



METRO

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

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: July 28, 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
9:30	Citizen communications to TPAC on non-agenda items	Andy Cotugno
9:35	* Approval of June 30, 2006 Minutes	Andy Cotugno
9:35	Future Agenda Items	Andy Cotugno
	<ul style="list-style-type: none"> • RTO Vanpool Program Update (August) • Regional Freight Plan Update (August) • Willamette River Bridges (anytime) • Cost of Congestion Update • Damascus Concept Plan • Freight Data Collection • New Look Updates • Columbia River Crossing Updates 	
9:40	# Transportation Operations Program Update – <u>INFORMATION</u>	Jon Makler
10:00	* Regional Transportation Plan Update – <u>INFORMATION</u>	Kim Ellis
10:30	# TriMet Transit Investment Plan – <u>INFORMATION</u>	Phil Selinger
11:00	* 2005 Obligation Report – <u>INFORMATION</u>	Ted Leybold
11:30	* MTIP Applications / Process – <u>INFORMATION</u>	Ted Leybold
12:00	ADJOURN	Andy Cotugno

* 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.



METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE

June 30, 2006

Metro Regional Center

MEMBERS PRESENT

Frank Angelo	Citizen
Greg DiLoreto	Citizen
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Leland Johnson	Citizen
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Phil Selinger	TriMet
Karen Schilling	Multnomah County
Lainie Smith	Oregon Department of Transportation (ODOT – Region 1)
Paul Smith	City of Portland
Ron Weinman	Clackamas County

AFFILIATION

MEMBERS ABSENT

Scott Bricker	Citizen
James Castaneda	Citizen
Brent Curtis	Washington County
John Hoefs	C-Tran
Susie Lahsene	Port of Portland
Ron Papsdorf	City of Gresham, representing Cities of Multnomah County
Dean Lookingbill	SW Washington RTC
Mike McKillip	City of Tualatin, representing Cities of Washington County
Mike Williams	Washington State Department of Transportation (WSDOT)
Jonathan Young	FHWA

AFFILIATION

ALTERNATES PRESENT

June Carlson	Citizen
Danielle Cowan	City of Wilsonville
Lynda David	SW Washington RTC
Jonathan David	Cities of Multnomah County
Steven Matthews	Washington State Department of Transportation (WSDOT)
Margaret Middleton	City of Beaverton, representing Cities of Washington County
Blair Crumpacker	Washington County

AFFILIATION

GUESTS PRESENT

Jennifer Dill	Portland State University
Lynn Peterson	Peterson Consulting
Chris Smith	Streetcar CAL
Jim Whitty	ODOT

AFFILIATION

STAFF

Richard Brandman, Andy Cotugno, Corie Harlan, Tom Kloster, Kate Lyman, Jessica Martin, Pam Peck, Ross Roberts, Kathryn Sofich, Bridget Wieghart, Caleb Winter

CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:35a.m.

CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

INPUT ON FUTURE AGENDA ITEMS

Due to time constraints, the committee did not discuss future agenda items.

MINUTES OF MAY 26, 2006 MEETING

ACTION TAKEN: Ms. Karen Schilling moved and Mr. Greg DiLoreto seconded the motion to approve the May 26, 2006 meeting minutes. Hearing no objections, the motion passed.

VALUE PRICING UPDATE

Mr. James Whitty appeared before the committee and provided an update on the Oregon Innovative Partnerships Program (OIPP). His update included information on the following:

- Summary/Location of the three projects
- OTIG
- Macquarie Infrastructure Group
- Key Contract Features
- Contractual Responsibilities
- Near Term PDA Timelines

Mr. Cotugno listed the alternatives currently being evaluated in the I-205 and Sunrise projects and the committee discussed tolling policy issues.

Mr. Richard Brandman stated that a recent presentation regarding highway negotiations given by Goldman Sachs, one issue of importance included the length of the lease/agreement terms, which are 99 years for many toll roads.

Mr. Paul Smith added that Metro's Regional Transportation Plan (RTP) states the tolling policy when a major, new highway capacity is added to the regional motor vehicle system, but not existing capacity and suggested the RTP re-evaluate that policy.

Mr. Whitty stated that he would be available to provide an update to the committee in late September after the Oregon Transportation Commission meeting.

RESOLUTION 06-3713, FOR THE PURPOSE OF ADOPTING THE EASTSIDE TRANSIT ALTERNATIVES ANALYSIS LOCALLY PREFERRED ALTERNATIVE, LOCATED WITHIN THE PORTLAND CENTRAL CITY

Mr. Richard Brandman appeared before the committee to present Resolution No. 06-3713, which would adopt the Eastside Transit Alternative Analysis Locally Preferred Alternative (LPA).

Mr. Ross Roberts noted that the resolution before the committee endorses the recommendation for the Locally Preferred Alternative from the Eastside Transit Alternatives Analysis Steering Committee. The resolution will be forwarded to JPACT on July 17th along with resolutions from the Portland Streetcar Board of Directors, TriMet Board of Directors, Multnomah County Commission, and the Portland City Council.

Mr. Roberts presented a PowerPoint presentation, which included information on the following:

- Locally Preferred Alternative Recommendation
 - Mode: Streetcar
 - Alternative: Full Loop Streetcar
 - Interim Terminus: OMSI
 - First Construction Segment: Oregon Street
 - Alignment: MLK/Grand Couplet
- Capital Costs, Revenue Sources and Funding Gap
- Conditions to Extend to OMSI
- Work Program Considerations
- Next Steps in LPA Adoption
- Next Steps for Project

Mr. Phil Selinger noted that this is a great milestone and that the TriMet Board of Directors adopted a similar resolution yesterday. He added that while TriMet supports this project, finding a way to fund the operating costs is still a question that needs to be worked out.

Mr. Chris Smith, Portland Streetcar Advisory Committee, stated his support for this project.

Ms. Lainie Smith stated that ODOT supports the project. She noted that as the project moves forward in the Environmental Assessment process, new signals and signal modifications would need to be looked at to ensure that the signal timing and operations do not adversely affect the freeway ramps.

Mr. Leland Johnson added that both Grand Ave. and MLK Blvd have heavy commuting hour traffic. He inquired about the potential impact to the facility with the streetcar is operating on it. Mr. Brandman responded that because the streetcar operates like a bus, it wouldn't negatively impact traffic.

Mr. Paul Smith stated that the City of Portland is concerned with freight mobility and will be the lead in this study.

The committee continued discussion of the resolution.

ACTION: Mr. Smith moved, seconded by Mr. Selinger to approve Resolution No. 06-3713. The motion passed.

REGIONAL TRAVEL OPTIONS PROGRAM UPDATES

Resolution No. 06-3717, For the Purpose of Endorsing Regional Support of the "Plug-In" Partners National Campaign

Ms. Kathryn Sofich appeared before the committee to present Resolution 06-3717, which would endorse regional support of the "Plug-In" partners national campaign.

"Plug-In Partners" is a national grass-roots initiative to demonstrate to automakers that a market for flexible-fuel Plug-in Hybrid Electric Vehicle (PHEVs) exists. The goal of the initiative is to encourage local and state governments to work with utilities and environmental, consumer and business organizations to demonstrate the viability of a market for PHEVs through development of rebates, "soft" fleet orders, petitions, and endorsements. In becoming a partner, Metro would pass a resolution of support, sign a letter of commitment, and make a "soft" fleet order. Making a "soft" fleet order says that Metro will "seriously consider" purchasing a certain amount of vehicles if they are produced by automakers. In addition, Metro would make a commitment to support local, state and federal policies that would promote flexible fuel plug-in hybrid vehicles and work with the local government, education, business, and environmental community to advocate for the purchase of flexible-fuel plug-in hybrid vehicles.

The committee discussed several of the questions listed on the FAQ sheet (included as part of the meeting record).

ACTION: Mr. Selinger moved, seconded by Ms. Smith to approve Resolution 06-3717. The motion passed.

RTO Evaluation Report

Ms. Pam Peck appeared before the committee to present information on the Regional Travel Options Program (RTO). She gave a brief power point presentation (included as part of the meeting record), which included information on the following:

- Drive Less.Save More Campaign background
- Program Partners
- Program Goals
- Program Components
- Evaluation Program
- Evaluation Next Steps
- Regional Travel Options Staff

Ms. Peck introduced Dr. Jennifer Dill who presented the Regional Travel Options 2004-05 Program Evaluation Report (included as part of the meeting record). Dr. Dill noted that the RTO program has gone through significant changes in the past three years and will continue to do so over the next few years. She added while the program has made significant progress due to a shift in objectives; there is still work to do in order to meet regional travel objectives for non-single occupant vehicles. Dr. Dill reviewed and the committee discussed the report's key findings and recommendations.

ELDERLY & DISABLED TRANSPORTATION PLAN AND LAND USE STUDY

Mr. Selinger and Ms. Lynn Peterson appeared before the committee to present the Elderly & Disabled Transportation Plan and Land Use Study.

Their presentation (included as part of the meeting record) covered the following information:

- Challenges
- Questions
- National/Regional Research
- Case Studies: Findings, Needs, Issues
- Corridor and Center Analysis: Gateway, Inner Division, Outer Division, McLoughlin Boulevard
- Corridor and Center Analysis: Findings
- Action Items

DIESEL RETROFITS

Mr. Ted Leybold appeared before the committee to briefly present information on diesel emission retrofits and CMAQ funding. He directed the committee's attention to a memo in their packet (included as part of the meeting record) and requested that they review the bullet points. He asked that comments be forwarded to him.

REGIONAL FREIGHT PLAN UPDATE

Due to time constraints Ms. Deena Platman gave a brief update. She noted that in the meeting packet there is a membership list for the Regional Freight Technical Advisory Committee (included as part of the meeting record). She asked that committee members review the list and contact her with any questions. A more detailed update will be given at the July TPAC meeting.

TRANSPORTATION OPERATIONS PROGRAM UPDATE

Due to time constraints this agenda item will be re-scheduled for the July TPAC meeting.

OTHER BUSINESS

Mr. Leybold distributed an information request memo (included as part of the meeting record) and requested committee members respond to the request by July 7th.

ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 12:02p.m.
Respectfully submitted,

Jessica Martin
Recording Secretary



Transportation Operations Program Monthly Update for June 2006

June 2006 Transportation Operations Tidbit: TriMet's Transit Tracker

Personal anecdote: It's supposed to be 101 degrees later today when it's time for me to catch the bus home. Do I want to wait on the curb for the bus? Not particularly. With TriMet's Transit Tracker, though, I can find out when the next bus is going to arrive. Every stop on TriMet's bus and light rail system has a unique Stop ID number (the stop outside Metro on Grand Avenue, as you can see in the screen shot to the right, is 2169). Using either www.trimet.org or 238-RIDE, I can enter the stop number and learn exactly when the bus will arrive. This is made possible by GPS technology installed on every one of TriMet's buses. In addition to providing a customer

service, the information generated by the GPS also enables the dispatchers to manage the fleet in real-time and to gather performance data in order to refine routes, evaluate drivers, and monitor ridership.

Transit Tracker is one of the region's examples of real-time Traveler Information. Another example is ODOT's TripCheck (www.tripcheck.com), which provides the traffic cameras you may have seen on the morning news and the speed map that has become a fixture of news broadcasts and even the weather channel.

Traveler Information is also the subject of the first Regional Concept of Transportation Operations (RCTO) – the grant that Metro and its partners obtained from the Federal Highway Administration. As the second page of this Update describes, a process is underway to develop a regional vision for the future of Traveler Information.

http://www.trimet.org - TriMet: Transit Tracker - Real-time bus and

Transit Tracker Real-time bus & MAX arrivals

Grand & Hoyt Northbound
Stop ID 2169

6 To Vancouver	13 min
6 To Vancouver	15 min

This page will **refresh** within 86 seconds.

News from the Transportation Operations Program

June Highlights

1. On June 9th, Jon Makler led PSU's weekly transportation seminar. Download the video at www.cts.pdx.edu/seminars.htm
2. On June 21st, a second visioning workshop was held for the Traveler Information Regional Concept of Transportation Operations. Between the first workshop (4/25) and this event, meetings were held with staff from Metro, PDOT, ODOT, TriMet, the Port of Portland as well as some goods movement stakeholders. About 150 individuals have contributed to the visioning process so far.
3. Rob Bertini (PSU) presented a paper at the annual meeting of the Institute of Transportation Engineers in Hawaii on Portland's congestion management efforts. He used the Cost of Congestion and the CMP roadmap as major elements of his presentation.

Sooner or Later

Sooner

- On Wednesday, July 12th, the monthly meeting of the TransPort TAC will feature a presentation by Metro's RTP manager, Kim Ellis and a mini-workshop on future opportunities for regional ITS initiatives. The meeting is open, please contact Jon Makler if you are interested.
- Metro staffers Jon Makler and Deena Platman will be coming to coordinating committee meetings in late July to talk about Metro's work on TSMO and Freight planning, respectively.

