportation Plan's financially constrained system project list. A jurisdiction may apply for project not currently in the financially constrained project list under the following conditions:

- jurisdiction assumes risk in requesting approval of amendment to the RTP financially constrained system,

- jurisdiction identifies a project of similar costs (within 10%) currently in the RTP financially constrained system that it may request be removed to maintain financial constraint,
- the project is likely to be determined exempt from air quality impacts based on federal guidance.

Screening Criteria for all projects

- Highway, road and boulevard projects must be consistent with regional street design guidelines.
- Project designs must be consistent with the Functional Classification System of the 2004 RTP.
- No funding for on-going operations or maintenance, except for the RTO program and start-up transit operations that demonstrate capacity for future operation funds to replace regional flexible funds by the next MTIP funding cycle.
- Applicant jurisdiction must be in compliance with the Metro functional plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance work has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to metro prior to the released of the draft technical evaluation of project applications by Metro staff.
- Project must meet Metro's requirements for public involvement and have received support of governing body at a public meeting as a local priority for regional flexible funding. Adoption of a resolution at a public meeting would qualify as receiving support of the governing body. Documentation of such support would need to be provided prior to release of a technical evaluation of any project.
- Statement that project is deliverable within funding time frame and brief summary of anticipated project development schedule
- <u>ITS elements of a project be included in a relevant plan and is consistent, or can be incorporated into, the regional ITS architecture.</u>

<u>Technical Evaluation Measures</u>

Projects are quantitatively evaluated within one of twelve modal categories (planning applications are not quantitatively evaluated). Measures are developed to address the program policy objectives and are generally categorized into project effectiveness (25 points), 2040 land use objectives (40 points), safety (20 points) and cost-effectiveness (15 points). Bonus points are sometimes available to address additional goals such as inclusion of green street project elements. The Green Street category, as a demonstration category, does not follow the point allocation distribution described above but rather the point system emphasizes inclusion of Green Street design elements.

Evaluation measures are refined each funding cycle to better address program policy objectives.

<u>Qualitative Criteria</u>

The use of qualitative criteria was limited as a means for technical staff to recommend elevating a project to receive funding over other higher technically ranked projects within their same project categories.

Qualitative criteria

- Minimum logical project phase
- Linked to another high priority project
- Over-match
- Past regional commitment*
- Includes significant multi-modal benefits
- Affordable housing connection
- Assists the recovery of endangered fish species
- Other factors not reflected by technical criteria

Any project could receive a recommendation from Metro staff or TPAC for funding based on these administrative criteria only if it is technically ranked no more than 10 technical points lower than the highest technically ranked project not to receive funding in the same project category (e.g. a project with a technical score of 75 could receive funding based on administrative criteria if the highest technically ranked project in the same project category that did not receive funding had a technical score of 85 or lower).

* Previous funding of Preliminary Engineering (PE) does constitute a past regional commitment to a project and should be listed as a consideration for funding. Projects are typically allocated funding for PE because they are promising projects for future funding. However, funding of PE or other project development work does not guarantee a future financial commitment for construction of these projects.

Factors Used to Develop Narrowing Recommendations

In developing both the first cut and final cut narrowing recommendations, technical staffconsider the following information and policies:

- Honoring previous funding commitments made by JPACT and the Metro Council.
- Program policy direction relating to:
  - economic development in priority land use areas,
  - modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit,
  - addressing system gaps,
  - emphasis on modes without other dedicated sources of revenue
  - meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Funding projects throughout the region.
- Technical rankings and qualitative factors:

- the top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).

- projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and over all technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:

• project leverages traded-sector development in Tier I or II mixed-use and industrial areas;

    - funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
    - the project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
- When considering nomination of applications to fund project development or match costs, address the following:
    - Strong potential to leverage discretionary (competitive) revenues.
    - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
    - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
- As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.

To: TransPort TAC
From: TransPort Planning Subcommittee
Re: Integrating ITS and System Management into the MTIP Process

The Planning Subcommittee met on Thursday, January 5th to discuss its regional strategic ITS plan and the integration of ITS and system management into the process through which Metro develops its Metropolitan Transportation Improvement Program (MTIP). This memo has been prepared to articulate the subcommittee's recommendations on how this integration can be accomplished. The memo outlines several approaches for TransPort to consider advancing to TPAC.

Introduction

In the language of recent federal, state and regional transportation policy is a growing emphasis on getting more out of the existing infrastructure. Sometimes, the cause is a physical lack of alternatives: there is no room to widen a highway or add a rail line. Sometimes, especially recently, the motivation is the scarcity of public funds for transportation investment. In both cases, the priority has become how to manage and operate the existing transportation system. In the most recent federal transportation legislation, SAFETEA, the term given to this subject is Transportation System Management and Operations (TSMO).

TSMO includes a wide variety of strategies, such as traffic signal coordination and incident management. Some of these strategies emphasize the use of advanced technologies but not all. Many of the familiar examples of TSMO fall under the heading of Intelligent Transportation Systems (ITS): coordinated signal systems, traveler information (tripcheck.com and Transit Tracker), variable message signs.

Regionally and nationally, many ITS projects have been deployed using discretionary (earmark) funds because significant amounts of "demonstration grants" for ITS were included in ISTEA (1991) and TEA-21 (1998). Before SAFETEA but even more so now, however, the emphasis is shifting from implementing ITS projects in isolation to integrating ITS elements into conventional projects. For example, to install hardware in the roadway that detects vehicles and influences signal timing, it used to be common for this work to be separate from repaving. Today, it is becoming the norm for the signal and detector work to be incorporated into the scope of the rehabilitation of the roadway.

Despite the importance of TSMO strategies, including ITS and the value of integrating these strategies into conventional projects, project sponsors have encountered difficulty in the capital programming process. In response, the recently-formed Planning Subcommittee of the TransPort TAC has been working with Metro staff to identify possible changes to the MTIP criteria that will encourage the integration of TSMO strategies.

That collaborative effort has produced several recommendations that are discussed in this proposal.

- First, the Subcommittee recommends the adoption of a new screening criterion to ensure that when ITS strategies are included in projects, they are consistent with

regional ITS plans that have already been developed, much as MTIP projects come from the RTP.

- Second, the Subcommittee recommends the addition of bonus points in certain categories for projects that are regional initiatives, resulting from multi-agency collaboration.
- Third, the Subcommittee offers two alternatives for encouraging the deployment of TSMO and ITS strategies. The first alternative is to create new or revise existing criteria. The proposal includes an array of recommendations for the relevant categories and goals. The second alternative is the addition of a fifth goal for Transportation System Management and Operations. Here, the proposal articulates the rationale for a fifth goal.
- Fourth, the Subcommittee is also in the process of developing a proposal for Metro to create a new programmatic allocation for certain kinds of ITS or TSMO projects; this is complementary to the preceding three recommendations.

The sense of the subcommittee is that we are at an important moment of opportunity. The most recent Metro RTP update, the draft Oregon Transportation Plan and even the recent federal transportation authorizing legislation, SAFETEA, all explicitly address the need to utilize system management as a first resort. And in light of the funding crisis facing the region and the state, the time is especially right to focus on any approach to transportation planning that promotes cost-effectiveness. By introducing these recommendations, the Planning Subcommittee's aim is to stimulate a discussion that has already begun but has yet to coalesce around a specific issue. The subcommittee does not expect for these recommendations to be the final step in determining how ITS and TSMO should be integrated into the MTIP process.

Recommendation #1: Add a New Screening Criterion

Screening Criteria

Effective April 8, 2005, an FHWA Rule requires that if any project that includes ITS elements receives federal funding, it must be consistent with the regional ITS architecture[1]. The architecture, which was developed in 2004, identifies all the lines of communication and shared responsibility associated with planned ITS deployments in the region. For example, the architecture might document that Agency A promises to share data with Agency B when it implements a project that involves collecting that data; to be consistent, Agency A must honor that commitment when it receives federal funding to implement the project. While an inconsistency is most likely to be resolved by amending the architecture, early consideration of consistency with the architecture is a virtue in any relevant project.

The TransPort Subcommittee recommends that a new screening criterion be established that emphasizes the importance of architecture consistency so that the issue is addressed as early as possible. The Subcommittee's draft language for this criterion is as follows: "Is the project included in a relevant and current implementation plan? Also, is the project consistent with the regional ITS architecture? Alternatively, are there plans to ensure that the consistency requirement will be addressed?"

[1] 23 CFR 940: Intelligent Transportation System Architecture and Standards, Final Rule: January 8, 2001. A nearly identical FTA policy requires the same of federally-funded transit projects

Recommendation #2: Add a New Bonus Question

Bonus Points

The development of regional ITS architectures is one example of a growing emphasis in federal transportation policy on regional coordination. From incident management (COMET trucks, i.e.) to traveler information (TriMet's Transit Tracker, i.e.), many system management approaches and ITS deployments are most valuable when they are closely coordinated among multiple agencies. Whether it is ITS-related or not, a project that adopts this regional mentality should be rewarded above and beyond its "conventional" merits.

The TransPort Planning Subcommittee recommends that a new bonus question be added to the following categories: Bicycle, Freight, Pedestrian, Roadway & Bridge, TOD, and Transit. To reward coordination of issues between agencies and jurisdictions: "Project has been jointly developed and submitted and/or implementation of the project involves two or more agencies from the metropolitan area."

Another issue that may merit attention for bonus points is the generation of data. Many operational programs, especially ITS deployments generate data that can be used in real-time for traveler information or later for planning purposes.

The TransPort Planning Subcommittee recommends further bonus points be provided for any transportation investment that generates and shares data that can be used for other purposes, such as traveler information and planning.

Recommendation #3: Make Minor Changes to Existing Technical Criteria

Introduction

The rationale for Metro's system of categories (Bicycle, Pedestrian, Green Streets, etc.) is that capital programming should be based on the comparison of apples to apples and not to oranges. The approach recognizes that a bicycle project would not prosper under the criteria that are used to identify the best road and bridge projects. Historically, this has been true of ITS projects and, nationally speaking, a large portion of ITS deployments have been made possible by discretionary (i.e. earmark) funding. Federal policy, however, has been moving in the direction of integrating or "mainstreaming" ITS into the planning process. This implies that ITS should be included in regional transportation plans (rather than in isolated ITS deployment plans) and that they should somehow be considered side by side with "conventional" projects.

The following section includes descriptions of two approaches supported by the TransPort Planning Subcommittee. Both work within the existing framework of categories; a proposal is under development that will suggest the creation of a new category, perhaps on a demonstration basis akin to the Green Streets initiative.

Proposed changes to existing criteria

In close cooperation with Metro staff, the TransPort Planning Subcommittee has reviewed the existing criteria and identified relevant goals within some of the categories where either new criteria could be added or minor changes could be made to existing criteria in order to encourage the integration of ITS elements into conventional projects. Considering the four goals (project

effectiveness, land use, safety, and cost-effectiveness) that provide the framework for the technical evaluation criteria, the check marks in the matrix below indicate where the subcommittee feels it could be relevant to address ITS.