Later

- AASHTO is coming! AASHTO is coming! As ODOT prepares to host the annual meeting of DOT Secretaries, Chief Engineers and others in late October, TransPort is preparing to host a technical tour of Intelligent Transportation Systems in the region. The theme will be regional collaboration.

Questions or Comments?

Contact Jon Makler

maklerj@metro.dst.or.us or (503) 797-1873

Date: June 26, 2006
To: TPAC
From: Jon Makler
Subject:

Portland's Vision for the Future of Traveler Information Services

Overview

Real-time traveler information is an example of Transportation System Management and Operations (TSMO) – something transportation agencies do in order to make existing infrastructure work better. One way to think about how traveler information can help is to think about the decisions that go into making a trip: do I make the trip, what mode should I take, what route should I follow and when should I make the trip? By providing real-time information such as a bus running a few minutes late or a construction zone that is causing delays on a highway, agencies can better manage the transportation system.

In keeping with the idea of planning for operations (so that operations as well as capital investments are strategic), Metro has been facilitating an effort to develop a vision for real-time traveler information services. We already have TriMet's Transit Tracker and ODOT's TripCheck, but what do we want to have in five years?

This topic is the first of the Regional Concepts of Transportation Operations being developed with grant funding from the Federal Highway Administration. In late April, an initial visioning workshop was held at Metro, with approximately 55 representatives of public, private and academic organizations. On June 21st, approximately 35 people attended a second workshop to refine that vision. In between, meetings with staff from Metro, PDOT, TriMet, ODOT, the Port of Portland and several freight stakeholders generated further insight.

The outcome is summarized below: seven outcome-oriented vision statements about what impacts traveler information can have five years from now. The next step of the process is to develop an implementation plan to achieve this vision. What capital investments are needed? What are the implications for staff resources and agency efforts? What interagency relationships and public/private collaborations are necessary if these outcomes are going to reach fruition?

The Vision

The Portland Region's future traveler information systems will provide, in no particular order:

- 1) Less avoidable delay
- 2) Less unnecessary auto circulation in downtowns/centers
- 3) More choice-making with regard to travel variables such as mode, route, and timing of the trip
- 4) Greater customer satisfaction for all modes
- 5) Increased public/private and interagency (or inter-sector) collaboration
- 6) Increased traveler safety, including fewer transportation-related injuries
- 7) Enhanced emergency response and recovery

What is TPAC's Role?

Developing a Regional Concept of Transportation Operations (RCTO) could be analogous to a corridor refinement study or master plan: an in-depth analysis of an issue that is subsequently reviewed by TPAC and that results in updates to the RTP and potential funding through the MTIP.

In presenting the vision to TPAC, Metro staff hopes to:

- Ensure understanding of the vision statements
- Receive feedback regarding the vision statements
- Engage TPAC members and/or their staff in the implementation planning activities



**The view of I-84 from Metro.
Traffic cameras can influence
travel behavior.**



**TriMet has real-time
information about all its
routes and Google offers
users comparisons between
driving and taking transit.**

Questions or Comments?

Contact Jon Makler

maklerj@metro.dst.or.us or (503) 797-1873



DATE: July 19, 2006
TO: TPAC and Interested Parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Review of 2005 Base Year and 2035 Base Case Networks

Background

The 2035 Regional Transportation Plan (RTP) work program calls for an analysis of the 2005 Base Year, 2035 No-Build and 2035 Base Case during August and September 2006. We are in the process of updating our networks, and it is very important to get local government and ODOT input on the roadway network attributes as well as on recently completed projects to establish the best base possible. In addition to the analysis of these networks, these base networks will also be used to create new RTP future year networks in 2007.

Instructions for RTP Network Review

Metro travel forecasting staff prepared a number of .pdf files that contain plots of the 2005 Base Year Network and the 2035 Base Case Network (the current 2004 Financially Constrained system) at the 2029 Expanded Transportation Analysis Zone (TAZ) System. The files are located on Metro's FTP site, along with the current 2004 RTP project list.

To access the files go the following web address: <ftp://ftp.metro-region.org>

Type in "anonymous" when prompted to log on and then type in your email address as your password.

Click on the pub folder

Then click on tran folder

Then click on 2035RTP folder

Then click on the RTPnetworks folder (the .pdf files are located inside by County, City and major ODOT facility)

Please note, in many cases, each .pdf file consists of more than one page to allow more details to be shown for each area. Each page will need to be reviewed. In some cases, smaller cities in close proximity have been combined into a single map for purposes of this review.

Posted on each map (for each page in the .pdf file) are the following attributes:

- 1) The number of THROUGH lanes. (A continuous left turn lane is indicated by “.5,” so a typical 3-lane facility would be coded as 1.5 lanes in each direction).
- 2) The FREE-FLOW speed on the facility (this may not always be the posted speed).
- 3) The APPROACH capacity. (General guidelines for arterials are 500-700 for 1 lane, 900-1100 for 1.5 lanes, 1200-1400 for 2 lanes and 1500-2100 for 2.5 lanes).

Please have your modeling staff review the above network attributes for accuracy and provide marked up maps and a memo summarizing the changes to me by Wednesday, August 2. To summarize, your memo should identify:

- Recommended changes to the 2005 Base Year and 2035 Base Case networks
- 2004 RTP Financially Constrained Projects that have been completed to ensure these projects are assumed in the 2005 Base Year and 2035 No-Build networks
- Local, state and federally funded projects that should be included in the 2035 No-Build Network that will be developed in August

For more information

Thank you for your assistance in this review. If you have any questions about 2035 RTP update process or how to access the files, contact me at (503) 797-1617 or by e-mail at ellisk@metro.dst.or.us. For questions about the network assumptions, contact Cindy Pederson in Metro's Transportation Research and Modeling Services Division at (503) 797-1772 or by e-mail at pederson@metro.dst.or.us.



Metropolitan Transportation Improvement Program

Draft 2005 Project Obligation Report

July 2006



METRO

PEOPLE PLACES
OPEN SPACES



METRO

Metropolitan Transportation Improvement Program

The 2005 Obligation Report for the Metropolitan Transportation Improvement Program lists the Metro area projects for which Federal funds have been obligated. Publication of this report fulfills Metro's obligations as the Portland area metropolitan planning organization to federal regulations (23 USC 134(h)(7)(B); 49 USC 5303(c)(5)(B)) and FTA/FHWA guidance on annual listing of obligated projects.

The report is organized by the type of federal funding obligated: Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), Transportation Enhancements (TE), and High Priority Projects (HPP). Projects prioritized for federal funding must be in a federally approved Regional Transportation Plan, prioritized through a federally certified planning process, and programmed in the region's four-year Metropolitan Transportation Improvement Program (MTIP). Programming in the MTIP is based on a forecast of revenues expected to be available through annual appropriations and apportionments. As funding becomes available through federal appropriations each federal fiscal year, projects are selected for funding based on the project programming for that year within the MTIP, the actual revenues made available, and project readiness to proceed. Based on these factors, some projects may slip to future years and some projects programmed for future years in the MTIP may be selected to advance up to the current fiscal year.

Obligation in the context of this report is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by the Federal agency as meeting eligibility requirements for federal funds. Projects for which funds have been obligated are not necessarily initiated or completed in the program year. The amount of the obligation usually does not equal the total cost of the project as the obligation may only be for one phase of a multi-phased project nor does the obligation amount listed account for local funding spent on a project. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration (FHWA) projects, obligation occurs when a project agreement is executed and the recipient agency requests that the funds be obligated.

Furthermore, once obligation of funds occurs, the eligible recipient proceeds with incurring eligible expenses associated with the project and then requests reimbursement from the obligated funds. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal rules.

Occasionally, an agency may request funds be "de-obligated" from a project. This can occur when the recipient agency decides not to proceed spending funds on a project that

has obligated funds or when the agency completes a project for less funding than originally obligated. De-obligations are shown on the attached obligation table in parenthesis ().

Following are the projects that obligated in Federal Fiscal Year 2005 (October 1, 2004 – September 30, 2005) in the Portland metropolitan area.

Annual Listing of Federally Obligated Projects
Fiscal Year 2005
October 1, 2004 - September 30, 2005

FEDERAL HIGHWAY ADMINISTRATION								
Reporting Agency	Key Number	Project Name/Description	Phase	Fund Type	2005 Programmed	2005 Obligated	Estimated Bid Date	Total Project Cost Estimate
Metro	5651	McLoughlin Blvd : Harrison - Kellogg Creek	CONST	CMAQ	\$ 400,000	\$ 193,280	TBD	\$ 4,117,464
Metro	5651	McLoughlin Blvd : Harrison - Kellogg Creek	ROW	CMAQ	\$ 900,000	\$ 224,325	TBD	
Metro	5651	McLoughlin Blvd : Harrison - Kellogg Creek	PE	CMAQ	\$ 600,000	\$ 74,825	TBD	
Metro	11426	Clackamas County ITS/ATMS	CONST	CMAQ	\$ 937,000	\$ (76,131)	TBD	\$ 1,341,803
Metro	11426	Clackamas County ITS/ATMS	PLAN	CMAQ	\$ -	\$ (25,727)	TBD	
Metro	11444	OR8: N 10th Ave - N 19th Ave	PE	CMAQ	\$ 250,000	\$ 249,999	9/7/2006	\$ 2,006,018
Metro	11459	Madrona Park - N Interstate Ave	PE	CMAQ	\$ -	\$ 317	TBD	\$ 160,481
Metro	11460	Hall Blvd: SW 12th - SW Allen Blvd	PE	CMAQ	\$ 254,783	\$ (254,783)	TBD	\$ 69,464
Metro	11462	Cornell Rd: Elam Young - Ray	PE	CMAQ	\$ 68,000	\$ 162,810	3/1/2005	\$ 602,920
Metro	13526	Bvtn Powerline Trail: Merlo LRT Station-Schuepbach Park Multi Use Trail	PE	CMAQ	\$ -	\$ 262,908	10/26/2006	\$ 665,044
Metro	8815	N Lombard Railroad O-Xing	PE	STP - Urbanized	\$ -	\$ (114,277)	TBD	\$ 24,800,079
Metro	8822	NW Naito Parkway: NW Davis - SW Market	CONST	STP - Urbanized	\$ 5,995,396	\$ 4,996,166	10/4/2005	\$ 7,502,508
Metro	10258	Johnson Creek Blvd (SE 32nd Ave - SE 45th Ave)	CONST	STP - Urbanized	\$ -	\$ 123,063	TBD	\$ 4,169,442
Metro	11429	NE 223rd Ave: Sandy Blvd. - Bridge St (UPRR U-Xing)	ROW	STP - Urbanized	\$ 134,000	\$ 300,595	5/11/2006	\$ 7,460,919
Metro	11430	Gresham/Multnomah County ITS	PE	STP - Urbanized	\$ 332,764	\$ 211,762	2/2/2006	\$ 2,906,609
Metro	11435	SW Nyberg Rd @ I-5 Interchange	PE	STP - Urbanized	\$ 17,610	\$ 301	TBD	\$ 4,147,593
Metro	12119	Statewide Planning And Research (2004)	PE	STP - Urbanized	\$ -	\$ (482,501)	NA	NA
Metro	12121	Statewide Planning And Research	CONST	STP - Urbanized	\$ -	\$ 1,654,548	NA	NA
Metro	12454	Sunrise Corridor EIS	PE	STP - Urbanized	\$ 600,000	\$ 500,000	NA	\$ 2,428,673
Metro	12461	NE 102nd Avenue: NE Weidler - SE Washington St (Bike)	ROW	STP - Urbanized	\$ 900,000	\$ 269,190	6/14/2007	\$ 1,894,573
Metro	12461	NE 102nd Avenue: NE Weidler - SE Washington St (Bike)	PE	STP - Urbanized	\$ 600,000	\$ (317,945)	6/14/2007	
Metro	12468	SE Stark Street: SE 190th - SE 197th (Bike, Ped)	PE	STP - Urbanized	\$ 200,000	\$ 200,000	1/1/2008	\$ 222,891
Metro	12478	NW 23rd: NW Lovejoy - W Burnside	PE	STP - Urbanized	\$ 403,785	\$ 173,785	3/9/2006	\$ 1,828,820
Metro	12480	Washington County Sidewalk Project (Ped)	ROW	STP - Urbanized	\$ 116,649	\$ 116,648	6/8/2006	\$ 872,000
Metro	13471	SE Arista Dr - SE Glen Echo Trolley Trail (Bike/Ped)	PE	STP - Urbanized	\$ 518,000	\$ 514,152	4/12/2007	\$ 1,251,532