Category	Project-Effectiveness	Land Use	Safety	Cost-Effectiveness
Bicycle	✓		✓	
Boulevard	✓		✓	
Freight	✓	✓	✓	✓
Green Street			✓	
Pedestrian	✓		✓	
Road/Bridge- Capacity	✓		✓	✓
Road/Bridge – Rehab	✓		✓	✓
RTO	✓			
TOD	✓			
Transit	✓			✓

Here are a few examples to illustrate:

- By enhancing the performance of specific facilities, ITS elements can improve the appeal of sites for industrial development that requires high quality freight access. Therefore, ITS is relevant for the land use goal within the freight category
- Technology can be used to improve traffic safety, especially at intersections for bicyclists and pedestrians, thus the relevance under the safety goal in those two categories.
- The traveler information that can be produced in near real-time from ITS-generated data can be used to encourage transit ridership; thus, ITS is relevant for the project-effectiveness in the Regional Travel Options (RTO) category.
- System management approaches, including ITS, can be used to avert or minimize the expansion of congested roadways, hence the relevance of cost-effectiveness for road and bridge projects, whether they are new capacity or rehabilitation projects.

Proposed addition of a new goal

As an alternative to making minor adjustments to some of the goals within a subset of the categories, the Planning Subcommittee has also considered the addition of a new (fifth) goal for Transportation System Management and Operations. Reaching this conclusion required careful consideration of what the Subcommittee understands to be the characteristics of a goal. Performance, Land Use, Safety and Cost-Effectiveness each reflect major policy objectives of the Regional Transportation Plan and the core issues that are important to users of the transportation system. We have asked ourselves whether Transportation System Management and Operations (TSMO) rises to this standard and we believe, especially in light of the SAFETEA-LU legislation, that it does.

As discussed in the introduction, many metropolitan areas face major constraints on the physical expansion of the transportation infrastructure. The driving force behind this position varies: air quality, fiscal constraints, physical limitations and community impacts, among others, lead transportation agencies to conclude that they presently face an era of managing and operating their existing systems. As such, TSMO deserves to be a goal on par with safety and the others.

A new goal would allow Metro to codify its commitment to managing existing infrastructure. It would demonstrate that considering system management and operations a universal concern comparable to cost-effectiveness. It would have the benefit of consolidating the various attributes that are sought in the criteria that were discussed in the previous section. For example, the criteria under this new goal could reward projects that use advanced technologies or management strategies to avoid expanding capacity.

The TransPort Planning Subcommittee's recommendation on these two options depends largely on the policy approach adopted by JPACT. Creating a new goal conveys the importance that Metro already places on managing the system. In contrast, incorporating ITS & TSMO issues into the existing technical criteria underscores ongoing efforts to integrate these approaches into current practices. Ideally, perhaps, the creation of a new goal could be complemented by making a subset of the criteria modifications discussed above.

Recommendation #4: Establish a New Programmatic Allocation for ITS/TSMO

In its discussion of the approaches that have been presented above, the subcommittee was thinking specifically of advanced technologies or system management strategies being included as components of larger projects. In contrast, several members of the subcommittee pointed out that there are two types of projects that would still not be competitive, even if the aforementioned recommendations were carried out. The first of these are regional initiatives for which there are many participating agencies but no one agency to act as project sponsor. The second are projects that are solely ITS investments, as opposed to conventional projects that include ITS. For these two types of projects, the subcommittee plans to develop an application to Metro to create a new programmatic allocation. The programmatic allocation would complement the MTIP recommendations discussed previously in this memo, which are explicitly intended to promote conventional projects that include ITS elements.

Conclusion

The core of this issue is that Transportation System Management and Operations (TSMO) is a policy that has been promoted by a number of plans and even federal law but has yet to be meaningfully integrated into the metropolitan transportation planning process. To a significant extent, it is the fiscal crisis facing most public agencies that has brought system management to the foreground because the strategies it supports are consistently cost-effective, especially relative to major capital investments.

The Planning Subcommittee of the TransPort TAC has undertaken to identify how TSMO can be integrated into the MTIP development process. Intelligent Transportation Systems (ITS) have received a great deal of attention within this discussion mainly because many of the system management strategies deployed in recent years have emphasized advanced technologies. As the discussion moves forward, the successes and benefits associated with this ITS experience should help build support for other TSMO strategies. The Planning Subcommittee and the full Transport TAC are looking forward to working with Metro staff, TPAC and JPACT as the region works on this together.

BEFORE THE METRO COUNCIL[PC1]

FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORATION IMPROVEMENT PROGRAM TO INCLUDE HIGH PRIORITY PROJECT FUNDING FROM THE FEDERAL SAFETY AND XXXXXXX TRANSPORTATION EQUITY ACT AND OREGON IMMEDIATE OPPORTUNITY FUND	)))))))	RESOLUTION NO. 06-XXXX Introduced by Councilor Rex Burkholder; JPACT Chair

WHEREAS, transportation project funding has been authorized for projects in the Metro area through the SAFE Transportation Equity Act, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized to program these project funds into the Metropolitan Transportation Improvement Program (MTIP), and

WHEREAS, inclusion in the MTIP is required for the project sponsor to access the authorized funds, and

WHEREAS, Metro has found the projects listed in Exhibit A recommended for amendment into the MTIP to be exempt from air quality conformity determination and has consulted with appropriate air quality agencies regarding these findings, and

WHEREAS, these projects are consistent with the Regional Transportation Plan, now therefore

BE IT RESOLVED that the Metro Council adopt the recommendation of JPACT to include the programming of transportation project funding as listed in Exhibit A into the 2006-09 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this day of February, 2006

David Bragdon, Council President

Approved as to Form:

_____

Daniel B. Cooper, Metro Attorney

Exhibit A

Resolution 06-XXXX

The Portland metropolitan area received several project funding earmarks through the SAFETEA High Priority Projects and funding from the State Immediate Opportunity Fund. Programming of funds to these projects is outlined in tables below.

As the Portland metropolitan area is in maintenance status for CO, an air quality conformity analysis and consultation is required prior to programming of these funds into the Metropolitan Transportation Improvement Program. Also included below is the findings for the air quality consultation process.

The following projects are determined to be exempt from conformity determination by rule per Table 2 of the EPA Guidance.

	2006	2007	2008	2009
Metro Regional Trail Program				
Planning – Project Development	$1,250,000			
PE – Final Design		$1,250,000		
Right-of-Way			$1,250.000	
Construction				$1,250,000

Air Quality: Bicycle and pedestrian facilities.

Domestically Produced Streetcar	2006	2007	2008	2009
Planning – Project Development	$1,000,000			
PE – Final Design				
Right-of-Way				
Construction		$1,000,000	$1,000,000	$1,000,000

Mass Transit: Purchase of rail car for minor expansion of the fleet. Project will design and build one additional streetcar to add to the fleet of eight streetcars, more than 600 buses and 60 light rail vehicles serving the Portland central city.

Union Station	2006	2007	2008	2009
Construction			$83,000	

Mass Transit: Renovation of transit buildings or structures. Project will fund repairs to Union Station terminal building.

NE Sandy Boulevard @ 223rd Avenue	2006	2007	2008	2009
PE – Final Design	$90,000			
Right-of-Way	$76,000			
Construction	$1,075,000			

Safety: widening narrow pavements (no additional travel lanes). Project will reconstruct and widen pavement at the intersection of NE Sandy Boulevard and 223rd Avenue to better facilitate turning movements for trucks.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 06- FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORATION IMPROVEMENT PROGRAM TO INCLUDE HIGH PRIORITY PROJECT FUNDING FROM THE FEDERAL SAFETY AND XXXXXXX TRANSPORTATION EQUITY ACT AND OREGON IMMEDIATE OPPORTUNITY FUND.

February 13, 2006 Presented by: Ted Leybold

PROPOSED ACTION

This resolution would approve amending the 2006-09 Metropolitan Transportation Improvement Program to include programming of transportation project funds obtained for projects in the Metro region through the SAFE Transportation Equity Act and the Oregon Immediate Opportunity Fund.

BACKGROUND

ANALYSIS/INFORMATION

Known Opposition: None known at this time.

1. **Legal Antecedents:** Amends the 2006-09 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 06-XXXX.

2. **Anticipated Effects:** Adoption of this resolution will make available federal transportation project funding to local jurisdictions for projects listed in Exhibit A of Resolution 06-XXXX.

3. **Budget Impacts:** none.

RECOMMENDED ACTION

Metro Council approve Resolution No. 06-XXXX.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736

TEL 503 797 1700 FAX 503 797 1949

METRO

DATE: January 19, 2006

TO: TPAC Members and Interested Parties

FROM: Tom Kloster, Transportation Planning Manager

SUBJECT: Oregon Transportation Plan (OTP) Draft Comments

ODOT has recently completed a public review draft of the Oregon Transportation Plan and is seeking comments by March 1. The OTP is the state's long-range multimodal transportation plan for Oregon's highways, bicycle and pedestrian facilities, public transportation, airports, pipelines, ports and railroads. The OTP establishes policies, strategies and initiatives for addressing the challenges and opportunities in the next 25 years and guides transportation investment decisions. The plan provides the framework for the state's modal plans as well as MPO, City and County Transportation System Plans.

Last updated in 1992, the current update adds more emphasis on sustainability, economic development and innovative partnerships. The underlying message of the plan is that transportation, as we've known it in Oregon will have to change, and that decisions about how to manage and fund transportation must adapt to new fiscal and environmental realities. Without additional funding, the plan argues a need to focus on preservation of the current system rather than expansion. The attached letter includes draft comments from JPACT to the Oregon Transportation Commission. The attached draft comments incorporate suggestions from the January 10th TPAC workshop.

As with the recent update to the Transportation Planning Rule (TPR), it is critical that the state hear from individual jurisdictions in the Metro region, in addition to consensus comments from the region as a whole. ODOT's comment period for the draft OTP ends on March 1, 2005. While comments from local elected officials are ideal, there are less formal opportunities to comment on ODOT's website: *http://www.oregon.gov/ODOT/TD/TP/otpOutreach.shtml*.

February 9, 2006

The Honorable Stuart Foster, Chair
Oregon Transportation Commission
355 Capitol St. NE Room 101
Salem, OR 97301-3871

Dear Chairman Foster:

Thank you for the opportunity to participate in the update to the Oregon Transportation Plan (OTP). The Portland metropolitan region was well represented at each of the OTP policy committees and on the OTP Steering committee, and we appreciate you efforts to involve us in this important work.

The draft OTP marks a departure for the state's transportation system, with a new emphasis on transportation solutions that are environmentally sustainable, and fit within a fiscal environment where most resources are consumed by maintenance and operations demands of the existing system. We generally support this new direction, partly because we agree with the pragmatic assessment of the fiscal situation, but mostly because the overarching ethic of sustainability reflects a strong desire by Oregonians to find new ways to meet travel demand that do not sacrifice community livability and environmental quality. However, it is also important to recognize that parts of the state – the I-5 corridor in particular, are expected to grow dramatically in coming years, and new infrastructure will be needed to serve and shape this expected growth.

The draft OTP is an important step in this direction. However, the draft OTP defers many specifics on the state's transportation future to separate modal plans that are expected to be completed as a follow-up to the OTP update. This is a significant burden to place on the modal plans, and we will look to ODOT and the OTC to ensure that this work is completed in a timely and comprehensive manner that actually implements the OTP. We recommend that the OTC set a specific timeline and scope for completing the modal plans, and a development process that reaches out to the local partner who will be implementing it.

We over the following comments as friendly amendments to the plan:

Major Issues

Create a Strategic implementation plan *(p. IV-4)*
We support the development of a strategic implementation plan, a crucial item for supporting the key initiatives in the OTP. The description of the implementation plan should be expanded and clarified. To ensure the completion of the plan in a timely manner, it is worthwhile to set a timeline for the development of the state modal plans (which will be completed prior to the implementation plan). The list of strategic capacity enhancements (p.IV-23) needs more refinement; it is premature to specify them in the OTP. This list should be developed during updates to the various modal plans and OTP implementation plan. We recommend the following edits to page IV-4 to clarify this objective:

> "The potential for implementing the 25-year OTP will be enhanced by the development of a strategic ~~implementation~~ plan that clarifies agency roles and responsibilities and defines specific actions and timelines for implementation of the Plan. It is particularly

> important to clarify ~~the role of~~how ODOT and the OTC ~~for implementation beyond the state highway system and current bicycle and pedestrian, public transportation, and rail programs~~will work in partnership with government and private partners to advance the plan through an innovative combination of targeted investments, programs and policies that might fall outside the conventional scope and practices of ODOT. ~~It is also important to define the timing and priority for carrying out the OTP actions so that plan implementation is strategic and a part of ODOT's and other transportation agencies' programs.~~

We also recommend deleting the list of potential investments on page IV-23, which would more appropriately be included in updates to ODOT modal plans, and replacing it with a new bullet, as follows:

> ~~The technical analysis for OTP development supported the following potential investments. This list is not inclusive:~~
> ~~• Build a north-south highway and rail super corridor.~~
> ~~• Preserve and extend highway, public transportation and rail options in north-south corridors.~~
> ~~• Expand public transit services.~~
> ~~• Create second-day rail freight service to Southern California~~
> ~~• Expand regional air services, especially air freight services~~
> • Develop a list of strategic capacity enhancements during the modal plans/implementation plan

Use Performance measures for accountability *(p.IV-4,6)*
Performance measures are valuable tools, but should be used to inform decision makers, and not directly produce project or policy decisions. For example, the highway level-of-service (LOS) standard has traditionally been used as a definition of when a roadway is failing due to demand outstripping capacity, and then used to approve or deny land use actions or expand roadways. Yet the LOS standard fails to consider a range of travel modes in a given corridor, the real effects of "failure" on a particular link in the transportation system, or public expectations for mobility on a facility. Instead, performance measures should be developed as set of comprehensive measures that provide policy makers with a broad understanding of both system performance and tradeoffs inherent to new capacity investments.

The OTP should establish a more comprehensive performance measures policy that includes all modes, is driven by land use plans as well as transportation function, and is tempered by the fiscal realities that face the state's transportation program. The measures should be based on traditional, observed data and perceived performance by system users. Based on these comments, we recommend the following text edits to page IV-4 and 6:

> "Use performance measures ~~**for accountability**~~ **to comprehensively monitor multi-modal transportation system performance, and inform transportation and land use policy decisions.**
>
> Performance measures are the metrics by which the results of particular efforts and judgments about the state of a system can be made. Performance measures can provide the quantitative and qualitative evidence of system performance needed to guide policy making, and serve as a way of reporting back to stakeholders and the general public on the results of implementing the OTP~~, including investment choices~~. (p.IV-4)

p.IV-6: "~~Minimum and desired LOS"~~ Develop performance measure policy for each mode"

Development of the Transportation Industry (*p.II-12)*
The OTP should call out the state's interest in promoting "green" transportation industries, such as the production of streetcars/light-rail vehicles and commuter bicycles. These industries not only reflect Oregon values and planning policies, they also respond to a growing, international demand for sustainable technologies and practices. The recent federal reauthorization bill allocated $4 million to the Portland area for the development of a prototype streetcar. Incubating this industry, in particular, would benefit Oregon's economy by creating jobs. The state is also a national leader in "green street" design practices, developed by ODOT and local governments in response to the recent Salmon and Steelhead endangered species listing. These practices and the emerging technologies they embrace represent a major new market within the transportation industry. To reflect this emphasis on sustainable practices and industries, we recommend adding a new Strategy (3.3.3) to Policy 3.3 (p.II-12):

> *"Partner with transit agencies and the private sector to incubate sustainable transportation industries such as streetcars/light-rail vehicles, building practices and materials for green street designs, and commuter bicycles. Continue to foster the growth of existing transportation industry, such as Freightliner (heavy-truck manufacturer), and Gunderson Inc. (rail freight-car manufacturer)."*

Other Issues

Recognize the freight relationship of Metro-area facilities for statewide goods movement – Revised Strategy for Policy 3.1
We recommend the following edits to strategy 3.1.1 of Policy 3.1 (p. II-9)

> "Develop coordinated state, regional and local transportation plans and master plans that address freight needs, issues and economic strategies. State modal plans should establish the relationship between transportation facilities in the metropolitan area and statewide goods movement. Co-locate economic activities and appropriate transportation facilities with convenient and reliable access to freight transportation options."

Recognize importance of downtowns and main streets for economic vitality – Revised Strategy for Policy 3.2
We are concerned that the definition of economic vitality is too limited. The OTP should recognize that transportation improvements within main streets / mixed-use centers are important economic development tools. This idea is already supported in the Sustainability goal (p.II-14-15), but should also be included within the Economic Vitality goal.
We recommend adding a new strategy (3.2.6) to policy 3.2 (p.II-11):

> *"Coordinate private and public resources to provide transportation improvements and services that help stimulate active and vital downtowns and main streets."*

Local Street design
The OTP should recognize that the state has no interest in local facilities that are not state highways or NHS routes, aside from general safety and an adequate level of connectivity that serves local circulation. Removing state design requirements for local streets would make it easier to implement innovative designs, such as "woonerfs", on local streets that would have no impact

on the state system, but would allow local governments to innovate in street designs. Likewise, in metropolitan areas, the OTP should propose a strategy for bringing ODOT district highways to urban standards and transferring to local administration, since most have been replaced by limited access principal highways.

Innovative Partnerships *(p.II-20,21,23,25; p.IV-3,4,11,12)*
We generally support the concept of innovative partnerships to better provide transportation services and creatively deal with funding shortages. But the concept leaves many questions unanswered: does any level of private participation elevate a particular project above others in priority? What is the minimum percentage of private investment needed to justify a project that would otherwise be deemed unaffordable? The OTP should attempt to answer these questions to the degree possible, since there are several efforts underway to initiate public/private partnerships.

Legislative Action Plan
The OTP does not establish a clear strategy for what legislative action is needed to fund transportation improvements. While the focus on system management and optimization is an important new direction for the OTP, the state is also facing unprecedented growth, particularly in the I-5 corridor and the Portland metropolitan region. No amount of system management will allow for the current system to accommodate the amount of growth forecast for the Metro region, and the OTP should begin establishing an action plan for addressing this funding need investment. Complicating the funding picture is the rapid growth of operations and maintenance obligations for the current system, a trend that is rapidly consuming existing transportation revenue streams.

The need for a legislative action plan is demonstrated by Investment Strategy Level 1 (p.lV-14), a scenario that would clearly not be acceptable to the public – that despite a growing population, state funding would only cover operation and maintenance costs. Thus, it is important for the OTP to frame these issues as potential legislative options in the form of an action plan. Following the "Implementation Principles" (p. IV-4), we recommend adding a new section, "Implementation through Legislative Action." It should lay out specific options and actions needed by the legislature to implement the plan.
Thank you for the opportunity to comment. We look forward to working with you as partners in implementing the new Oregon Transportation Plan through our efforts in the metropolitan region.

Sincerely,

Rex Burkholder, Chair
Joint Policy Advisory Committee on Transportation

January 27, 2006

Fact Sheet: Portland's RCTO Demonstration Grant

Context: What does it mean to say…

- "Coordinate among the local, regional and state jurisdictions that own and operate the region's transportation system" (Metro 2004 RTP)
- "Provide for the integrated management and operation of transportation systems" (SAFETEA)
- "Improve the efficiency of the transportation system by optimizing existing transportation infrastructure capacity with improved operations and management" (2005 Draft OTP)

Introduction

In June 2005, Portland became one of three regions in the United States that received a grant from the Federal Highway Administration to demonstrate a new term in transportation planning: the Regional Concept of Transportation Operations (RCTO). The grant helps the region further its efforts to maximize the value of existing infrastructure, as necessitated by the current funding situation. The grant funds have been used to hire a new staff person who will work with both the Portland Office of Transportation and Metro to carry out the work. The project will last approximately two years, concluding in late 2007.

What is a Regional Concept of Transportation Operations?

A 2001 study by FHWA, entitled "Linking Planning and Operations," recommended that a region could develop a vision of transportation operations; that, like capital decision-making, transportation system management can benefit from advance planning. From that study emerged the RCTO concept: a vision of a specific transportation operations activity. "Operations" is a broad category – some familiar local examples include:

- Incident Response: COMET motorist assistance trucks
- Traveler Information: TripCheck.com or Transit Tracker
- Coordinated signal systems: the PDOT and ODOT Operations Centers

How does this relate to TPAC?

- The grant was secured through the efforts of TransPort, TPAC's ITS subcommittee
- TPAC approval will be sought for completed RCTOs; In aggregate, RCTOs will describe the region's vision for operation of the transportation system
- The RCTO development process will be stakeholder-intensive, representing an important opportunity to discuss what it means to "manage the existing system"
- RCTO related work will be tied closely to MTIP and RTP development

What sort of activities are going to occur?

- During the spring, workshops will be held to craft the vision for the initial set of RCTOs; *TPAC members will be asked for recommendations on who should participate and to support the involvement of their staff in the work*.
- During the fall, additional meetings will be held to develop the implementation planning elements.
- Throughout, extensive outreach will occur to operating agencies (e.g. TriMet), county coordinating committees, and other groups.

For More information:
Jon Makler, Transportation Operations Program Manager
(503) 797-1873 or maklerj@metro.dst.or.us

THE BICYCLE TRANSPORTATION ALLIANCE

Blueprint for Better Biking
40 Ways to Get There

A Blueprint: 40 Ways to Get There

Portland's investment in bikeways has paid off, with bicycling as a means of transportation more than tripling in the last decade.

A Great Start

The Bicycle Transportation Alliance is Oregon's voice for cyclists. Thanks in part to the BTA's advocacy and educational efforts, Portland leads the country in bike-friendliness for a city its size, being named America's Best Bicycling City three times by *Bicycling* magazine. We're continuing to push the envelope to discover new ways to provide more transportation choices for people in the Portland metro area.

PHOTO BY CHRIS HO, CHRISHOPHOTO.COM

Since the BTA's start in 1990, Portland has quadrupled our miles of bikeways, tripled the number of people riding bikes, and developed a vibrant bicycle culture. Our efforts are working. But we need to do more.

Setting the Scene

Fueled by a desire to be designed the nation's first "Platinum-rated" bicycling city (a designation by the League of American Bicyclists), and create a clear path for our future, the BTA is launching a campaign to focus the region's decisionmakers on a set of forty tangible improvements.