FEDERAL HIGHWAY ADMINISTRATION								
Reporting Agency	Key Number	Project Name/Description	Phase	Fund Type	2005 Programmed	2005 Obligated	Estimated Bid Date	Total Project Cost Estimate
Metro	14057	Rose Biggi Ave/Crescent Street-Millikan Way	PE	STP - Urbanized	\$ 794,962	\$ 214,961	7/27/2006	\$ 2,664,384
Metro	14057	Rose Biggi Ave/Crescent Street-Millikan Way	ROW	STP - Urbanized	\$ 489,589	\$ 489,588	7/27/2006	
Metro	14308	Regional Freight Data Collection Study Portland Regional Area	OTHER	STP - Urbanized	\$ 500,000	\$ 500,000	NA	\$ 557,227
Metro	12121/12767	Statewide Planning And Research	CONST	1% Metro Planning	\$ -	\$ 794,054	NA	\$ -
Metro	12121/12767	Statewide Planning And Research	CONST	1% Metro Planning	\$ -	\$ 340,516	NA	\$ -
ODOT	13464	I-205:East Portland Freeway At Glisan St & Park Place East	PE	Interstate Transfer	\$ -	\$ 175,100	TBD	\$ 2,174,000
ODOT	14451	PSU Intelligent Transportation Research Initiative	OTHER	ITS Deployment	\$ 400,000	\$ 344,633	NA	\$ 500,000
ODOT	11942	Columbia River Br - Willamette River Br	ROW	State - IM	\$ -	\$ 35,000	TBD	\$ 18,284,000
ODOT	9350	OR99E:MLK/Grand O-Xing UPRR	CONST	State NHS	\$ 32,059,000	\$ 150,427	TBD	\$ 41,831,000
ODOT	14289	ODOT/Metro Mass Marketing Project - TDM Program	OTHER	State STP - Flexible	\$ 762,705	\$ 762,705	NA	\$ -
ODOT	13233	OR 43: Laurel To Glenmorrie Drive	CONST	State STP - HEP	\$ 253,000	\$ 339,358	TBD	\$ 276,000
ODOT	11407	Portland Bike Signage	CONST	State STP - TE	\$ 89,791	\$ 83,413	TBD	\$ 143,765
ODOT	11420	Gresham/Fairview Trail	CONST	State STP - TE	\$ 852,000	\$ 513,265	9/22/2005	\$ 1,199,153
ODOT	11422	Capital Hwy - Vermont St (Sidewalk/Bike)	CONST	State STP - TE	\$ 400,000	\$ 33,073	TBD	\$ 1,119,751
ODOT	12295	I-205 Multi-Use Path O-Xing Powell Blvd	CONST	State STP - TE	\$ -	\$ 61,621	TBD	\$ 1,143,235
ODOT	13256	Tualatin River Bike/Ped Bridge	PE	State STP - TE	\$ 351,651	\$ 351,651	2/23/2006	\$ 1,601,900
ODOT	13258	Hillsboro Regional Center Pedestrian Project	PE	State STP - TE	\$ 80,758	\$ 80,756	10/26/2006	\$ 739,401
ODOT	13261	Union Station Facility Improvements	PE	State STP - TE	\$ 143,613	\$ 61,914	7/24/2006	\$ 1,155,050
ODOT	13637	Hocken St Rail Crossing Safety Project	PE/CONST	State STP R/H PROT	\$ -	\$ 567,000	TBD	

**Dollar amounts shown are federal funds with the exception of the Total Project Cost Estimate column.*

**Negative amounts in the Obligated column represent de-obligations.*

**Projects highlighted in bold have bike and/or pedestrian components.*

Annual Listing of Federally Obligated Projects
Fiscal Year 2005
October 1, 2004 - September 30, 2005

FEDERAL TRANSIT ADMINISTRATION								
Reporting Agency	Key Number	Project Name/Description	Grant Number	Fund Type	2005 Programmed	2005 Obligated	Estimated Bid Date	Total Project Cost Estimate
TriMet	12177	RTO Program	OR-90-X120-00	CMAQ	\$ 403,000	\$ 403,000	NA	\$ 449,125
TriMet	12457	Preliminary Engineering	OR-90-X116-00	CMAQ	\$ 230,714	\$ 230,714	NA	\$ 257,120
TriMet	12476	Bus Stop Development	OR-90-X117-00	CMAQ	\$ 625,286	\$ 625,000	NA	\$ 696,534
TriMet	12181	Preventive Maintenance	OR-90-X104-04	STP	\$ 12,255,319	\$ 12,255,319	NA	\$ 13,657,995
TriMet	12181	Preventive Maintenance	OR-90-X104-05	STP	\$ 3,723,000	\$ 3,723,000	NA	\$ 4,149,114
TriMet	14199	Bus Purchase	OR-90-X117-00	STP	\$ 583,245	\$ 583,245	NA	\$ 650,000
TriMet	14176	Welfare to Work	OR-37-X007-00	S 3037	\$ 1,755,750	\$ 1,755,750	NA	\$ 3,511,500
TriMet	14176	Welfare to Work	OR-37-X007-01	S 3037	\$ 523,976	\$ 523,976	NA	\$ 1,047,934
TriMet	10913	Bus Preventive Maintenance	OR-90-X109-04	S 5307	\$ -	\$ 7,626	NA	\$ 9,533
TriMet	10917	Transit Enhancements	OR-90-X109-04	S 5307	\$ 250,000	\$ 15,529	NA	\$ 19,411
TriMet	12469	Transit Enhancements	OR-90-X109-02	S 5307	\$ 266,915	\$ 266,915	NA	\$ 333,644
TriMet	12470	Transit Enhancements	OR-90-X109-04	S 5307	\$ 300,000	\$ 284,471	NA	\$ 355,589
TriMet	12471	Bus Preventive Maintenance	OR-90-X109-02	S 5307	\$ 26,309,320	\$ 2,531,200	NA	\$ 3,164,000
TriMet	12472	Bus Preventive Maintenance	OR-90-X109-03	S 5307		\$ 19,022,511	NA	\$ 23,778,139
TriMet	12472	Bus Preventive Maintenance	OR-90-X109-04	S 5307	\$ 30,000,000	\$ 9,140,155	NA	\$ 11,425,194
TriMet	12474	S 5309FG Preventive Maintenance	OR-03-0115-00	S 5309		\$ 2,580,247	NA	\$ 3,225,309
TriMet	12474	S 5309FG Preventive Maintenance	OR-03-0115-01	S 5309	\$ 5,377,000	\$ 1,372,845	NA	\$ 1,716,056
TriMet	13478	S 5309NS Interstate MAX FFGA	OR-03-0076-06	S 5309	\$ 23,292,160	\$ 15,301,443	NA	\$ 19,208,440
TriMet	14173	Wilsonville to Beaverton	OR-03-0107-02	S 5309	\$ 8,928,000	\$ 5,865,119	NA	\$ 11,730,238
TriMet	14175	Bus Purchase	OR-03-0116-00	S 5309		\$ 633,936	NA	\$ 792,420
TriMet	14175	Bus Purchase	OR-03-0116-01	S 5309	\$ 971,779	\$ 337,843	NA	\$ 422,304
Public Transit	14187	City of Wilsonville - IGA #21742	OR-16-0022	S 5310		\$ 19,741	NA	\$ 22,000
Public Transit	14187	City of Wilsonville - IGA #21562	OR-16-0022	S 5310	\$ 475,168	\$ 272,646	NA	\$ 303,853
Public Transit	14188	Ride Connection - IGA #21774	OR-16-0022	S 5310		\$ 233,298	NA	\$ 260,000
Public Transit	14188	Ride Connection - IGA #21564	OR-16-0022	S 5310		\$ 435,729	NA	\$ 485,600
Public Transit	14188	Ride Connection - IGA #21744	OR-16-0022	S 5310	\$ 1,100,165	\$ 43,519	NA	\$ 48,500
Public Transit	14198	TriMet - IGA #21571	OR-16-0022	S 5310		\$ 1,007,135	NA	\$ 1,258,919
Public Transit	14208	TriMet - IGA #21753	OR-16-0022	S 5310	\$ 4,675,377	\$ 308,557	NA	\$ 343,873
SMART	14362	Capitalized Maintenance/E & D Operations	OR-90-X125	S 5307	\$ 212,961	\$ 215,044	NA	\$ 268,805
SMART	14363	Capitalized Maintenance/E & D Operations (1% TE)	OR-90-X125	S 5307	\$ 2,151	\$ 2,151	NA	\$ 2,689

*Dollar amounts shown are federal funds with the exception of the Total Project Cost Estimate column.

*Negative amounts in the Obligated column represent de-obligations.

FHWA Project Descriptions

Project	Key Number
McLoughlin Blvd: Harrison – Kellogg Creek	5651
Reconstruction of McLoughlin Boulevard in downtown Milwaukie to rebuild the road base, modernize the signal system at three intersections, add sidewalks and improved pedestrian crossings, bike lanes, and add planting strips with street trees. This project modernized a district highway with a design that supported development of the Milwaukie town center.	
Clackamas County ITS/ATMS	11426
Creation of an ITS/ATMS plan and capital improvements to improve traffic flow in urban Clackamas County.	
OR8 N 10th Ave – N 19th Ave	11444
Reconstruction of Adair Avenue in downtown Cornelius to improve the streetscape to support redevelopment of the Cornelius town center. Improvements include on-street parking, improved sidewalks and pedestrian crossings, street trees.	
Madrona Park – N Interstate Ave	11459
Project adds bike lanes to North Greely Avenue between Madrona Park and Interstate Avenue.	
Hall Blvd: SW 12th – SW Allen Blvd	11460
Bike lanes on Hall Boulevard between SW 12 th Avenue and SW Allen Boulevard and the addition of dedicated vehicle turn lanes at the intersection of Hall and Allen Boulevards.	
Cornell Rd: Elam Young – Ray	11462
Bike lanes added to Cornell Road between Elam Young Parkway and Ray Avenue.	

**Bvtn Powerline Trail: Merlo LRT Station –
Schuepbach Park Multi Use Trail**

13526

Construction of a multi-use trail between the Merlo light rail station area and Schuepbach Park along the Bonneville Power Administration power line corridor in Beaverton.



N Lombard Railroad O-Xing

8815

Grade separation of North Lombard Avenue from a Union Pacific railroad line in the Rivergate industrial area.

NW Naito Parkway: NW Davis – SW Market

8822

Reconstruction of the road including the addition of bike lanes and a sidewalk on the east side of the street. Some on-street parking added on the west side of the street north of SW Stark Street to support storefront commercial development in that area.

Johnson Creek Blvd (SE 32nd Ave – SE 45th Ave)

10258

Construction of road to modern standards and including the addition of bike lanes and sidewalks.

**NE 223rd Ave: Sandy Blvd – Bridge St
(UPRR U-Xing)**

11429

Provision of a new railroad bridge over NE 223rd Avenue to allow widening of the vehicle travel lanes, and the addition of sidewalks and bike lanes.



Gresham/Multnomah County ITS

11430

Creation of an ITS/ATMS plan and capital improvements to improve traffic flow in east Multnomah County.

SW Nyberg Rd @ I-5 Interchange

11435

Widening of the SW Nyberg Road overpass of and interchange ramps to Interstate-5 to increase vehicle capacity and provide bike access to the Tualatin town center.

Statewide Planning And Research (2004)

12119

Planning, project development and research activities to support the provision of capital and maintenance improvements by the Oregon Department of Transportation within the Metro area.

Statewide Planning and Research**12121**

Planning, project development and research activities to support the provision of capital and maintenance improvements by the Oregon Department of Transportation within the Metro area.

Sunrise Corridor EIS**12454**

Environmental work required by federal regulations to support decision making on the design and needed mitigation for highway project between I-205 and Damascus.

**NE 102nd Avenue: NE Weidler –
SE Washington St (Bike)****12461**

Reconstruction of NE 102nd Avenue in the Gateway regional center to support redevelopment of the area. The project includes adding bike lanes, street trees and improved pedestrian crossings.

**SE Stark Street: SE 190th – SE 197th
(Bike, Ped)****12468**

Reconstruction of SE Stark Street in the Rockwood town center to support redevelopment of the area. The project includes adding bike lanes, street trees and improved pedestrian crossings

NW 23rd: NW Lovejoy – W Burnside**12478**

Reconstruction of the road bed of NW 23rd Avenue to modern standards.

Washington County Sidewalk Project (Ped)**12480**

Infill of missing sidewalk links in Washington County, primarily focused on access to light rail station areas.

SE Arista Dr – SE Glen Echo Trolley Trail- (Bike/Ped)

13471

Engineering for a multi-use trail along a former streetcar right-of-way between the Milwaukie and Gladstone town centers.



Rose Biggi Ave/Crescent Street – Millikan Way

14057

Construction of a new street in the Beaverton regional center to provide access to a transit oriented development.

**Regional Freight Data Collection Study
Portland Regional Area**

14308

Study to provide better understanding and data on the movement of freight through the Metro area. Data will improve ability to forecast truck movements and target improvements to prevent freight delay.

Statewide Planning and Research

12121/12767

Planning, project development and research activities to support the provision of capital and maintenance improvements by the Oregon Department of Transportation within the Metro area.

**I-205: East Portland Freeway At Glisan St
& Park Place East**

13464

PSU Intelligent Transportation Research Initiative **14451**

Support for a new transportation research department at Portland State University, including Intelligent Transportation Systems data analysis and archiving capabilities.

Columbia River Br. – Willamette River Br. **11942**

OR99E: MLK/Grand O-Xing UPRR **9350**

Replacement of bridge viaducts over the Union Pacific railroad main line in southeast Portland.