The *Blueprint for Better Biking* provides a list of 40 priority projects that would help the Portland Metro area achieve a new level of success in bicycling. We recommend innovative, popular, and realistic solutions to substantially increase cycling. We feature low-cost, high-return solutions and projects that fill serious gaps in the current network. We offer solutions based on a set of consistent principles that are appropriate to the different urban and suburban contexts.

This project defines the future direction of the BTA's bicycling advocacy. It is intended to inspire cyclists and our agency partners, and develop partnerships and advance cycling for the good of all. The BTA brings you the *Blueprint for Better Biking: 40 Ways to Get There.*

Goals of the Blueprint Report

The goal of the *Blueprint for Better Biking* is to identify a consistent set of bicycling facilities, policies, and programs that will drastically increase bicycling among a wide range of users including adults, elderly and youth.

Implementing our recommendations will:

- Increase the safety, accessibility and convenience of all major bike routes.
- Inspire new bicyclists by making cycling a viable option for all types of transportation trips and recreational and fitness purposes.
- Increase the quality of experience for cyclists.

What People Want...

Process: People Generated our Vision

In our quest to develop a vision that increases bicycling, we focused on listening to people. The BTA worked with experts and listened to everyday and novice cyclists.

Starting in 2004, the BTA:

- Convened a cabinet of experts on bicycling facilities, programs, and policy to serve as our advisory committee.
- Surveyed over 900 Portland area residents about cycling.
- Met with bicycling planners, presented at bicycle advisory committees, and ran a series of ground-truthing bike rides called "Ride the Region."
- Researched cost-effective techniques that will attract current and emerging cyclists.

Themes and Challenges

Our research identified four major themes summarizing the challenges common to everyday bicycling:

1. Cycling Around Cars

Cycling in traffic, around automobiles, is the top concern of cyclists of all levels of skill and experience. Increasing the number of low-traffic bicycling routes is especially important for parents and families, people with limited cycling experience, seniors, and those who simply prefer an aesthetically pleasing ride.

2. Complete Routes

Bicycle lanes and facilities often end, disappear, or have key gaps. Gaps at dangerous intersections are a major barrier to inexperienced cyclists.

3. Motorist Behavior

As congestion, speeding, and driver aggression increases, driver behavior has become an increasing concern for cyclists. Cyclists feel endangered when motorists speed, run red lights, fail to yield, and drive while drunk or talking on cell phones.

4. Quality of the Facilities

Debris, poor street conditions, and lack of clear signs and markings are critical problems cited by many regular cyclists, especially in suburban areas. Conditions that are acceptable for motorists can be barriers for cyclists.

Action

The *Blueprint for Better Biking* defines a vision that addresses these four themes.

The BTA's strategy to increase bicycling focuses on both current and potential bicyclists. We identify different kinds of cyclists and discuss facilities to accommodate each type. Our strategies focus on generating the largest increase in bicycling among the total population.

Nearly 500,000 Americans ride their bicycles to work on a daily basis, and 52 percent of Americans want to bike more than they do.

PHOTO BY HUGH BYNUM

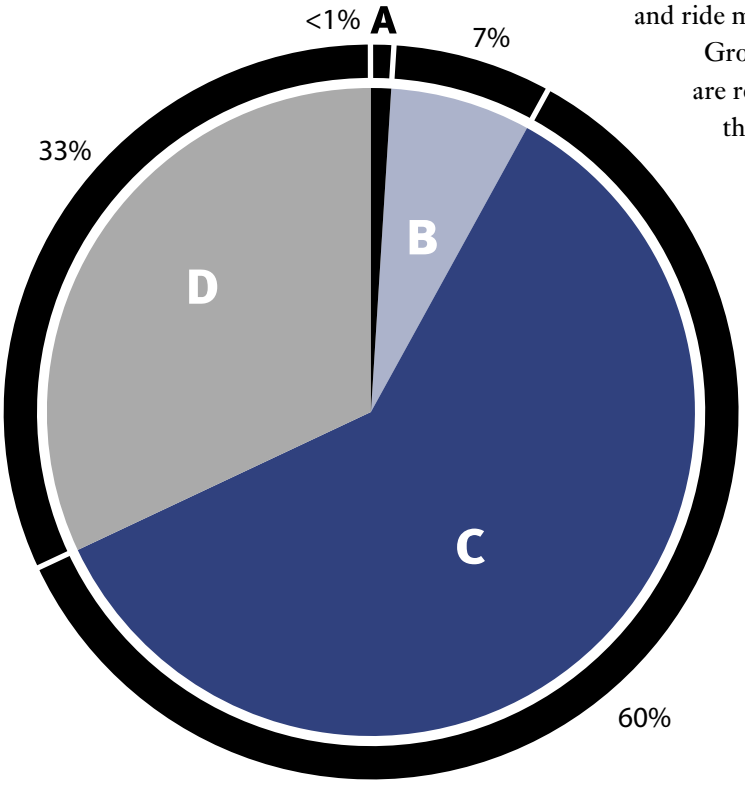
Blueprint for Success

BTA Vision: create a network of bicycle routes that attracts all people, using clearly identified, well-maintained, and connected bikeways that minimizes exposure to automobile traffic.

1. Increased User Base

Research shows that most Portlanders enjoy bicycling and would bicycle for recreation, exercise, and to get around. We have categorized these people into three groups:

Group A is a small group of "strong and fearless" riders who ride anywhere, on any road. **Group B** are "enthused and confident" cyclists who ride regularly on most types of bikeways. **Group C**, the "interested and concerned," are the largest group that ride in smallest numbers. They require low-traffic and no-traffic routes to feel safe and ride more often. Groups B and C are roughly two-thirds of the population.



- **A** FEARLESS
- **B** CONFIDENT
- **C** INTERESTED
- **D** NON-CYCLISTS

The potential is great to drastically increase bicycling rates in the metro area by creating new low-traffic, well-placed bikeways.

2. Comprehensive Bikeway Network

A comprehensive network of connected bikeways is key to attracting Group B and C cyclists. Low-traffic bicycle streets will link to off-street or higher traffic, longer-distance routes. Each type of route should be designed for appropriate user groups.

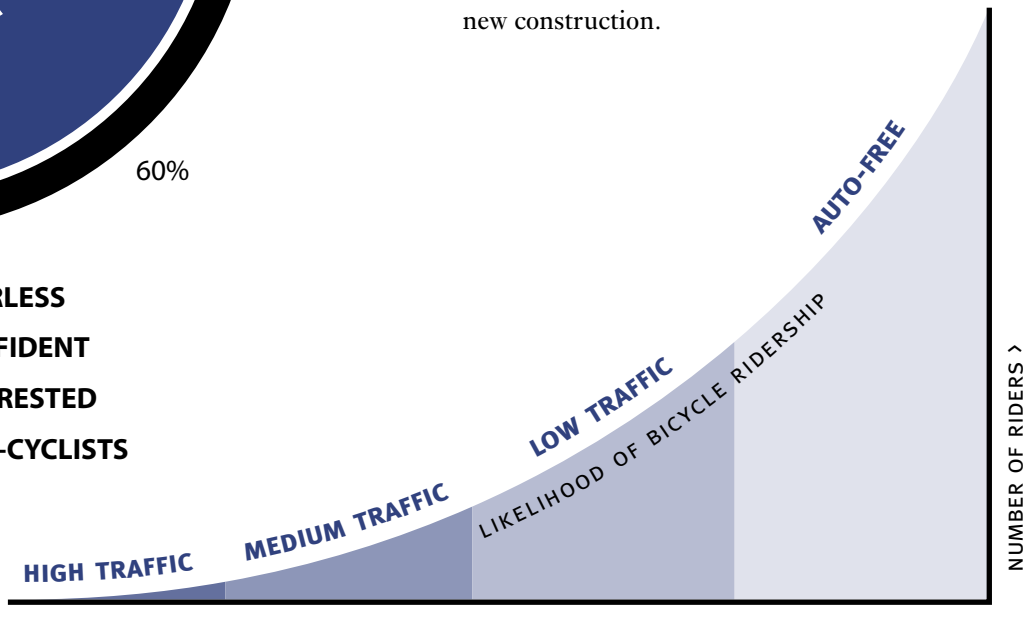
Low Traffic Streets

Bicycle Boulevards - Streets where bicycles are prioritized. Boulevards provide connected routes and are easily identified with pavement markings and signs. The most effective boulevards restrict automobile travel and improve major intersection crossings.

Woonerfs, the Dutch word for "living streets," are extremely low traffic, low speed streets where walkers and bicyclists share the road with autos.

Bike Lanes: A tool for major roadways

Striping bike lanes is a low-cost way to convert primary streets into bicycle-friendly streets. Bicycle lanes on mid-traffic streets are primary commuting routes for Group A and B cyclists; they should be included in new construction.



3. Solutions for the Suburbs

Bicycling in the suburbs is less common and logistically more difficult than in older urban areas. Urban centers, including Portland's, have a network of connected lower-traffic streets; most suburban through-streets have higher volumes and speeds.

Suburban areas often start with bike lanes on high-traffic streets, providing access for Group A cyclists. A wider range of solutions will appeal to more riders.

4. Cultural Shift

Targeted marketing and promotions are effective in increasing first time and continued bicycling. Examples include:

Car Free Sundays

On any given Sunday, two million of Bogotá, Columbia's seven million residents take to the streets on bicycle and foot using the 120 km of streets that are closed to cars.

Travel Smart

A social marketing program that identifies and works with individuals that want to change the way they travel. In Portland's pilot programs, participants reduced car trips by 12%.

Safe Routes to School

Nationwide only 15% of children walk and bike to school. Ongoing efforts in pilot communities have doubled children's bicycling and walking to school.

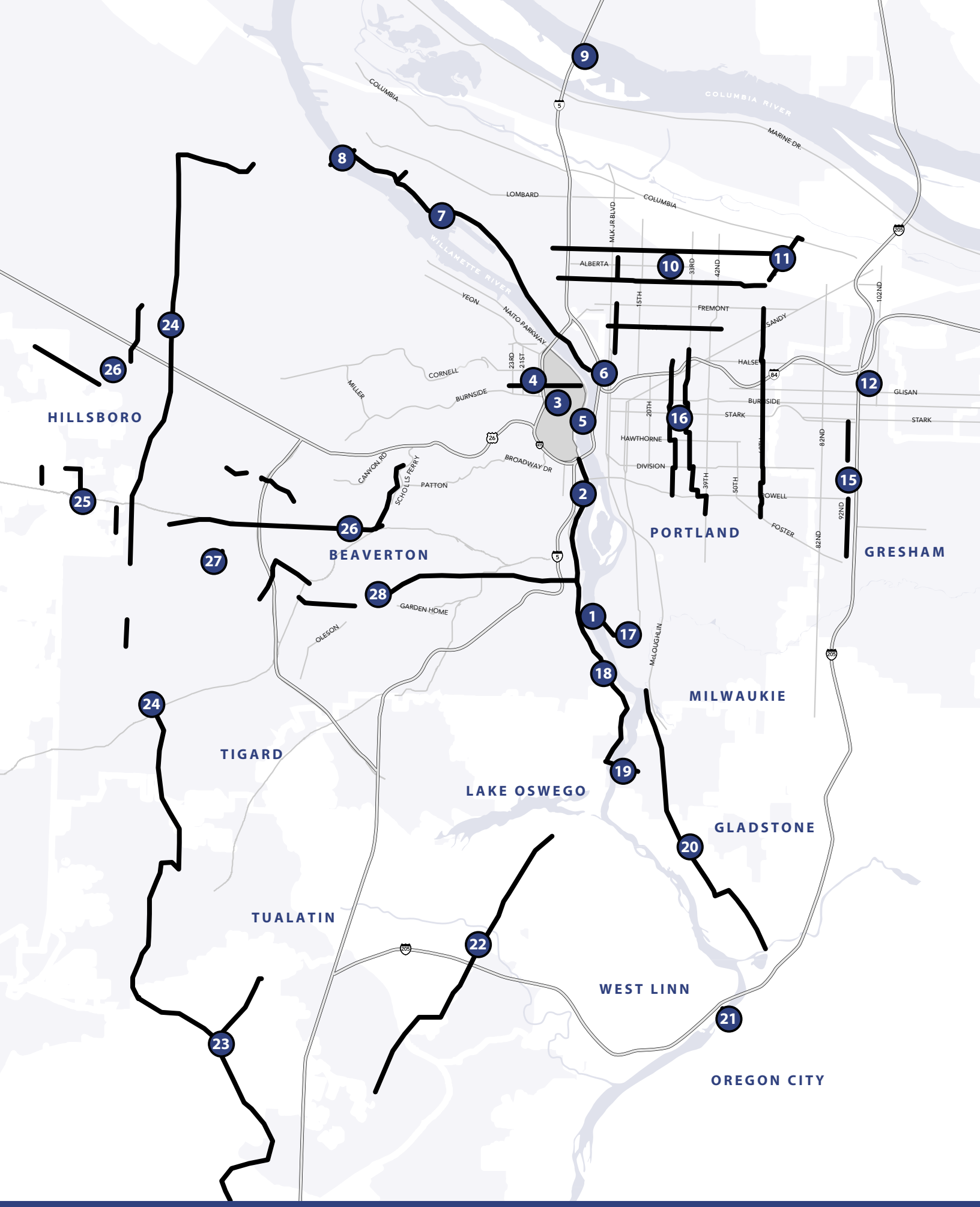
Financial Incentives and Employer Support

Would a $200 cash-out compensation entice more bikers? Federal law allows employers to offer tax-exempt incentives to employees who take transit or carpool. This could be extended to bicycling.

SUBURBAN SOLUTIONS:

BIKEWAY TYPE	ATTRIBUTES
Shared Use Paths	Build paths with new developments along power lines, waterways, utilities and in parks.
Low-traffic Network	Identify and mark existing low-traffic suburban streets. Add bicycle "cut-throughs" to schools, parks, and between subdivisions.
Safe Routes to Schools	Develop programs and parent-coalitions to help more children walk and bike to school.
Centers and Campuses	Focus high-cost facilities in town centers and on campuses to encourage limited auto use areas.

PHOTO BY HUGH BYNUM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COLUMBIA RIVER
WILLAMETTE RIVER
COLUMBIA
MARINE DR
LOMBARD
ALBERTA
MLK JR BLVD
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42ND
15TH
FREMONT
SANDY
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YEON
NAITO PARKWAY
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CORNELL
MILLER
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TOP 10 : This symbol marks the projects most likely to increase cycling

Note: projects 29-40 not shown on this map

The Top 40 Projects

1: Sellwood Bridge

The biggest barrier identified by Portland-area, the Sellwood Bridge is nearly uncrossable. Bicyclists cannot legally use the narrow sidewalks, and the busy traffic lanes are narrow. The bridge is over three miles from a safe alternative.

TOP 10

2: South Waterfront Path

The South Waterfront development district will transform Portland's waterfront with new residential and employment districts. This area is also a major gap in the Willamette riverfront trails system.

3: Central City Bicycle Plan

Getting to and around Portland's central city is a challenge for cyclists. The downtown Bicycle Plan update will target west-side access and accommodations for less-experienced cyclists. Other issues include: access to and from Waterfront Park; north-south bikeways; signs and markings; and bicycle parking.

TOP 10

4: NW Flanders St.: Bike Boulevard

Flanders Street was identified as a future bicycle boulevard in the Burnside Street plan. This new bicycle route will connect the Pearl and Nob Hill business district with a bike- and pedestrian-only bridge over I-405.

5: Morrison Bridge

The Morrison Bridge connects SE Portland and the Esplanade to central downtown Portland. Bicyclists cannot safely cross the bridge and must detour to bridges either north or south.

6: Rose Quarter

The Rose Quarter is a "black hole" for cyclists; the direct and intuitive connection between the well-used Eastside Esplanade and the Vancouver/Williams bikeways is prohibited through the Rose Quarter Transit Center.

Focus on Bottlenecks. Bridges and freeway crossings are non-negotiable; even a well-designed network fails if cyclists can't cross the rivers and freeways.

Top 40 Projects (cont'd)

PHOTO BY HUGH BYNUM

Vancouver's Waterfront Renaissance Trail runs 3.5 miles and costs $3.5 million. The trail has helped catalyze over $300 million in private redevelopment along the inner waterfront and downtown.

7: North Willamette Greenway Trail

Part of the Willamette River Greenway vision, this trail creates a new route from the Eastbank Esplanade north through Swan Island to the St. Johns. It will connect major employment centers, the Lewis and Clark Discovery Greenway Trail, and Marine Drive.

8: St. Johns Bridge

The only bridge for 5 miles, the St. Johns is very dangerous for cyclists. If improved it would connect North Portland to Forest Park, job sites in industrial Northwest Portland, and Sauvie Island. A possible two-lane solution with bike lanes would accommodate all users.

9: I-5 Bridge Access: Portland

Traveling from Portland to Vancouver is confusing and disconcerting, even for experienced cyclists. The I-5 bridge crossing lacks adequate markings and has gaps, especially at Jantzen Beach, deterring bicycling between the cities.

10: North/NE Portland – New East-West Bikeways

North and Northeast Portland lack high-quality, connective low-traffic bikeways running east-west (such as SE Ankeny and SE Lincoln/Harrison). Improvements can be made on existing routes such as NE Tillamook or Knott; a new set of bicycle boulevards are recommended (e.g. N Failing, N Mason, and N Bryant).

11: NE Cully Boulevard

NE Cully improvements will serve an economically challenged community and improve a dangerous gap for cyclists.

12: I-205 Bike Path Crossings

The I-205 path has dangerous crossings at a number of major streets; the crossing at NE Glisan is particularly hazardous. Trails target new and inexperienced users, making safe trail crossings especially important to protect all users.

13: Gresham Fairview Trail

This trail will be a major north-south connection in east Multnomah County. Starting at the Springwater Corridor in Gresham, it crosses the eastside MAX light-rail and will continue at the Columbia River connecting to the existing Lewis and Clark Discovery Greenway Trail along Marine Drive.

14: Springwater Corridor to Mt. Hood

Extending the popular Springwater Corridor southeast to Mt. Hood, connecting to the Pacific Crest Trail will provide an outstanding destination for bicycle tourists and a recreation opportunity for metro-area residents.

15: 92nd Ave

SE 92nd Ave will fill gaps in the connection between the Lents neighborhood and other parts of Portland, including Rocky Butte. The Route must develop an innovative and easily identifiable way to cross I-84.

16: North-South Eastside Bikeways

NE and SE Portland lack safe and accessible north-south connections. Crossing I-84 is especially challenging. Possible improved/new crossings include 7th, 24th, 28th, 52nd, and 74th Avenues.

17: Close the Springwater Gap

Connecting the final gap in the popular Springwater Trail corridor will complete the off-street route between Boring and downtown Portland.

18: Highway 43 and Willamette Shoreline Trail

Cyclists going between West Linn/Lake Oswego and Portland face Highway 43, one of the most dangerous and challenging gaps in the region. The "Willamette Shoreline" corridor might include an updated streetcar line, must include a high-quality bicycling route.

19: Lake Oswego to Milwaukie Crossing

Crossing the river is again a barrier for cyclists, here between Lake Oswego and Milwaukie/Gladstone. A possible solution is to convert an existing railroad bridge into a bicycle/pedestrian river crossing.

20: Trolley Trail

This north-south route will connect Sellwood, Milwaukie, Oregon City, and Gladstone along a former streetcar line. It will connect to the Springwater Corridor and to the Willamette River trail network.

21: West Linn to Oregon City Crossing

Recreational and transportation cyclists have no safe way to cross the river between West Linn and Oregon City. An improved crossing added to the historic bridge will provide a necessary link between two important town centers.

22: Stafford Road

Stafford Road has no shoulders, fast-moving traffic, and is located in a rapidly-growing area. It is also a popular route for recreational riders. Addition of safety shoulders or bike lanes will greatly improve bicyclist safety on Stafford.

23: Tonquin Trail

The Tonquin Trail is a proposed 19-mile path linking Wilsonville, Tualatin and Sherwood. The Mt. Scott-Scouter's Loop Trail is a proposed trail that would link Happy Valley and the Sunnyside Road area to future development in Pleasant Valley, Damascus and the Sunrise Corridor.

24: Beaverton Powerline Trail

A powerline corridor owned by PGE and BPA runs from the Tualatin River north to Forest Park. More than two miles of this 16-mile trail concept are complete.

25: Low-Traffic Suburban Routes

To increase cycling among suburban residents, well-marked low-traffic bicycle networks must be developed. Even among current cyclists, many suburban riders develop their own circuitous neighborhood routes. A formalized network will creatively identify existing routes and mark them with high-visibility treatments.

26: Gaps in Suburban Bikeways

Suburban bicycle routes are often high-traffic streets with bicycle lanes. These bikeways must be connected and major gaps fixed. Sample gaps to be fixed are: SW Garden Home Road; Beaverton-Hillsdale Highway at Scholls Ferry; SW Walker Road; SW Barbur Blvd.; Bethany Road.

27: SW Hall Boulevard

SW Hall Blvd. leads directly in and out of downtown Beaverton. An unmanageable gap is a barrier for shoppers, recreational cyclists, MAX users and folks just trying to visit Beaverton's renowned Farmer's Market.

Every day thousands of bicyclists travel downtown to work and shop. Every cyclist frees up a parking space, improving the economic vitality of downtown.

PHOTO BY HUGH BYNUM

Top 40 Projects (cont'd)

Effective low-traffic bikeways include:

• Low car volumes obtained by diverting auto traffic at intersections with arterial streets.

• Low traffic speeds obtained through design (traffic calming, skinny streets, street trees, striping), markings, and enforcement.

• Innovative signs and markings for designated bikeways that raise driver awareness, slow vehicle speeds, and make the street welcoming for bicyclists.

• Connected network that allows cyclists to travel to major destination centers.

28: Fanno Creek Trail

Beginning at Willamette Park, this trail will stretch 15 miles south-west through Beaverton, Tigard, and Durham, ending at the Tualatin River. With half of the trail complete or under construction, this trail network will provide access to other north-south trails and the Willamette River Greenway trails.