ODOT/Metro Mass Marketing Project – TDM Program **14289**

Support of “Drive Less/Save More” Marketing campaign to encourage reduction of motor vehicle trips.

OR 43: Laurel to Glenmorrie Drive **13233**

Portland Bike Signage **11407**

Provision of directional bike signage with distance and time estimates to improve way finding to major destinations in the Portland area.

Gresham/Fairview Trail **11420**

Construction of a multi-use trail between Burnside and Division streets in Gresham along a former inter-urban streetcar line right-of-way.

Capitol Hwy – Vermont St (Sidewalk/Bike) **11422**

I-205 Multi-Use Path O-Xing Powell Blvd **12295**

Construction of an over crossing of Powell Boulevard for the I-205 multi-use path in Southeast Portland.

Tualatin River Bike/Ped Bridge	13256
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Construction of a multi-use path bridge over the Tualatin River connecting the Fanno Creek trail south to the Tonquin Trail system.

Hillsboro Regional Center Pedestrian Project	13258
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Infill of missing or substandard sidewalks in the Hillsboro regional center.

Union Station Facility Improvements	13261
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Hocken St Rail Crossing Safety Project	13637
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FTA Project Descriptions

Project	Key Number
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RTO Program	12177
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Program to provide or support Transportation Demand Management activities that provide options to single occupant vehicle travel.

Preliminary Engineering	12457
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Bus Stop Development	12476
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Provision of bus stop improvements such as shelters and schedule information, focused on Frequent Bus lines and priority 2040 land use areas.

Preventative Maintenance	12181
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Activities and small capital improvements such as vehicle parts that support maintenance of the transit vehicle fleet and rail right-of-way.

Bus Purchase	14199/14175
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Purchase of buses by TriMet to replace existing buses and to provide additional service.

Welfare to Work	14176
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Bus Preventative Maintenance**10913/12471/
12472**

Activities and small capital improvements such as vehicle parts that support maintenance of the bus fleet.

Transit Enhancements**10917/12469/12470**

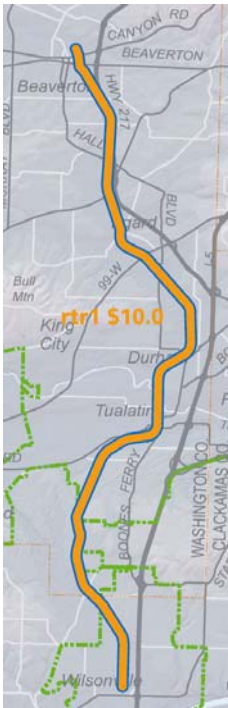
Funds used for purchase and installation of transit stop shelters and related improvements.

S 5309FG Preventative Maintenance**12474****S 5309NS Interstate MAX FFGA****13478**

Construction of the Interstate MAX light rail line in North/Northeast Portland.

Wilsonville to Beaverton**14173**

Improvements to allow operation of a commuter rail line between Wilsonville and Beaverton on existing freight rail tracks.



City of Wilsonville – IGA #21742, 21562	14187
Ride Connection – IGA #21774, 21562, 21744	14188
TriMet – IGA #21571	14198
TriMet – IGA #21753	14208
Capitalized Maintenance/E & D Operations & (1% TE)	14362/14363

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE

PORTLAND, OREGON 97232 2736

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METRO

DATE: July 20, 2006

TO: TPAC and Interested Parties

FROM: Ted Leybold: MTIP Manager

SUBJECT: Summary of Candidate Projects for 2007 Transportation Priorities
funding

* * * * *

Attached is the list of applications for Transportation Priorities funding. Sixty-three applications were received requesting \$132.7 million of federal funds. Approximately \$64 million will be allocated this funding cycle.

TPAC will review the draft technical evaluations of the applications in August and is scheduled to recommend a First Cut List to JPACT in September.

**Draft Transportation Priorities 2008-11
Submitted projects**

RTP Number	Project Title	Project Extent	Modal category	Jurisdiction	Project cost	Grant Request
5026	Trolley Trail	Arista to Glen Echo	Bike	Clackamas County	\$2,095,000	\$1,875,000
5053	Lake Oswego Trestle Study	Milwaukie Town Center to Lake Oswego Transit Center	Bike	City of Lake Oswego	\$650,000	\$583,245
5193	Willamette Falls Drive Bicycle and Pedestrian Improvement Project	Willamette Drive (State Highway 43) to 10th	Bike	City of West Linn	\$3,387,000	\$2,987,000
1048	Willamette Greenway Trail in South Waterfront Phase I	SW Gibbs to SW Lowell	Bike	City of Portland	\$2,006,018	\$1,800,000
4011	Marine Drive bike lanes and trail gaps	NE 6th to NE 185th	Bike	City of Portland	\$2,087,000	\$1,872,800
1126	NE/SE 50s bikeway; NE/SE 70s bikeways	NE Thompson to SE Woodstock; NE Killingsworth to SE Clatsop	Bike	City of Portland	\$5,639,200	\$5,060,700
3114	NE 28th Ave	E. Main Street to NE Grant Street	Bike/PD	City of Hillsboro	\$390,000	\$300,000
3012	Rock Creek Path	Orchard Park to NW Wilkins	Bike	City of Hillsboro	\$750,000	\$600,000
n/a	Sullivan's Gulch Trail Planning Study	Eastbank Esplanade to NE 122nd	Bike/PD	Metro	\$224,000	\$250,000
3014, 3072, 3092, 6020	Westside Corridor Trail	Tualatin River to Willametter River	Bike/PD	Metro	\$335,000	\$300,000
7036	190th	Pleasant View/Highland to 30th	Capacity	City of Gresham	\$4,984,425	\$3,967,000
5101, 5143, 5101	Clackamas County ITS-Livability and Safety projects	Clackamas and Oregon City Regional Center (maybe other)	Capacity	Clackamas County	\$665,000	\$591,500
7000	172nd	Sunnyside Road to Multnomah County line	Capacity	Clackamas County	\$3,000,000	\$1,500,000
5069	Harmony Road	82nd Ave to Highway-224	Capacity	Clackamas County	\$3,000,000	\$1,500,000
3030	Farmington Road	SW Murray Blvd. to SW Hocken Avenue	Capacity	City of Beaverton	\$4,774,000	\$4,284,000
2110	Wood Village Blvd	Arata to Halsey	Capacity	Multnomah County	\$1,845,000	\$643,000
3016	Tualatin Sherwood Road ATMS/ATIS	Hwy 99 to SW Teton	Capacity	Washington County	\$1,740,000	\$1,561,300
3113	SE 10th Ave	Southbound right turn lane	Capacity	City of Hillsboro	\$661,620	\$600,000
3192	Sue/Dogwood Connection	Sue St. to Dogwood St.	Capacity	Washington County	\$3,849,900	\$3,454,500
3150	Cornell Road ATMS and ATIS	Downtown Hillsboro to US 26	Capacity	Washington County	\$2,231,100	\$2,001,900
n/a	Intelligent Transportation Systems Programmatic Allocation	Region wide	Capacity	Metro	\$3,350,000	\$3,000,000

**Draft Transportation Priorities 2008-11
Submitted projects**

RTP Number	Project Title	Project Extent	Modal category	Jurisdiction	Project cost	Grant Request
3023	Hwy 217 EA	Beaverton-Hillsdale to Allen	Capacity/PD	Washington County	\$650,000	\$500,000
Pending adoption of freight master plan in the RTP update	North Burgard-Lombard street improvements	North Burgard Road/Lombard street segment from North Columbia Boulevard to, and including, the Union Pacific Railroad Bridge.	Freight	City of Portland	\$4,421,415	\$3,967,336
4044	82nd Ave/Columbia intersection improvements	Southbound on-ramp and Columbia Blvd from 80th to Northbound ramp west of 82nd Ave	Freight	City of Portland/Port of Portland	\$3,409,000	\$2,000,000
Pending adoption of freight master plan in the RTP update	Portland Road/Columbia intersection improvements	North Portland Road and North Columbia Boulevard intersection, the connecting on/off ramps, and the Columbia Boulevard/Burlington Northern & Santa Fe (BNSF) Railroad Bridge structure.	Freight/PD	City of Portland	\$600,000	\$538,380
2081	223rd Ave RR under- crossing	at Sandy Blvd	Reconstruction	Multnomah County	\$7,355,000	\$1,000,000
1010	Morrison Bridge Rehab		Reconstruction	City of Portland	\$12,090,000	\$2,000,000
1214	Division Streetscape and Reconstruction Project	SE 6th - SE 39th	Reconstruction	City of Portland	\$5,848,135	\$2,500,000
8035	On-Street Transit Facilities Development	Region wide	Transit	TriMet	\$3,064,750	\$2,750,000
1106, 1107	Eastside Transit Alternatives Analysis - Streetcar Alternative alignment Project	NW 10th Ave/NW Lovejoy Street to Morrison Street	Transit	City of Portland	\$88,000,000	\$1,000,000
1003 modified	South Corridor Phase 2: PE	Portland to Milwaukie	Transit/PD	TriMet	\$6,000,000	\$2,000,000
8025	Tigard Transit Center Redesign	Tigard	Transit/PD	City of Tigard	\$200,000	\$160,000
n/a	Sierra Cascade SmartWay Technology and outreach center		Diesel Retrofit	LRAPA	\$300,000	\$200,000
related to 8028	Transit Bus Diesel Engine Emission Reduction		Diesel Retrofit	TriMet	\$4,002,761	\$3,591,678
related to 5049	Kellogg Lake Culvert/Dam Removal	The Kellogg Lake Dam/OR 99-E bridge	Green street culvert/PD	City of Milwaukie	\$8,725,590	\$1,054,873
6050	Tigard Main Street Retrofit Project	Rail corridor to 99E	Green street retrofit	City of Tigard	\$3,040,000	\$2,540,000
1224	Cully Boulevard Green Street Project	NE Prescott to NE Killingsworth	Green street retrofit	City of Portland	\$5,429,000	\$3,207,415

**Draft Transportation Priorities 2008-11
Submitted projects**

RTP Number	Project Title	Project Extent	Modal category	Jurisdiction	Project cost	Grant Request
2105	102nd Ave	NE Glisan to NE Stark	Boulevard	City of Portland	\$2,137,561	\$1,918,033
2104	Burnside	181st to Stark	Boulevard	City of Gresham	\$4,493,509	\$1,500,000
1089	East Burnside	E 3rd to E. 14th	Boulevard	City of Portland	\$24,451,249	\$4,700,000
1221	Killingsworth	N. Commercial to NE MLK Jr.	Boulevard	City of Portland	\$2,723,000	\$1,955,200
3019 & 3020	Rose Biggi	Crescent to Hall	Boulevard	City of Beaverton	\$6,004,000	\$5,387,000
6127	Boones Ferry	Red Cedar to S. of Reese Rd.	Boulevard	City of Lake Oswego	\$3,900,250	\$3,490,722
3169	E. Baseline (Cornelius)	10th Ave. to 19th Ave.	Boulevard	City of Cornelius	\$3,600,000	\$3,231,000
5134A	McLoughlin	Clackamas River to Dunes Drive; Dunes Drive, OR 99E to Clackamette Drive	Boulevard	City of Oregon City	\$3,400,000	\$2,800,000
1160, 1161	Foster Woodstock	SE 87th to SE 101st	Pedestrian	City of Portland	\$2,151,724	\$1,930,742
5052	17th Ave Bike/Pedestrian Connector	SE Ochoco to SE Lava Drive	Pedestrian	City of Milwaukie	\$1,844,134	\$1,654,742
2057	Hood Street Pedestrian Improvements	SE Division to SE Powell	Pedestrian	City of Gresham	\$988,175	\$886,690
sub for 3178, 3195	Pine Street	Willamette Street to Sunset Blvd	Pedestrian	City of Sherwood	\$4,495,920	\$1,100,000
6007	Hall Blvd Bike/Ped crossing study	Fanno Creek Greenway Trail and Hall Blvd	Pedestrian	THPRD	\$400,000	\$358,920
related to 8035	Pedestrian Network Analysis	Region wide	Pedestrian	TriMet	\$275,000	\$246,757
1120	Sandy Blvd Ped improvements	NE Sandy Boulevard right-of-way at NE Irving Street, NE Wasco Street, NE 17 th Avenue and NE 30 th Avenue.	Pedestrian	City of Portland	\$793,208	\$711,746
n/a	Rx for big streets: solutions for 2040 corridors	Region wide	Planning	Metro	\$275,675	\$250,000
n/a	Livable Streets Policy and guidebook update	Region wide	Planning	Metro	\$250,000	\$200,000
n/a	Tanasbourne Town Center Infrastructure Planning Study	Tanasborne TC	Planning	City of Hillsboro	\$240,000	\$200,000
n/a	Hillsboro Regional Center Infrastructure Planning Study	Hillsboro RC	Planning	City of Hillsboro	\$420,000	\$350,000
various	Regional Transportation Plan (RTP) Corridor Project	Next priority corridor	Planning	Metro	\$1,200,000	\$600,000
n/a	MPO Program	Region wide	Planning	Metro	\$2,197,680	\$1,993,000

**Draft Transportation Priorities 2008-11
Submitted projects**

RTP Number	Project Title	Project Extent	Modal category	Jurisdiction	Project cost	Grant Request
5209/5210	Happy Valley Town Center/Clackamas Regional Center Corridor Plan	122nd/129th from Sunnyside Road to King Road, Mt. Scott Blvd/King Road from City limits to 145th Ave.	Project Development	City of Happy Valley	\$480,000	\$432,000
TC5	Hollywood Transit Center	South side of of NE Halsey at NE 42nd	TOD	City of Portland	\$225,000	\$201,892
8005	Metro TOD implementation program	Region wide	TOD	Metro	\$279,000,000	\$4,000,000
8005	Metro Centers implementation program	Region wide	TOD	Metro	\$44,000,000	\$2,000,000
n/a	Regional Travel Options	Region wide	RTO	Metro	\$5,820,781	\$4,446,820
1001	I-205 LRT, Commuter Rail, S Waterfront Streetcar		Transit	TriMet		\$18,600,000

Materials following this page were distributed at the meeting.