29: Low-Speeds/Low-Volume Bikeways

Portland's Bicycle Boulevards and European Woonerfs are successful street treatments that reduce speeds in residential neighborhoods and provide cyclists with excellent cross-town routes. Building more of these facilities will be a cost-effective way to attract new riders.

30: Signs and Markings

Bikeway signage and pavement markings indicate routes and provide navigation, safety, and security functions. Ideal systems are easily seen, on-street markings visible by both cyclists and drivers. Markings are used to indicate bicycle boulevards, to direct cyclists to major routes and paths, indicate route shifts, and alert drivers to cyclists' expected presence.

31: Maintenance of Bikeways

Bikeway maintenance is a core concern for cyclists. Maintenance includes sweeping bike lanes and paths, paving and pothole repair, landscaping, and street marking repainting. Jurisdictions must schedule regular sweeping and improve responsiveness, especially in Washington County and for blue bike lanes.

32: Employer-Based Incentive Programs

Current law provides employer-based tax breaks for car parking and transit. Developing employer-based programs that offer cyclists cash-out or other incentives will increase the number of people who bike or walk.

33: Tourism Center

A regional tourism center and office will increase bicycle tourism by promoting bicycling, providing tourism information and offering services to people interested in traveling in Oregon.

34: Enforcement Campaigns

Enforcement campaigns targeting the most dangerous violators will increase safety. Motorist violations include running red lights; aggressive and drunk driving, failure to yield, and speeding in low-speed zones. Cyclist violations include wrong-way riding, improper lights, and red light running. Police liaisons will help facilitate community-based enforcement and coordinate with engineers. Diversion programs will increase public acceptance.

35: Education Campaigns

Education campaigns will teach the rights and responsibilities of bicycling. Institutionalized education programs are preferred, such as mandatory drivers' education, improved DMV literature and testing, and outreach via Commercial Driver's Licensing. Billboard and advertising campaigns can communicate public messages and raise visibility.

36: Car-Free Events

Worldwide, cities host events to make walking and biking easier for families, children, and the elderly. The most successful are regular, weekly events that close a portion of the roads. Others prohibit auto use in a larger zones. In Portland, Bridge Pedal is one event that touches these concepts, with 20,000 bicyclists and walkers!

PHOTO BY HUGH BYNUM

37: Safe Routes to School

Safe Routes to School programs increase bicycling and walking to school through a comprehensive approach that includes engineering, education, encouragement, and enforcement components. Programs engage schools, parents, children and community groups.

38: Bike Parking

Improved end-of-trip bike parking, both long-term and short-term, will increase the number of people who bike to retail and commercial districts, transit stops, campuses, and jobsites.

39: MAX Station Bicycle Hubs

In order to connect transit and cycling, bicycle hubs should be placed at every MAX station. They will include signage, bike-route maps, on-demand bike lockers, and bike tourism information. Safe and well-marked bike routes leading to each stop will enhance the system.

40: Oregon Center for Bicycling and Walking

Founding this institute at Portland State University will incubate, test, and evaluate, and propose innovative bicycle and walking plans, street treatments, etc., as well as providing a center for learning and research.

Bicycling at a moderate pace for just 30 minutes, three times a week, provides great improvements in cardiovascular health, body weight, and mental health.

Blueprint for Better Biking

The Blueprint for Better Biking is a project of the Bicycle Transportation Alliance. Contact us at 503.226.0676 or www.bta4bikes.org

BTA Project Team

Scott Bricker, Project Manager
Jessica Roberts, Project Associate, Technical Lead
Anna Scalera, Technical Associate, Ride the Region
Catherine Ciarlo, Project Development
Evan Manvel, Executive Director

Advisory Cabinet

Mia Birk, Alta Planning and Design
Councilor Rex Burkholder, Metro
Jennifer Dill, P.h.D., Portland State University, School of Urban Studies & Planning
Linda Ginenthal, BTA Board Member
Councilor Karl Rohde, Lake Oswego

Design

Grapheon Design, www.grapheon.com
Map data: Alta Planning and Design

Photography

Hugh Bynum Photography, Chris Ho Photography

Ride the Region Leaders

Craig Bachman, BTA Board Member
Joe Blowers, Teacher, Advocate
David Guettler, River City Bicycles
Gregg Leion, Washington County Planner
Rose Rummel-Eury, Advocate, Lake Oswego

Special thanks to Roger Geller for information on bicyclist types and Mia Birk for editorial support.
Thank you participants, including the over 900 survey respondents and Bicycle Advisory Committees.

Metro Area Bicycling Resources

City of Portland: Roger Geller 503-823-7671
City of Portland Parks: Gregg Everhart 503-823-6009
City of Gresham: Jonathan David 503-618-2321
Multnomah County: Matthew Larsen 503-988-5050x29640
City of Lake Oswego: Tom Tushner 503-675-3990
City of Milwaukie: JoAnn Herrigel 503-786-7508
Clackamas County: Lori Mastranonio-Meuser 503-353-4511
Beaverton: Margaret Middleton 503-526-2424
Hillsboro: John Wiebke 503-681-5358
Washington County: Gregg Leion 503-846-3969
Metro, Transportation: John Mermin 503-797-1747
Metro, Parks and Trails: Mel Huie 503-797-1731
Oregon Department of Transportation Bicycle Program: Michael Ronkin 503-986-3555
Oregon Department of Transportation – Metro Area: Basil Christopher 503-731-3261
Oregon Department of Transportation – Bicycle Safety, Julie Yip 503-986-4196

You and Your Role

To make sure these projects are built, we need your help. The BTA's 4,000 members make all of our advocacy work possible. Join today and activate!

www.bta4bikes.org/join

PHOTO THIS PAGE: HUGH BYNUM; COVER PHOTO: BY CHRIS HO, CHRISHOPHOTO.COM

Materials following this page were distributed at the meeting.

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

Date: January 24, 2006

To: All Interested Parties

From: Cathy Nelson, Interim Region 1 Manager

Subject: 2008-2011 Statewide Transportation Improvement Program (STIP) Update

The Oregon Department of Transportation (ODOT), Region 1, is asking for you to help shape statewide, regional and local transportation funding decisions for the next STIP update. Please join us to discuss and comment on these important transportation projects.

The draft STIP is ODOT's scheduling and funding document for transportation projects. Region 1 is now in the process of identifying, selecting and scoping candidate transportation projects to be funded with state and federal transportation dollars between 2008 and 2011. ODOT will hold four open house meetings around the region to share information on various programs, funding and candidate projects.

Portland - Tuesday, February 7th 5 - 8 pm
Metro Regional Center
Metro Council Chambers, Room 370 A/B
600 NE Grand Avenue
- This will be a joint public meeting with the Oregon Transportation Plan

Hillsboro - Thursday, February 9th 5 - 8 pm
Hillsboro Civic Center
150 East Main Street (Downtown Hillsboro)
Room 113C

Hood River - Wednesday February 15th 4 - 8pm
Hood River Library
503 State Street
- This will be a joint public meeting with the Oregon Transportation Plan

Oregon City - Thursday, February 16th 4 - 8 pm
Willamette Falls Hospital Community Center (corner of 15th & Washington St.)
519 15th Street

You may also participate by sending your comments in by mail or email to the following addresses:

Region 1 STIP Coordinator or R1STIP@odot.state.or.us
123 NW Flanders St.
Portland, Oregon 97209

Please include 2008-2011 STIP Comments in the Subject Line. **Comments are due by Friday, April 14, 2006.** For more information on the 2008-2011 STIP Update, visit our webs site: http://www.oregon.gov/ODOT/TD/TP/0811stip.shtml

Modernization Program
Project Candidate List for 2008-2011
Statewide Transportation Improvement Program (STIP)
Region 1, Oregon Department of Transportation

Introduction

The draft Statewide Transportation Improvement Program (STIP) is ODOT's project funding and scheduling document. It identifies the transportation projects to be funded from 2008 to 2011. Funding in the STIP is allocated among different program categories, each with different objectives.

This paper focuses on one program category: Modernization. The primary goal of modernization projects is to add capacity to the highway system in order to facilitate existing traffic and/or accommodate projected traffic growth.

This paper also describes how Region 1 developed a candidate list of modernization projects for this STIP update, and how stakeholders and the public can participate in funding decisions. Information about other program categories such as preservation, bridge, safety and operations is not yet available but will be released soon for public review and comment.

Background

The Oregon Transportation Commission (OTC) adopted funding allocations for the 2008-2011 STIP at their December 2005 meeting. The OTC allocated increased federal highway funds to the Modernization Program to cover debt service payments on the Oregon Transportation Investment Act (OTIA) bonds that are scheduled to begin in 2008. The result is the Modernization Program funding levels available for new projects will remain flat, at roughly the 2006-2009 STIP levels. Without this action, available modernization funding levels would have dropped in half.

Region 1 received a STIP modernization target of $74 million in early January 2006 to program for the 2008-2011 STIP. A significant amount of funding will be needed to ensure projects currently programmed for construction are fully funded and remain on schedule, so the amount available to fund new projects will be less than $50 million.

Region 1 will select and prioritize modernization projects based on the Project Eligibility Criteria and Prioritization Factors approved by the Oregon Transportation Commission in September 2005.

Eligibility Criteria

- Are consistent with the applicable acknowledged Transportation System Plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any adopted TSP.
- Are consistent with the Oregon Highway Plan policy on Major Improvements (Policy 1G, Action1.G.1), where applicable.

Prioritization Factors

- Project readiness
- Projects that best support the policies of the Oregon Highway Plan
- Projects that support freight mobility
- Projects that leverage other funds and public benefits
- Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision or Finding of No Significant Impact.

A copy of the factors may be found on our web site at:
http://www.oregon.gov/ODOT/TD/TP/0811stip.shtml#2008_2011_STIP_Criteria

The Candidate List

Attached is a copy of Region 1's candidate list of modernization projects. This list assumes approximately 150% of the actual amount of funding available for modernization projects in Region 1 between 2008 and 2011. The candidate list of projects was generated from prior STIPs, the Regional Transportation Plan, local transportation system plans and the Oregon Freight Advisory Committee Recommendations for high priority freight mobility projects. It is also based on recommendations from the Northwest Area Commission on Transportation and consultation with local governments and other stakeholders. The cost estimates associated with each project are based on planning level estimates. More detailed project cost estimates will be developed later this spring through project scoping.

Over the next few months, Region 1 will need to fiscally constrain the candidate modernization list to meet its funding target of $74 million. We are seeking comments to narrow the candidate list of modernization projects to the available funding level. Adding a new project to the list would require eliminating or reducing funding for one or more projects on the candidate list.

There are several ways to participate in the project selection process:

- **Attend one or more public meetings** – There are four public meetings scheduled to discuss the 150% candidate list. These will be open house style meetings where the public will have a chance to learn more about the candidate projects, talk to ODOT staff and provide comments. There will be additional public meetings scheduled in the fall for public comment on the final recommended list of modernization projects for the Oregon Transportation Commission.

- **Mail or email comments to ODOT** – comments received by mail or email will receive equal consideration as comments received at public meetings. Mail comments to Region 1 STIP Coordinator, 123 NW Flanders St., Portland, Oregon 97209 or email to R1STIP@odot.state.or.us.

Next Steps

Region 1 will accept input on the candidate list of modernization projects from **January 27, 2006 through April 14, 2006**. This is just the first step in the process to update the STIP. The following is a preliminary timeline of additional steps and opportunities for public input.

April 2006:	**April 14th is the Deadline** for comments on the Candidate Project List. Region begins programming projects.
May – July 2006:	Develop a recommended list and fiscally constrain all Region 1 STIP project lists to 100%.
August 2006:	Region 1 submits Draft Recommended project list to Salem for printing.
September 2006:	ODOT prints Draft STIP document and distribute to public.
October 2006:	Public comment period begins for the Statewide 2008-2011 Draft STIP.

ODOT Region 1 150% Candidate Modernization Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)

Key Number	Project Name	150%*	Pre-Estimate*	Project Description	County	RTP #	Freight
2008	**Region 1 Allocation = $19.362M + (DSTIP = $1.5M)**	x 1,000	x 1,000				
13720	**I-205/Mall Light Rail Unit 3**	**$ 5,000**		**Capital funding for light rail project.**	**Clack/Mult.**		
13957	**US26: Staley's Junction Improvement**	**$ 500**		**Interchange Improvements at US26 and OR47.**	**Washington**		State Rt, OFAC
13762	**Sellwood Bridge EIS (D-STIP)**	**$ 1,500**	**$ 1,500**	**Funding for EIS work.**	**Multnomah**	1012	
13955	**2008 PE, R/W and Utilities for I-5 Delta Park Phase 1**	**$ 2,104**		**Funding for project development, right of way acquisition and utility relocations.**	**Multnomah**		
12076	I-5: Delta Park Phase 1 (Victory Blvd. - Lombard St.)	$ 16,000	$ 67,000	Constructs third lane SB. Fully funds project programmed in the 2006-2009 STIP.	Multnomah		State Rt, OFAC
13957	US26: Staley's Junction Improvement	$ 5,000	$ 12,000	Fully funds project programmed in 2006-2009 STIP.	Washington		State Rt, OFAC
14030	I-84: Replace/Lengthen Bridge Structure MP64.44 (Hood River exit 64)	$ 1,539	$ 1,539	Fully funds an OTIA 3 Bridge replacement project on I-84 in Hood River at OR35.	Hood River	N/A	State Rt, OFAC
TBD	I-5: Delta Park Phase 2 (Access Improvements at Columbia Blvd)	$ 9,000	$ 60,000	Access improvements at I-5/Columbia Blvd. This phase funds protective right of way acquisition and begins preliminary engineering.	Multnomah	4006	State Rt, OFAC
	Subtotal	*$ 40,643*	*$ 142,039*				
2009	**Region 1 Allocation = $17.199M + (DSTIP = $0)**						
13759	**Pedestrian & Bicycle Elements for Pres projects**	**$ 1,000**	**$ 1,000**	**Funds bicycle and pedestrian facilities for 2008-2011 STIP Preservation Projects.**	**Various**		
13953	**US26: Langensand Rd - Brightwood Loop Rd**	**$ 1,400**	**$ 1,400**	**Constructs safety improvements between mp27 and mp41.**	**Clackamas**		State Rt
13964	**2009 PE, R/W and Utilities for US26 Glencoe Road**	**$ 3,117**		**Funding for project development, right of way acquisition and utility relocations.**	**Various**		
12885	US26: Sunset Hwy @ Glencoe Road	$ 6,000	$ 26,000	Constructs new interchange at US26 and Glencoe Road. This phase funds preliminary engineering and protective right of way acquisition. Also funds PE and construction for Glencoe Rd (US26 - West Union).	Washington		State Rt, OFAC
TBD	US30: Widening at Van Street	$ 1,700	$ 1,700	Widens US30 and constructs a left turn lane to Van St.(Clatskanie).	Columbia	N/A	State Rt
TBD	US30: Widening at Tide Creek	$ 1,100	$ 1,100	Widens US30 and constructs a turn lane to Tide Creek. (Columbia City).	Columbia	N/A	State Rt
	Subtotal	*$ 14,317*	*$ 31,200*				
2010	**Region 1 Allocation = $17.508M + (DSTIP = $451k)**						
TBD	I-5 SB / I-205 Merge: Acceleration Lane	$ 3,000	$ 3,000	Constructs acceleration lane at merge of I-205/I-5 SB for improved operations and safety.	Washington		State Rt
TBD	US26: 185th Ave - Cornell Road Widening	$ 19,500	$ 19,500	Continues widening from Cornell Road to SW 185th.	Washington	3011	State Rt
TBD	Troutdale Marine Dr/Backage Road	$ 7,900	$ 7,900	Completes Interchange Area Management Plan and constructs a new 2-lane road from I-84 EB off ramp (Marine Dr.) to 257th. Project in local Transportation System Plan.	Multnomah	Amend	
	Subtotal	*$ 30,400*	*$ 30,400*				
2011	**Region 1 Allocation = $17.508M + (DSTIP = $451k)**						
TBD	US26: Springwater Interchange Phase 1	$ 5,800	$ 5,800	Constructs at-grade intersection to serve Springwater industrial area.	Multnomah	phase of 2051	State Rt
TBD	I-5: Wilsonville Interchange	$ 10,500	$ 25,000	Funds interchange improvements at I-5 and Wilsonville. Project to be phased.	Clackamas	6138	State Rt, OFAC
TBD	OR212/OR224 Sunrise Corridor	$ 7,000	$ 60,000	Funds preliminary engineering and protective right of way acquisition.			OFAC
	Subtotal	*$ 23,300*	*$ 90,800*				
	Candidate List of 150%	$ 108,660	$ 290,039				
	Region 1 Modernization Target w/ DSTIP	**$ 73,979**		Region 1 Target = $73.979M available for 08-11 STIP includes $2.402M for DSTIP			
	Bold = Projects funded in the 2006-2009 STIP			**08/09 already programmed = $14.621M**			

OFAC = Project identified on Oregon Freight Advisory Committee Recommendations for High Priority Freight Mobility Projects

State Rt = Project on Oregon State Highway Freight System

*** Project cost based on planning level estimates and are subject to revision after project scoping.**

January 24, 2006

OREGON DEPARTMENT OF TRANSPORTATION

FEDERAL-AID FUNDING

For

HIGH PRIORITY

PROJECT SPONSORS

By

THE

OREGON DEPARTMENT OF TRANSPORTATION

Local Government Section

January, 5, 2006

FEDERAL-AID FUNDING REQUIREMENTS
For
HIGH PRIORITY PROJECT SPONSORS

The long-awaited federal transportation reauthorization bill Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), was enacted August 10, 2005. SAFETEA-LU reauthorizes programs, funding and policies for Federal Highway Administration (FHWA) programs that were last authorized in TEA-21,[1] which expired September 30, 2003. SAFETEA-LU designates funding for specific Oregon highway projects in a number of FHWA programs, such as the Transportation Improvement Program, Projects of National and Regional Significance, and High Priority Project (HPP). This paper will focus on the administration of funding for Oregon's HPP highway project earmarks

The following information is provided to notify HPP sponsors of the basic requirements to use funds from the Federal Highway Administration (FHWA). Traditionally, these projects have involved major transportation projects, such as roadways and/or bridges. The majority of the funding for the traditional roadway and bridge projects and the HPP funds come from the same source, SAFETEA-LU. The legislation does not allow for lesser requirements of FHWA, or any other pertinent federal laws and regulations, such as compliance with the National Environmental Policy Act (NEPA) of 1969 as amended, and the Americans with Disabilities Act. All projects using these funds are subject to federal and state regulations. Provisions have been provided to permit the transfer of these funds to other federal agencies.

ODOT Responsibilities

As with other federal highway funds received in Oregon, ODOT is responsible for administration of HPP funds. As mandated by the FHWA, ODOT must ensure that the development and construction of any project using federal funding is accomplished in a manner which will provide a safe and structurally sound facility, and follows federal and state policies, laws and regulations. ODOT is also interested in seeing that the projects proceed as expeditiously as possible, and are implemented to serve the desired public function.

ODOT's intent is to inform local project sponsors of federal project requirements and collaborate on the most efficient, cost effective ways to meet them. These projects, for the most part, will be developed and constructed via the ODOT Local Program federal-aid process. However, in order to expedite the timely and accurate delivery of these projects, ODOT has agreement with FHWA for up-front expenditure of HPP earmark funds in order to complete the vital prospectus, scope and cost estimate project elements.

[1] Transportation Equity Act for the 21st Century.

HPP Project Sponsor Responsibilities

The project sponsor should be aware of their matching funding responsibility (typically a minimum of 10.27 % of the total project amount), the time frame in which the funds will be available, and the actual final amount of the funds that will be available for expenditure on the project. ODOT will provide the project sponsor with this information when it becomes available. The project sponsor also needs to be aware that using federal transportation funds will require compliance with many federal requirements such as NEPA and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. It is important to recognize the additional cost and time involved in meeting federal requirements. Depending on an individual project's status within SAFETEA-LU, or if the funding source is a Congressional appropriations bill, there may be other requirements associated with the particular funding source. The project sponsor is responsible to work with ODOT to make sure that all requirements are identified and met.

Project sponsors are responsible to provide additional funding for projects that do not have adequate funding. All additional project expenditures and over-runs to complete the obligated projects are the responsibility of the project sponsor. Earmarked project funds must be used for the project indicated in the legislation. If the project costs are lower than the earmarked project funds, reimbursement will be limited to the project costs only, subject to availability of funds. Any excess project funds may not be diverted to other projects.

HPP Funding Availability

Funding limitations for all earmarked projects

All earmarked projects are subject to availability and reductions in the amount of funds, even though a full funding amount is shown in SAFETEA-LU. Generally, under SAFETEA-LU the maximum available each year will be twenty percent of the earmark, subject to reductions for limitations in Obligation Authority, which are annually imposed by Congress for a given Federal Fiscal Year, and occasional Congressional rescissions in the amount of federal funds that can be made available for expenditure. This could occur at any time. Such annual spending limitations generally range from 85% to 95% of the authorized amount.

SAFETEA-LU Projects

Funding for HPP projects earmarked under SAFETEA-LU will be made available through Congressional appropriations over the five years of the Act. Total funding to be available will not be known until the final year of the legislation or Federal Fiscal Year 2009. Project sponsors will need to budget their projects' expenditures accordingly as federal funds will not be available to permit the up-front funding of entire projects until 2009. If delivery of the project is needed before 2009, the sponsor may provide up-front funding and then get reimbursed with federal funds when they become available.

Other previously earmarked projects

Funds for other earmarked projects, such as through Congressional Appropriations bills, may only be available in the approved fiscal year, or as specified in the individual legislation. Projects that do not use funding within the individually specified time frame stand the chance of losing access to the earmarked funds.

Non-governmental Project Sponsors

Project sponsors that are not governmental entities, Railroads or Utilities may be required to secure a government agency or a local government as a co-sponsor, because Oregon procurement regulations restrict transportation funds from being provided directly to a non-governmental entity in certain circumstances. Reimbursements of project expenses will be made directly to the governmental co-sponsor. The co-sponsor and the non-governmental entity project sponsor will need to execute an agreement between them that will govern their relationship, and to include arrangements for invoicing and the receipt of funds from ODOT.