Portland Regional Vision for the Future of Traveler Information – Version 2.3 (July 28th)

The Portland Region's future traveler information systems will provide, for all modes, in no particular order:

- 1) Less avoidable delay
- 2) Less unnecessary auto circulation in downtowns/centers
- 3) More choice-making with regard to travel variables such as mode, route, and timing of the trip
- 4) Greater customer satisfaction for all modes
- 5) Increased public/private and interagency (or inter-sector) collaboration
- 6) Increased traveler safety, including fewer transportation-related injuries
- 7) Enhanced emergency response and recovery
- 8) Efficient Truck Parking

The short paragraphs below elaborate on each of the statements above:

Less Avoidable Delay

When travel is disrupted by planned or unplanned events (construction, weather, incidents, breakdowns, etc.), traveler information services should enable travelers to avoid delay by altering their route, timing or mode. For those with limited ability to make changes (including those already en route), the information can at least allow travelers to anticipate delays in their travel time. The outcome is especially tangible for goods movement.

Less Unnecessary Auto Circulation in Downtowns/Centers

In conjunction with other policies to enhance the livability of centers, traveler information can help travelers reach their destinations with an optimal route and mode. Specifically related to parking, traveler information can reduce the extent to which cars unnecessarily clog downtown streets in search of a parking spot, reducing congestion and improving safety for other users, such as bicyclists and pedestrians.

More Choice-Making with Regard to Travel Variables such as Mode, Route, and trip timing

On the premise that trips are often based on familiar modes and routes, traveler information can help users learn about alternates that lead to greater system efficiency. If individuals, businesses and services make more decisions to optimize their trips, the functioning of the overall system should be improved.

Greater Customer Satisfaction for All Modes

Traveler Information represents an opportunity for transportation agencies to provide travelers and those who move goods ("customers") as well as partner services and agencies, with a product that they use, trust and appreciate. As a result, developing effective, easy-to-use traveler information tools enables these agencies to improve the level of customer satisfaction among all users of the system, including those with special needs, such as non-English speakers and the elderly.

Increased Public/Private and Inter-sector Collaboration

Providing traveler information includes opportunities for both public and private sector entities as well as an opportunity for members of each sector to collaborate. Inter-sector collaboration is a desirable outcome that can result from planning and developing traveler information services, especially if emphasis is given to efficiency and economic development within the region.

Increased Traveler Safety, Including Fewer Transportation-Related Injuries

Traveler information can have many day-to-day public safety benefits. Chief among these, real-time information can help travelers avoid dangerous situations, such as icy roadways, hazardous spills, and construction zones. Furthermore, traveler information can reduce secondary crashes when congestion results from a primary traffic incident by alerting drivers and other roadway users before they near the incident location, and by providing law enforcement with accurate information about safe detour opportunities. Finally, real-time information can help emergency responders reach the scene without unnecessary delay.

Enhanced Emergency Response and Recovery

In addition to day-to-day public safety, traveler information services can be vital resources in the event of a major emergency or disaster, whether natural or man-made. By effectively communicating important information, traveler information services can improve the efficiency and safety of emergency response and recovery activities, including evacuations.

Efficient Truck Parking (draft)

The need to reach one of the limited truck parking facilities in the region may override a truck driver's desire to avoid congestion. Providing real-time information about truck parking opportunities through traveler information services can avert some delay and also help trucks avoid parking illegally in neighborhoods or other inappropriate locations.



Transit Investment Plan

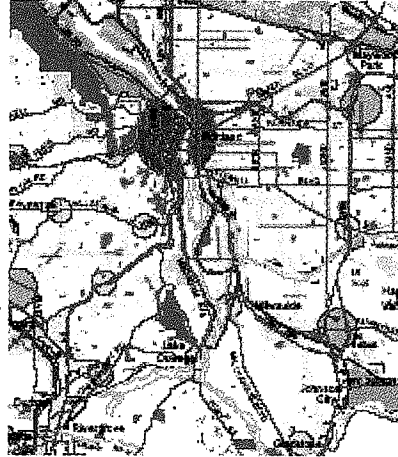


- Five year plan
- Updated annually
- Focused investments
- Total Transit System
- Partnerships

TRI MET

Regional Transit Priorities

- Grounded in the 2040 Framework Plan and the Regional Transportation Plan
- Building the Total Transit System requires partnerships and fiscal support



TRIMET

Priorities

- Build the Total Transit System – community integration, door-to-door transit riding experience
- Expand High Capacity Transit – connecting 2040 centers
- Expand Frequent Service – frequent, reliable support for centers and corridors
- Improve local service – support and respond to community needs

TRIMET

The Total Transit System

Service

- ▣ Frequent
- ▣ Reliable

Access

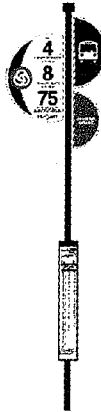
- ▣ Pedestrians,
- ▣ Cyclists
- ▣ Park & Riders
- ▣ Mobility Challenged

Amenities

- ▣ Pavement / Shelters
- ▣ New Vehicles

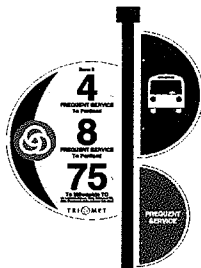
Customer Information

- ▣ At home
- ▣ Around town
- ▣ At the bus stop or MAX station



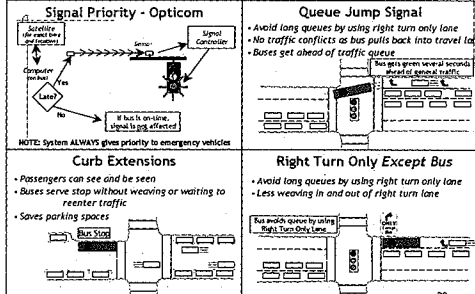
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Elements of Service Development



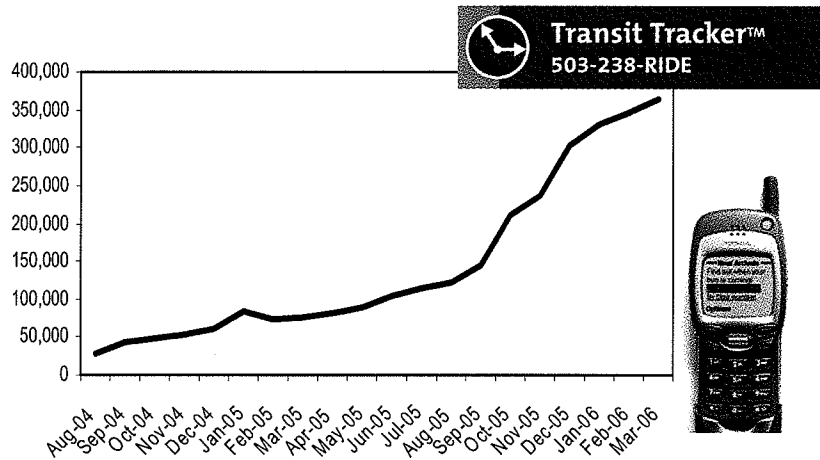
Streamline

How?



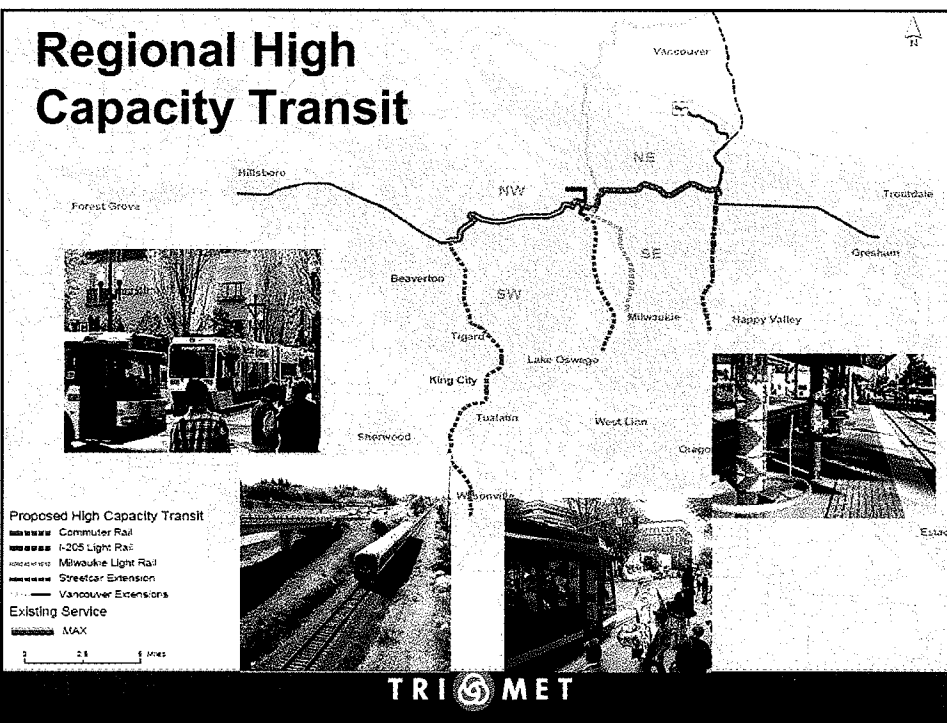
TRI MET

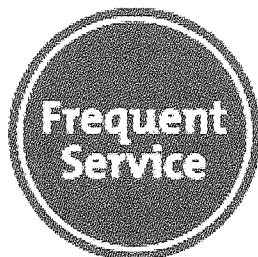
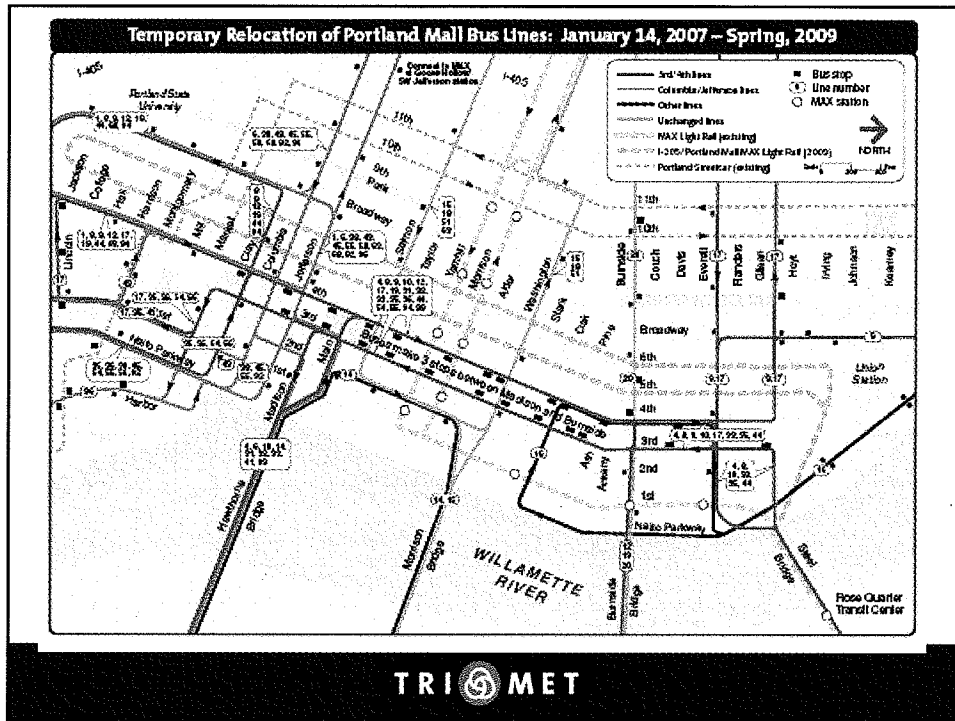
- Dramatic acceptance and increasing use
- Effective use of technology at reduced cost



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Regional High Capacity Transit





**Every 15
minutes or
better, every
day**

■ Amenities

- Shelters and signage
- Customer information

■ Unique Branding

- Unique logo
- Off-peak marketing
- New buses / image

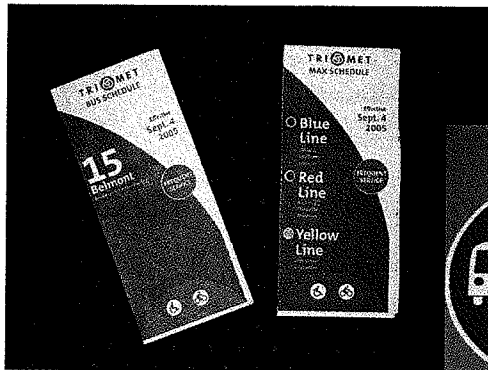
■ Access

- Pedestrian improvements
- Crosswalk improvements

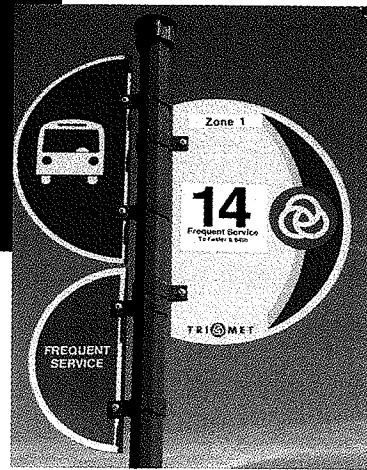
■ Operational improvements

- Signal priority
- Stop review and re-spacing
- Curb extensions
- Other TSM treatment

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In your pocket
or at the stop



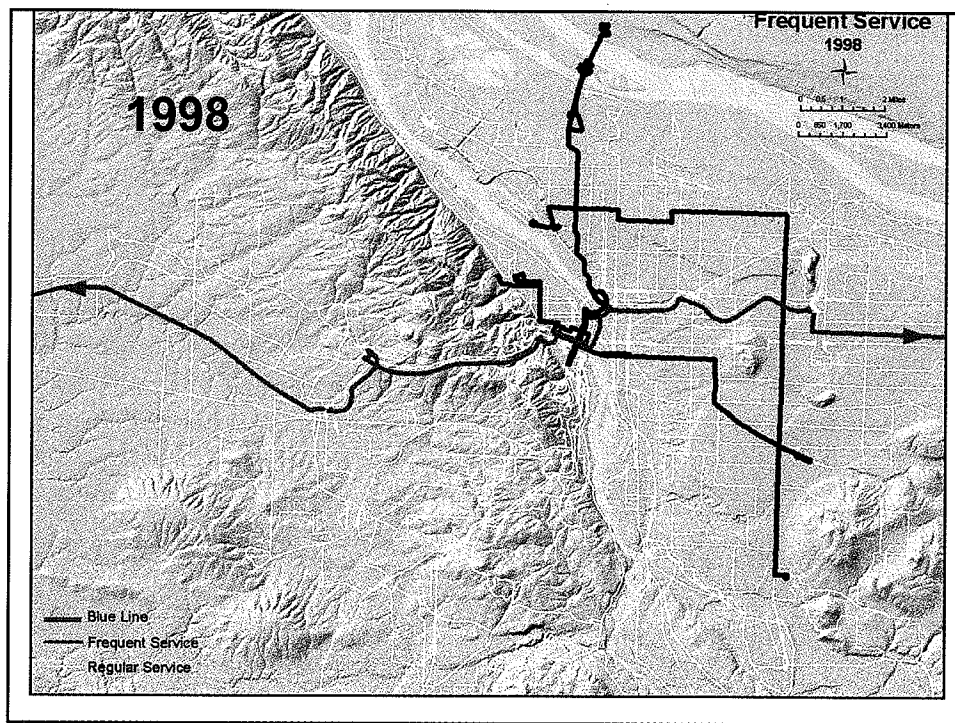
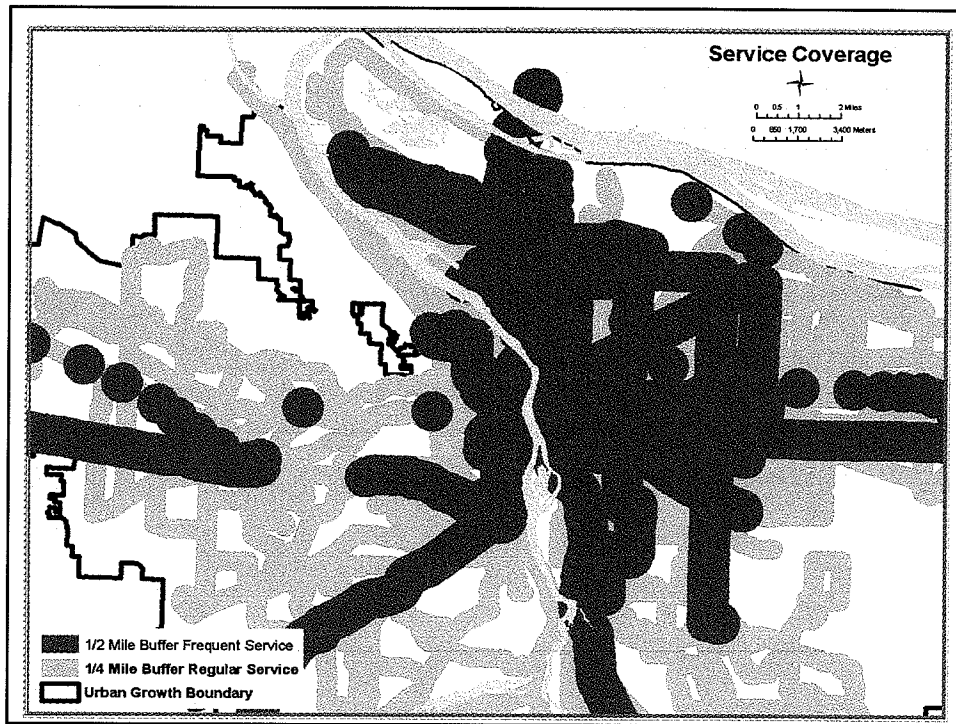
TRI-MET

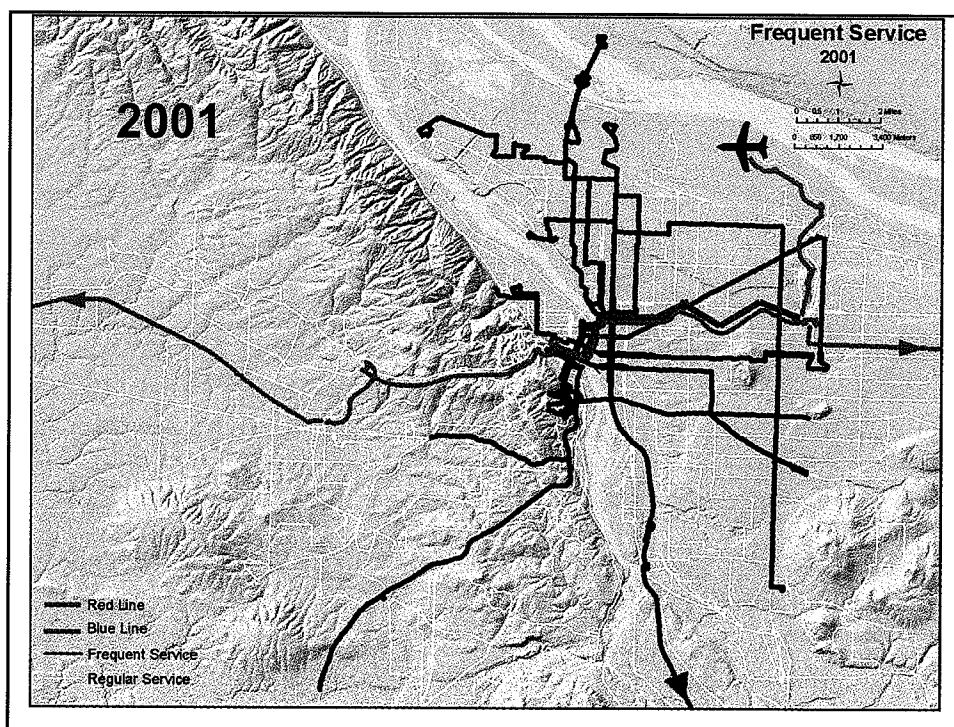
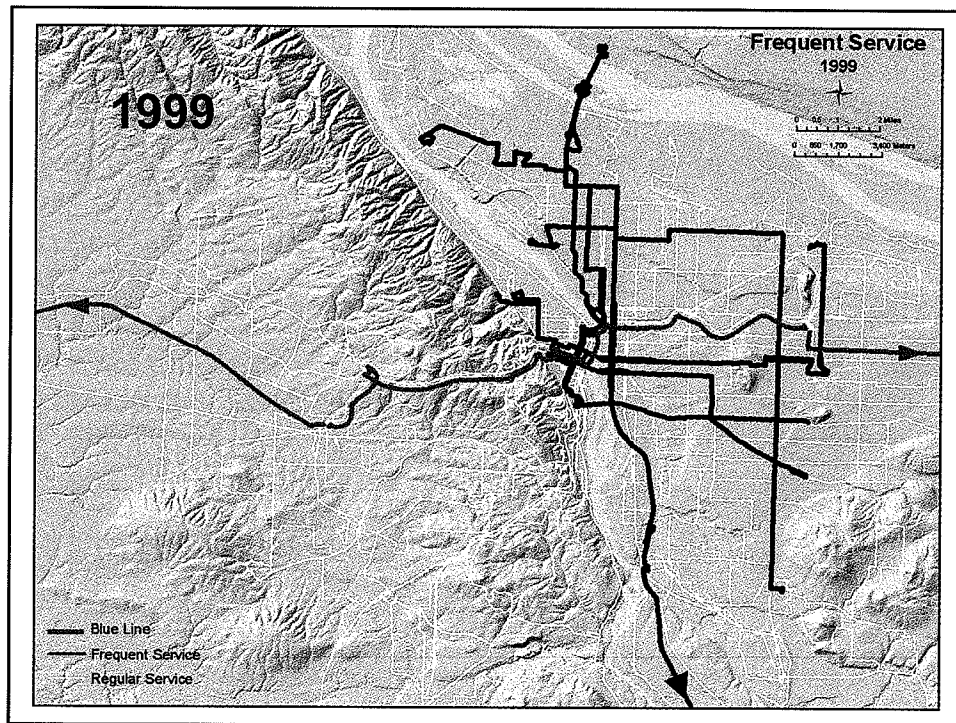
Why Frequency?

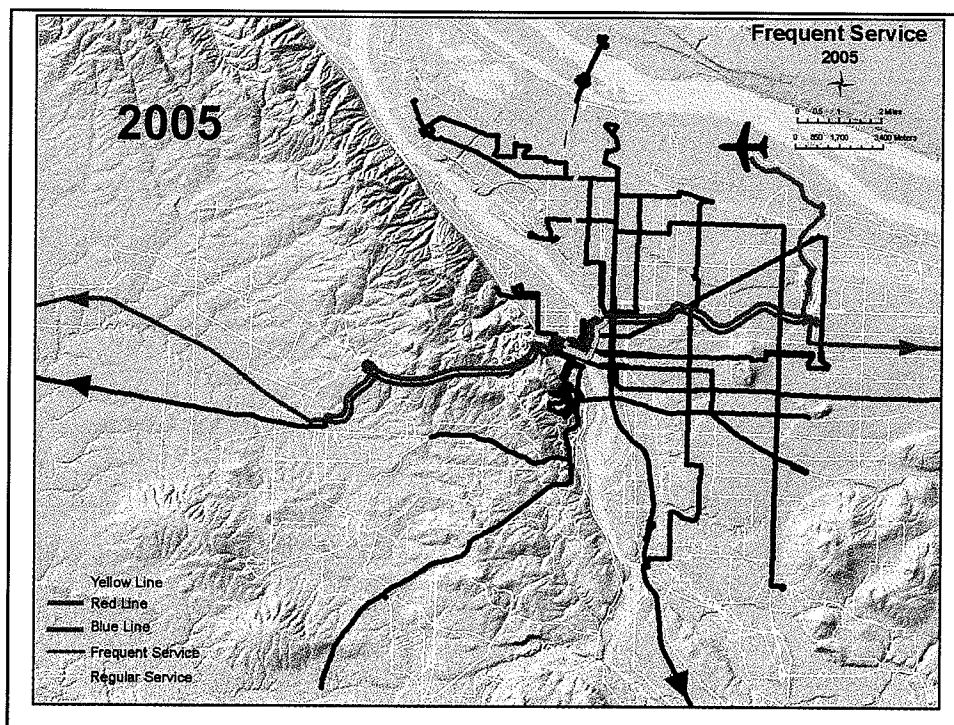
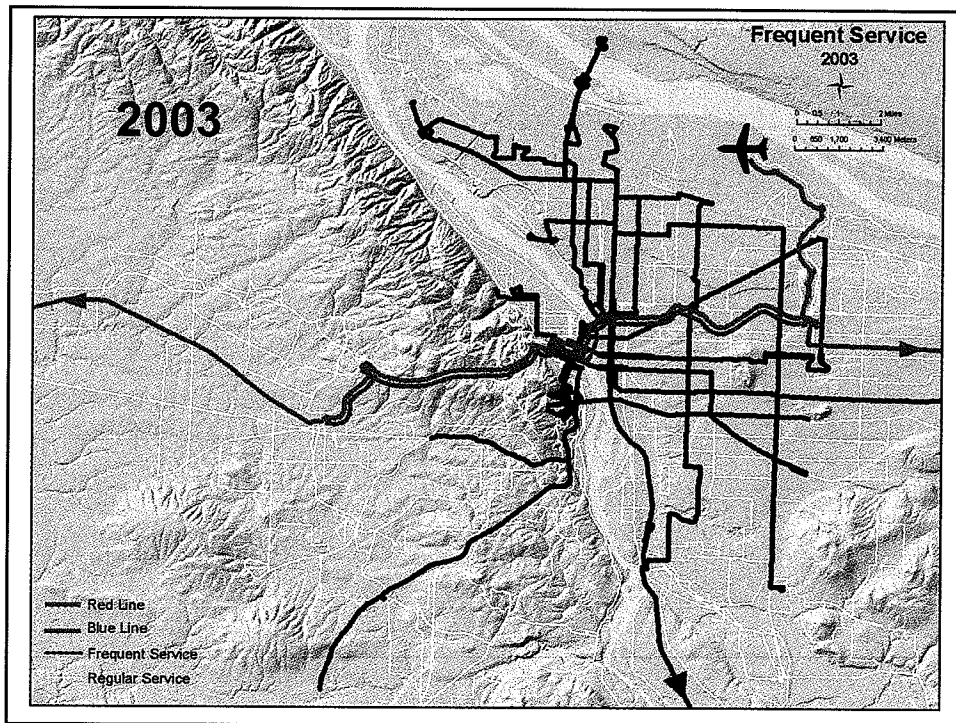
- Time competitive
- Development
- Rider preference
- Existing coverage