Basic Federal-aid requirements

The following is basic information on the major requirements that must be followed to receive reimbursement of the earmarked federal funds.

Funding

Funding for earmarked projects is administered on a reimbursable basis. ODOT will reimburse project costs for any amount up to the cumulative funding received, including federal funding and local match deposits.

Matching

Matching funding must be applied in advance of the implementation of the HPP project. To determine the approximate amount of match required for federal funds on a project that is funded 89.73% federal and10.27% sponsor match, multiply the amount of available federal funding by 0.114454 (this is the ratio of 0.1027/0.8973). Remember, the amount of federal funds is limited and may not cover the entire cost of a project so the entire local match may be more. Also, remember that the amount of federal funds actually received may be reduced by funding limitation as described previously. The project sponsor is responsible for all costs in excess of available federal participating funds.

Intergovernmental Agreement (IGA)

All HPP projects will be required to have an IGA executed and federal obligation prior to incurring reimbursable expenditures. Federal funds identified for the project may be used to pay for the scoping effort and complete all parts of the project prospectus.

Environmental Requirements

All projects using federal-aid transportation funds must conform to the requirements of NEPA, The National Historic Preservation Act - Section 106, the US Department of Transportation Act – Section 4 (f), Section 404 of the Clean Water Act, Section 7 of the Endangered Species Act and the Americans with Disabilities Act. The required environmental documentation must be completed and approved. Details regarding federal environmental requirements can be found at the FHWA website, http://environment.fhwa.dot.gov/projdev/tdmpdo.htm. Smaller projects may qualify as Categorical Exclusions (CEs). CEs are defined as actions which do not individually or cumulatively result in significant environmental effects, and are therefore excluded from the requirement to prepare an environmental document such as an Environmental Impact Statement.

Right-of-Way (Property) Acquisitions

All projects that have been awarded earmarked funds must follow the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), as amended and all applicable FHWA reimbursement regulations and requirements for the acquisition of right-of-way for the project. This applies to the acquisition of real property, either in fee or by easement, and whether or not federal funds are used for this activity. It is important to follow this process because failure to do so could render all project phases ineligible for federal funds. ODOT will certify all R/W files and procedures.

Transportation Improvement Program/ Statewide Transportation Improvement Program

Sponsors of projects located in areas covered by a Metropolitan Planning Organization (MPO) will need to ensure that the project is added to the local Transportation Improvement Program (TIP) prior to advertisement. After a project has been added to the appropriate TIP the SHA will ensure that the project is added to the Statewide Transportation Improvement Program (STIP). Projects outside metropolitan areas will need to be added to the STIP before funding can be made available. Projects seeking the use of federal transportation funds will not be approved by ODOT or FHWA until they are included in these programming documents, as required under federal law. In addition if the project is in an air quality maintence area or non-attainment area the project will need to be modeled for air quality conformity.

Advertisement

All projects sponsored by non-certified agencies will be advertised for construction through the ODOT bid and award process. Only projects sponsored by certified agencies will be allowed to be advertised and contracted by those agencies. Information regarding the package of plans, specifications, and estimates, and other materials required, including permits, is available through the ODOT Region local liaison staff. Any HPP project transferred from FHWA to another federal agency will not be contracted through ODOT.

General Information

Development of a detailed cost estimate is also a critical element of a successful project. This will assist the project sponsor in determining that the funding available is adequate and all cost elements of the project are considered.

To assist project sponsors, a scoping development document is available at the following link: http://www.oregon.gov/ODOT/HWY/LGS/online.shtml

Information regarding HPP project development and delivery will be added, as it is developed, to the ODOT Local Program website at the following link: http://www.oregon.gov/ODOT/HWY/LGS/

For additional information on developing these projects contact the ODOT Local Agency Liaison in your area. Contact information for ODOT Local Agency Liaisons can be found at the following ODOT Local Program website link: http://www.oregon.gov/ODOT/HWY/LGS/contact_us.shtml

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Office of the Director
355 Capitol St. NE, Room 326
Salem, OR 97301-3871

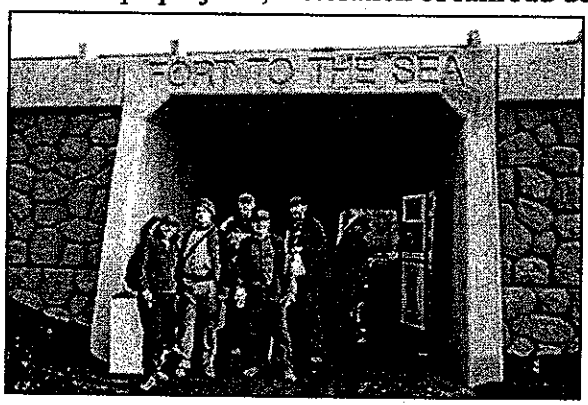
January 20, 2006

File Code:

To All Interested Parties:

The Oregon Department of Transportation is pleased to announce a **request for project proposals** in the **Transportation Enhancement program.** About $11 million is available statewide for projects that can be ready for contract in 2009 and 2010. Projects selected will become part of Oregon's 2008-2011 Statewide Transportation Improvement Program (STIP).

The "TE" program provides federal funds for projects that strengthen the cultural, aesthetic, and environmental value of our transportation system. This can include sidewalk, bike path and streetscape projects, restoration of railroad depots and other historic buildings, or landscaping, viewpoints, and interpretive sites that help travelers appreciate the scenery and history along Oregon roads and highways. A complete list of the 12 eligible activities is on the back of this page.



Projects are selected through a statewide competitive process based on written application and field review. Applications are accepted from local, state or federal agencies, Indian tribes, and tax-funded districts. A private organization can apply in partnership with a public agency. Recipients must supply matching funds to cover at least 10.27% of the project cost. Results will be announced after approval by the Oregon Transportation Commission—around February 2007.

There are two parts to the TE application: a **required Notice of Intent due March 23, 2006** and a complete **application due June 30, 2006.** The application packet—including description, required forms and instructions—will be posted on the ODOT Local Government Section web site http://www.oregon.gov/ODOT/HWY/LGS/enhancement.shtml on February 1, 2006. Materials may also be obtained by email from: patricia.r.fisher@odot.state.or.us .

Pedestrian and bicycle facilities within a public road right-of-way are eligible for ODOT Bicycle and Pedestrian Program grants or TE funding. The Bicycle and Pedestrian Program grant cycle begins in April. That is a separate state-funded program with its own application and selection process. Guidance is posted at http://www.oregon.gov/ODOT/HWY/BIKEPED/grants.shtml or available from the program manager, Michael Ronkin, at (503) 986-3555.

For further information on the Transportation Enhancement program and the project selection cycle announced above, please feel free to call me at (503) 986-3528.

Sincerely,

Patricia R. Fisher
Transportation Enhancement Program Manager

Photo above shows the TE-funded tunnel under US-101by Camp Rilea along the new Fort-to-the-Sea Trail

TRANSPORTATION ENHANCEMENT ACTIVITIES

1. Provision of facilities for pedestrians and bicyclists
2. Provision of safety and educational activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields)
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)
9. Inventory, control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation (i) to address water pollution due to highway runoff; or (ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORATION IMPROVEMENT PROGRAM TO INCLUDE HIGH PRIORITY PROJECT FUNDING FROM THE FEDERAL SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT (SAFETEA) AND THE OREGON IMMEDIATE OPPORTUNITY FUND	)	RESOLUTION NO. 06- 3664 Introduced by Councilor Rex Burkholder

WHEREAS, transportation project funding has been authorized for projects in the Metro area through the Safe, Accountable, Flexible, Efficient, Transportation Equity Act, and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized to program these project funds into the Metropolitan Transportation Improvement Program (MTIP), and

WHEREAS, inclusion in the MTIP is required for the project sponsor to access the authorized funds, and

WHEREAS, Metro has found the projects listed in Exhibit A recommended for amendment into the MTIP to be exempt from air quality conformity determination and has consulted with appropriate air quality agencies regarding these findings, and

WHEREAS, these projects are consistent with the Regional Transportation Plan; now therefore

BE IT RESOLVED that the Metro Council adopt the recommendation of JPACT to include the programming of transportation project funding as listed in Exhibit A into the 2006-09 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 9th day of February, 2006

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A

Resolution 06-3664

The Portland metropolitan area received several project funding earmarks through the SAFETEA High Priority Projects and funding from the State Immediate Opportunity Fund. Programming of funds to these projects is outlined in tables below.

As the Portland metropolitan area is in maintenance status for CO, an air quality conformity analysis and consultation is required prior to programming of these funds into the Metropolitan Transportation Improvement Program. Also included below is the findings for the air quality consultation process.

The following projects are determined to be exempt from conformity determination by rule per Table 2 of the EPA Guidance.

SAFETEA High Priority Project earmarks

	2006	2007	2008	2009
Metro Regional Trail Program				
Planning – Project Development	$2,000,000			
PE – Final Design		$1,000,000		
Right-of-Way			$1,000.000	
Construction				$1,000,000

Air Quality: Bicycle and pedestrian facilities.

Domestically Produced Streetcar	2006	2007	2008	2009
Planning – Project Development	$1,000,000			
Construction		$1,000,000	$1,000,000	$1,000,000

Mass Transit: Purchase of rail car for minor expansion of the fleet. Project will design and build one additional streetcar to add to the fleet of eight streetcars, more than 600 buses and 60 light rail vehicles serving the Portland central city.

Union Station	2006	2007	2008	2009
Construction	$33,200	$16,600	$16,600	$16,600

Mass Transit: Renovation of transit buildings or structures. Project will fund repairs to Union Station terminal building.

South Metro Area Rapid Transit Bus Purchase and Bus Facility	**2006**	**2007**	**2008**	**2009**
Transit Capital	**$82,600**	**$41,800**	**$41,800**	**$41,800**

Mass Transit: Purchase of bus for replacement or minor expansion of the fleet. Renovation of transit buildings or structures. Project will fund purchase of one bus to replace existing aging bus and work on maintenance facility.

Oregon Immediate Opportunity Fund Project

NE Sandy Boulevard @ 223rd Avenue	2006	2007	2008	2009
PE – Final Design	$90,000			
Right-of-Way	$76,000			
Construction	$1,075,000			

Safety: widening narrow pavements (no additional travel lanes). Project will reconstruct and widen pavement at the intersection of NE Sandy Boulevard and 223rd Avenue to better facilitate turning movements for trucks.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3664, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORATION IMPROVEMENT PROGRAM TO INCLUDE HIGH PRIORITY PROJECT FUNDING FROM THE FEDERAL SAFE, ACCOUNTABLE, FLEXIBLE, EQUITABLE TRANSPORTATION EQUITY ACT AND OREGON IMMEDIATE OPPORTUNITY FUND.

Date: February 9, 2006 Prepared by: Ted Leybold

BACKGROUND

[provide background on the issue under consideration]

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Amends the 2006-09 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 05-

3. **Anticipated Effects** Adoption of this resolution will make available federal transportation project funding to local jurisdictions for projects listed in Exhibit A of Resolution 06-3664.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro Council approve Resolution No. 06-3664.