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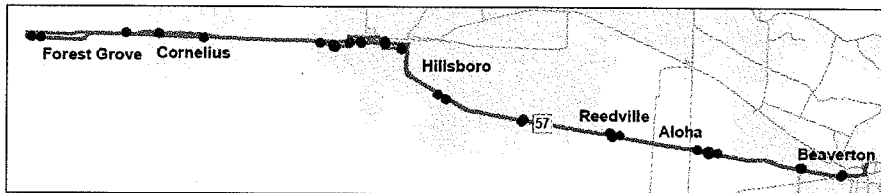


Latest Example: Line 57 – TV Highway Upgraded September 2004

- Busy state highway
- 71% sidewalk coverage
- 4 crosswalks per mile
- 14 people / acre
- 35,000 jobs within ¼ mile

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On-Street Improvements



Actions:

- Eliminated 28 stops
- 23 new shelters
- New signs with stop ID #
- 3,000 ft of new sidewalks
- Crossing improvements

First year results:

- 500 new weekday rides
- 1,100 new Sunday rides

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Frequent Service

Fiscal Year	1999	2001	2003	2005
Lines	4	9	14	16
Weekly Ridership	210,190	413,880	565,630	686,317
Share of bus rides	18%	34%	47%	55%

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Efficiency



- 39 BR/VH
- 204 peak buses
- 16 lines
- 164 miles
- \$1.94 Op. Cost/BR
(FY05 Data)

Standard Service

- 25 BR/VH
- 337 Peak buses
- 78 lines
- 728 miles
- \$3.04 Op. Cost/BR
(FY05 Data)

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Future Development

- More shelters & solar lighting
- More Frequent Service Lines
 - Line 76 – Beaverton / Tualatin
 - Line 31 – King Road
 - Line 35 – Macadam Avenue
- Longer hours of service
- Even more frequency
- New vehicles

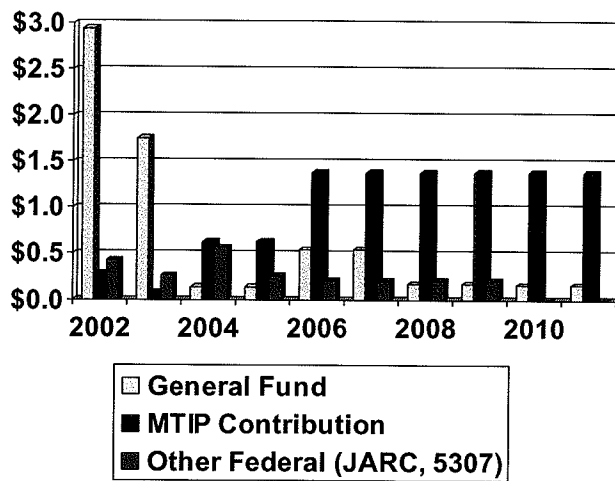


MTIP Support of the TIP

- Sustain regional rail commitments - South Corridor Light Rail, Washington County Commuter Rail and the N Macadam area
- Continue to develop on-street bus facilities and priority treatments – focused on 2040 Centers and Frequent Bus corridors
- Prepare a pedestrian access capital development plan
- Retrofit buses for use of clean diesel fuels

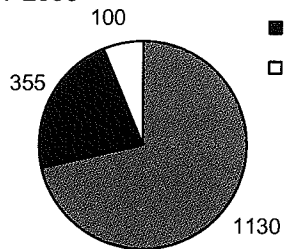


Contributions to On-street Capital Improvements



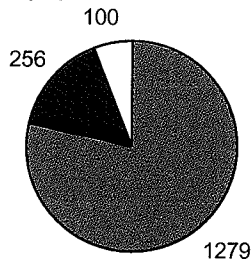
TRI MET

End FY 2006

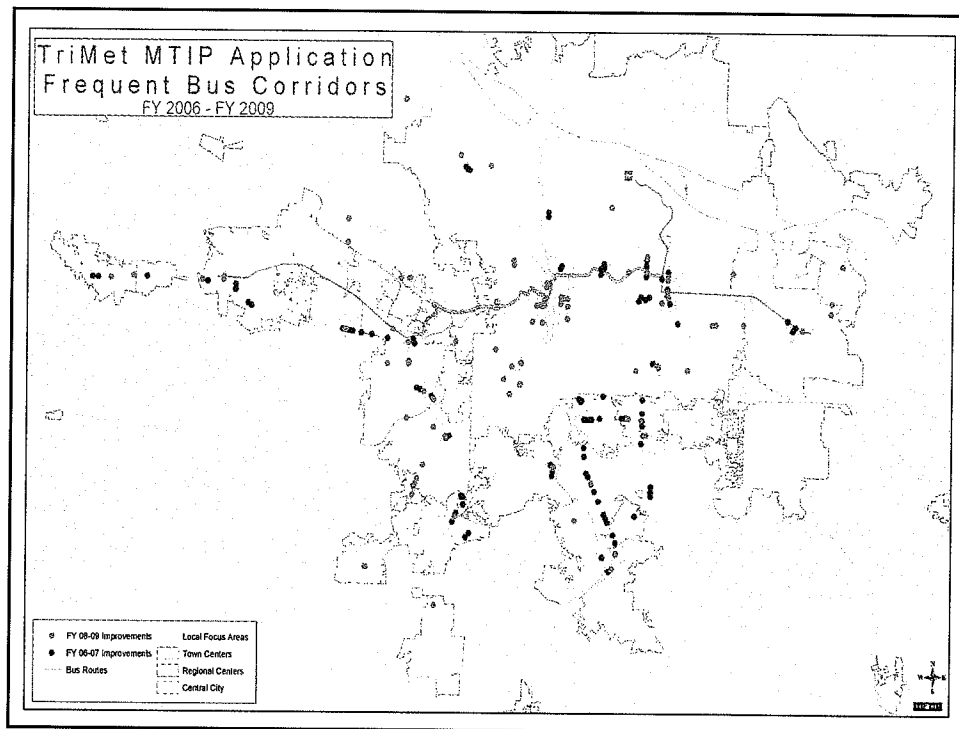
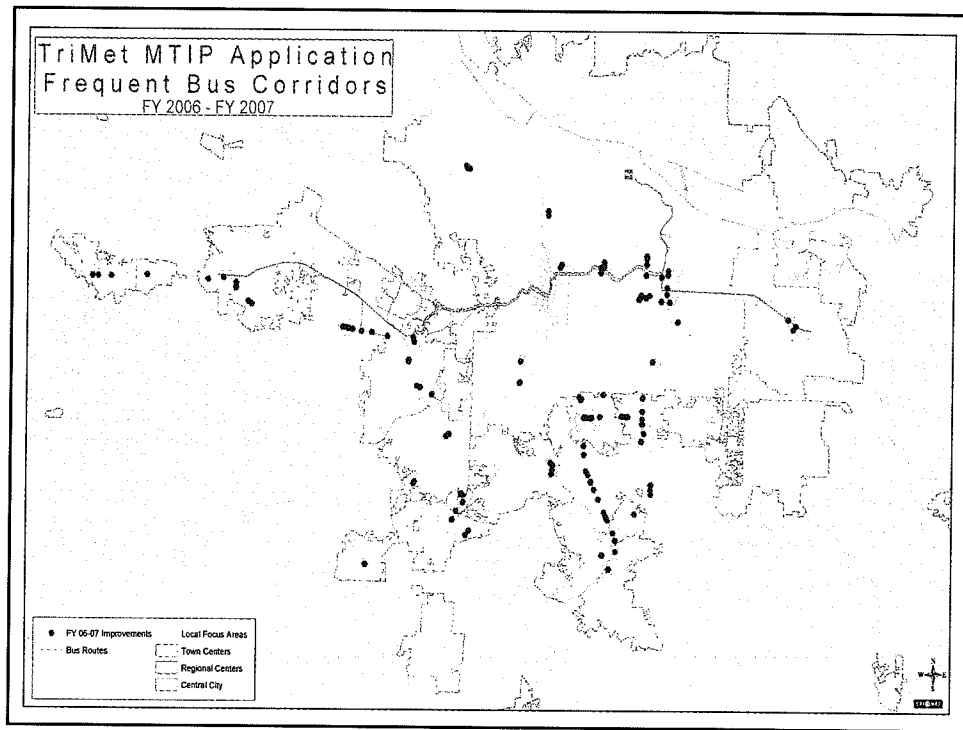


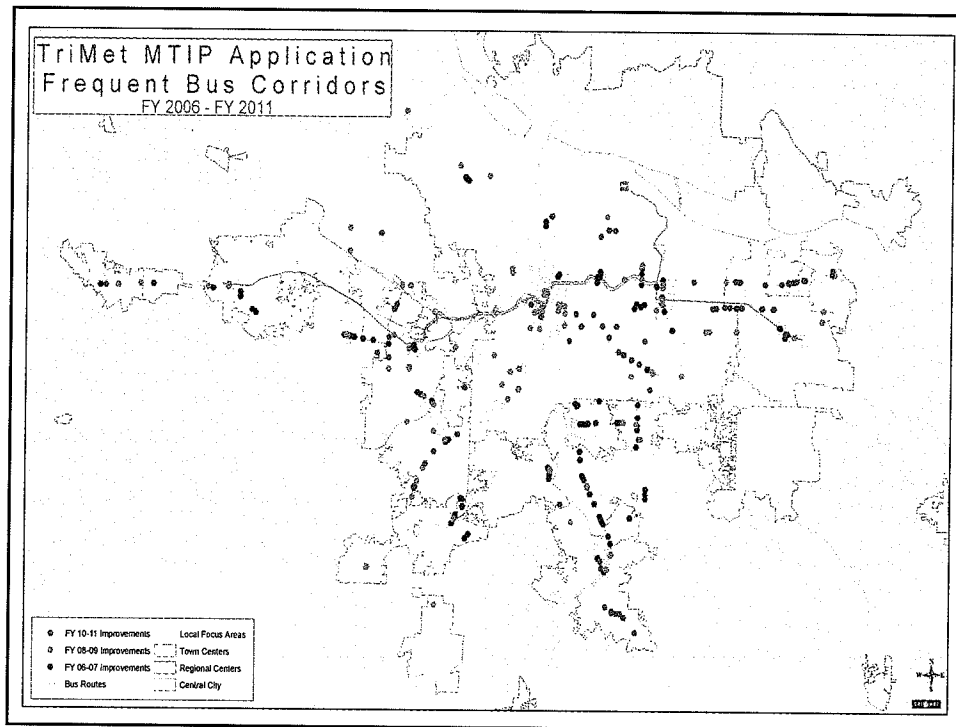
Total Bus Stops:
Approx. 7625

End FY 2011



Total Bus Stops:
Approx. 7300

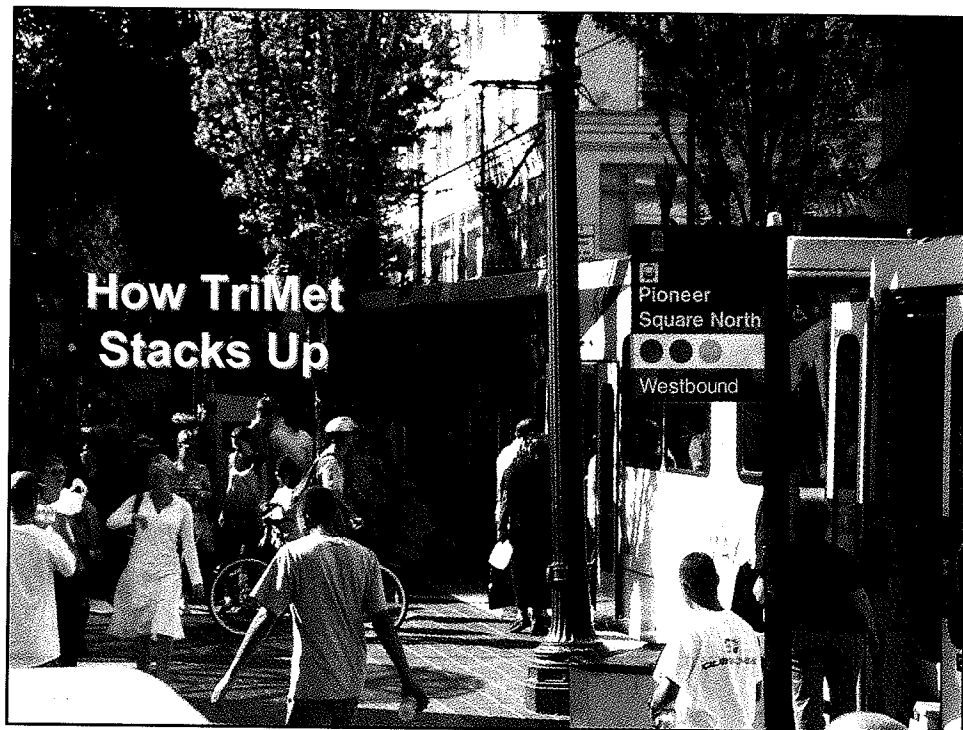




2010-2011 MTIP Funding Proposal

Project	Description	Federal (2 yrs)
Regional Rail Implementation	Light rail, commuter rail and N. Macadam	\$18,600,000
South Corridor Phase 2: FEIS / PE	Advances Portland-to-Milwaukie LRT to next level	\$2,000,000
On-Street Facilities Development	Shelters, signal priority, improved signage	\$2,750,000
Pedestrian Network Analysis	Prepare pedestrian access capital program	\$246,757
Engine Emission Reduction Retrofits	Response to SAFETEA-LU CMAQ program language	\$3,591,678
Hollywood Transit Center TOD	Activate first generation MAX station, support Hollywood Plan	\$201,892

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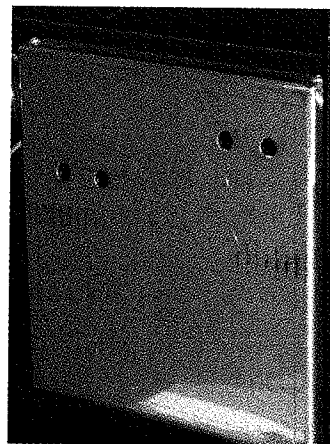
Measuring Effectiveness

Boardings

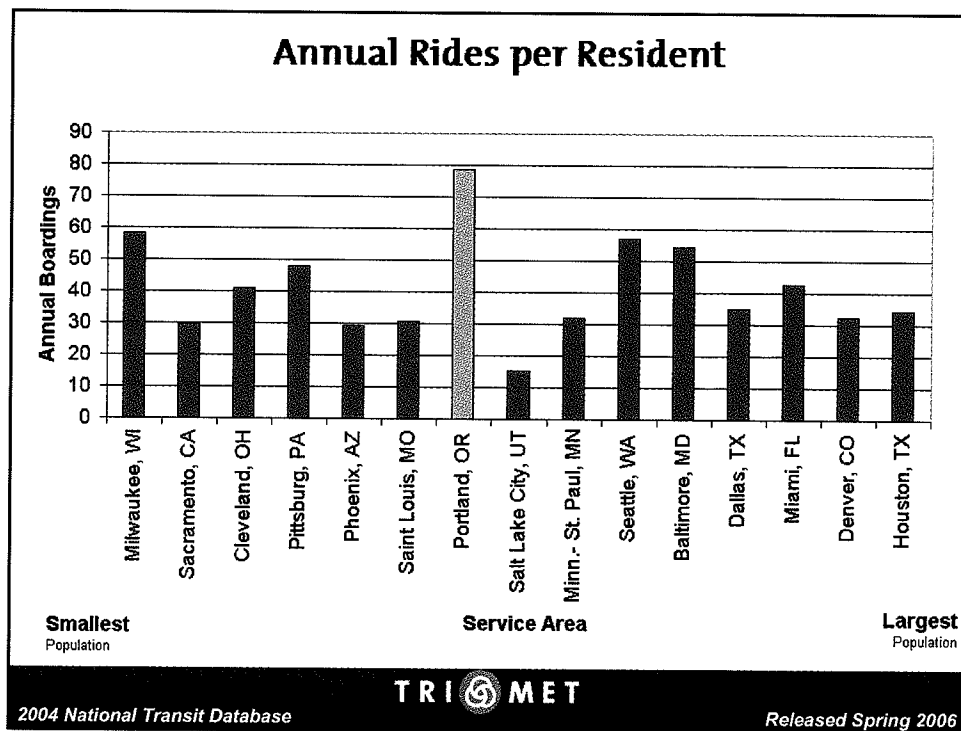
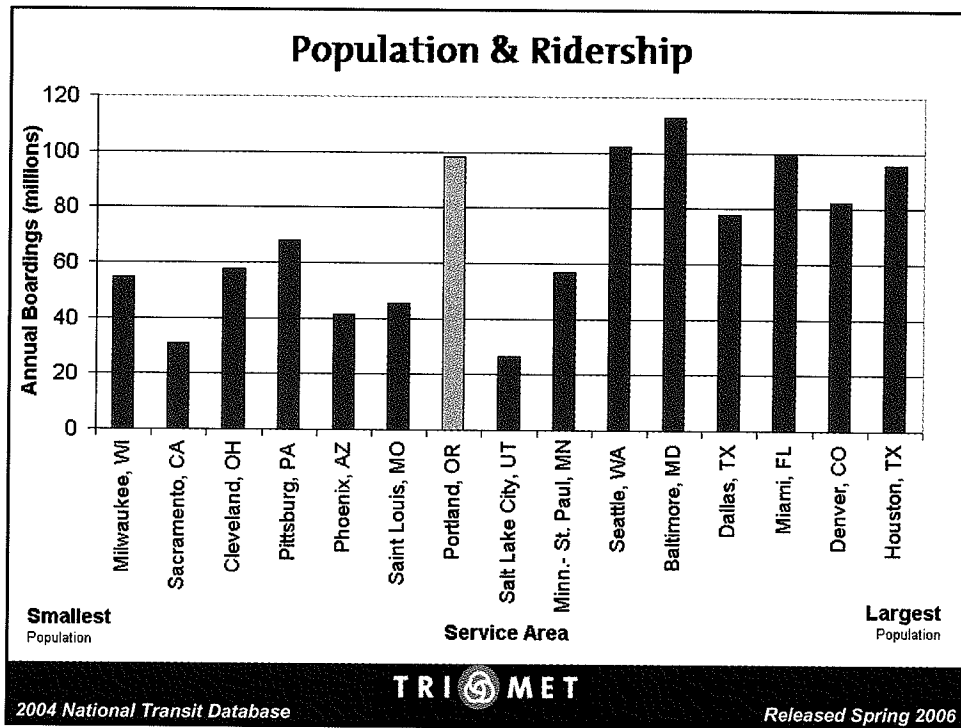
Cost Efficiency

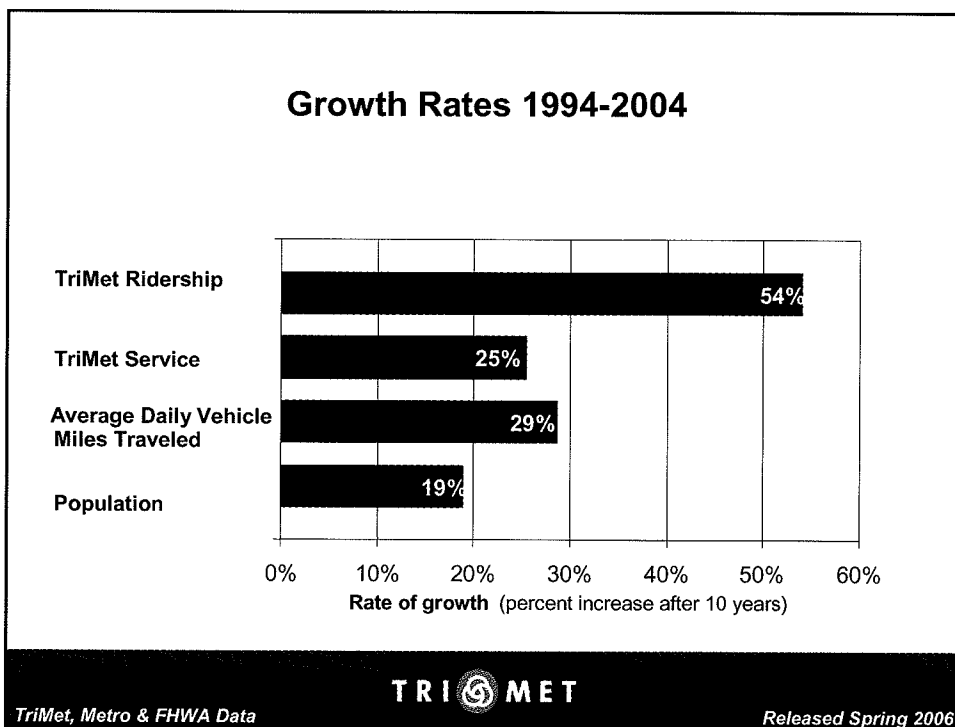
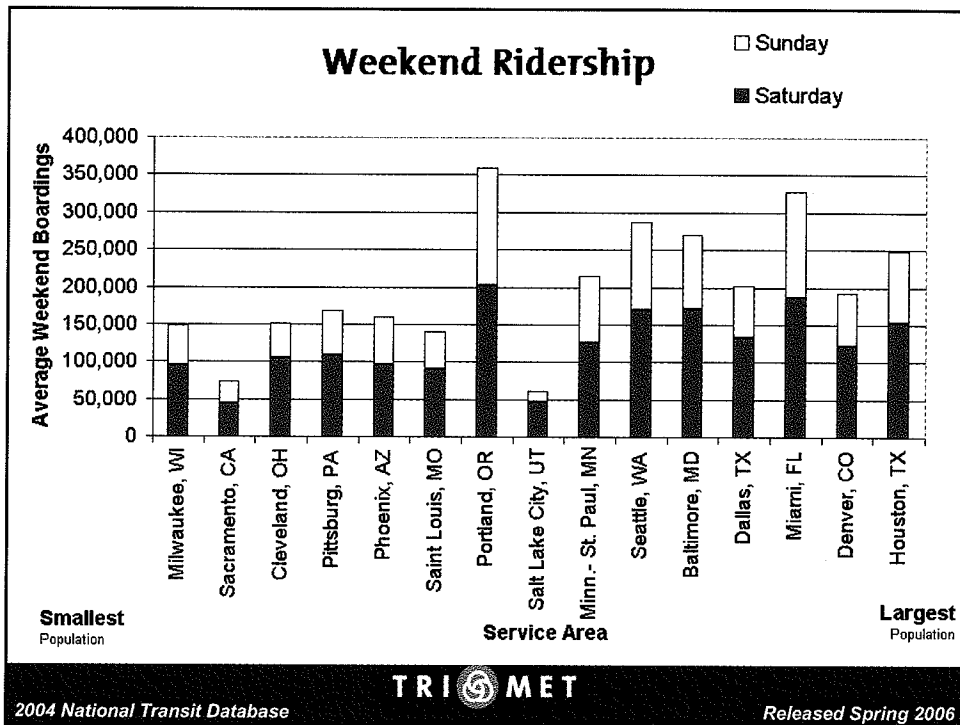
Livability

- Support for centers
- Traffic / freight relief
- Household spending
- Transit equity
- Sustainability
- Public health



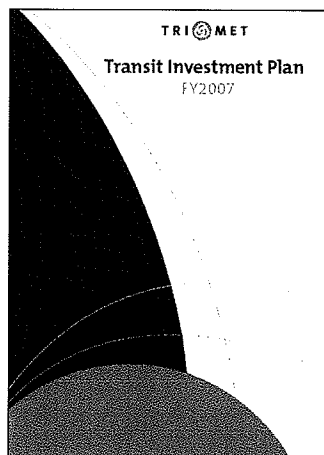
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- Request a hardcopy

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