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 4, 2008

TIME: 9:30 A.M.

PLACE: Metro Regional Center, Council Chambers

9:30 AM	**1.**		Call to Order and Declaration of a Quorum	Andy Cotugno
9:30 AM	**2.**		Citizen Communications to TPAC on Non-Agenda Items	
9:40 AM	**3.**	*	Approval of TPAC Minutes for November 30, 2007	Andy Cotugno
9:45 AM	**4.**		Future Agenda Items • Willamette River Bridges • Bicycle Transportation Study	Andy Cotugno
9:45 AM	**5.**		**ACTION ITEMS**	
	5.1	*	Air Quality Consultation Regarding the Proposed Amendment to Add the US30B (Sandy Boulevard): 122nd to 141st Safety Project to the 2008-11 MTIP – APPROVAL REQUESTED	Ted Leybold
9:50 AM	**5.2**	*	Resolution No. 08-3899, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Include the US30B: 122nd to 141st Safety project and the I-205: Willamette River Bridge Project – RECOMMENDATION TO JPACT REQUESTED	Rian Windsheimer, ODOT
	6.		**INFORMATION/ DISCUSSION ITEMS**	
9:55 AM	**6.1**	*	Resolution No. 08-3891, For the Purpose of Approving Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2009 Appropriations – Review and Comments on Draft	Andy Cotugno
10:15 AM	**6.2**	#	Scoping High Capacity Transit (HCT) System Plan – DISCUSSION	Tony Mendoza
10:40 AM	**6.3**	#	Input on Reduction to the ODOT Modernization Program – DISCUSSION	Rian Windsheimer, ODOT
11:00 AM	**6.4**	#	Overview of "Portland Air Toxics Solutions" – INFORMATION	Sarah Armitage, DEQ
11:30 AM	**7.0**		ADJOURN	Andy Cotugno

Upcoming TPAC Meetings: January 25th
February 22nd (Rescheduled from Feb. 29th)
March 28th

* 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 materials will be available at the meeting.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 30, 2007
Metro Regional Center

MEMBERS PRESENT	AFFILIATION
Jack Burkman	WASDOT
Scott Bricker	Citizen
Sorin Garber	Citizen
Elissa Gertler	Clackamas County
Dave Nordberg	DEQ
Ron Papsdorf	City of Gresham
John Reinhold	Citizen
Phil Selinger	TriMet
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Rian Windsheimer	ODOT

MEMBERS ABSENT	AFFILIATION
Frank Angelo	Citizen
Bret Curtis	Washington County
Greg DiLoreto	Citizen
John Hoefs	C-TRAN
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Nancy Kraushaar	City of Oregon City/Cities of Clackamas County
Mike McKillip	City of Tualatin/Cities of Washington County
Satvinder Sandhu	FHWA
Sreya Sarkar	Citizen

ALTERNATES PRESENT	AFFILIATION
Andy Back	Washington County
Danielle Cowen	City of Wilsonville/City of Clackamas County
Lynda David	SW Washington RTC
Michelle Eraut	FHWA
Robin McCaffrey	Port of Portland
Margaret Middleton	City of Beaverton/Cities of Washington County

GUESTS PRESENT	AFFILIATION
Kate Dreyfus	City of Gresham
Evan Dust	HDR
Lawrence O'Dell	Washington County
Lidwien Rahman	ODOT
Derek Robins	City of Forest Grove
Colin Roughton	CLF
Terry Whisler	City of Cornelius

STAFF
Robin McArthur, Kim Ellis, Tom Kloster, Josh Naramore, Pat Emmerson, John Mermin, Mark Turpel, Kelsey Newell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Ms. Robin McArthur declared a quorum and called the meeting to order at 9:35 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were no citizen communication items.

Ms. McArthur thanked community representatives Frank Angelo and Greg DiLoreto for their service on TPAC.

3. APPROVAL OF TPAC MINUTES FOR NOVEMBER 2, 2007

MOTION: Mr. Phil Selinger moved, Mr. Ron Papsdorf seconded, to approve the November 2, 2007 meeting minutes. With all in favor, the motion passed.

4. FUTURE AGENDA ITEMS

Future agenda items were not discussed.

5. ACTION ITEMS

5.1 Resolution No. 07-3831A, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP)

Resolution 07-3831A
Ms. Kim Ellis briefly overviewed the revisions to Resolution No. 07-3831A, highlighting changes to the resolution title and the incorporation of ODOT and Washington County's comments on the refinement phase of the state component.

MOTION: Mr. Paul Smith moved, Mr. Andy Back seconded, to approve Resolution No. 07-3831A.

ACTION TAKEN: With all in favor and one abstention (Rian Windsheimer) the motion passed.

Exhibit C to Resolution No. 07-3831A
Ms. Ellis referred to a memorandum containing supplemental comments to the October 15th 2035 draft RTP. Staff asked that the additional comments and staff recommendations be included as part of Exhibit C to Resolution No. 07-3831A.

Mr. Windsheimer distributed a handout with recommended corrections to the Columbia River Crossing (CRC) and Sunrise Projects listed on ODOT's financially constrained list. Clackamas County supported recommended changes to the Sunrise Project.

Mr. John Reinhold identified that #3 of ODOT's recommended changes should read "Amend project #10894 to reflect the addition of ~~$15m~~ $10m to the project and extend PE from 122nd to 172nd."

Mr. Sorin Garber recommended that language regarding peak oil be included as an outstanding issue to be addressed during the state component of the RTP. Members agreed that the issue was important and that the Metro Council Goal 6: Promote Environmental Stewardship should be included in the RTP.

MOTION: Mr. Back moved, Mr. Selinger seconded, to amend RTP Goal 6 to include a new potential action 6.4.3 to read, "Evaluated the effect of unstable energy sources and potential emerging energy sources on long-term travel behavior in the region; including the development of new analytical tools needed to complete this evaluation, and whether RTP policies are adequate to adapt to changing energy conditions."

ACTION TAKEN: With all in favor the motion passed.

MOTION: Mr. Smith moved, Mr. Reinhold seconded, to approve the consent items with ODOT's amendments and the additional supplemental comments outlined in Ms. Ellis' memorandum to JPACT.

ACTION TAKEN: With all in favor the motion passed.

Exhibit B to Resolution No. 07-3831A
Ms. Ellis reviewed the Metropolitan Policy Advisory Committee's (MPAC) recommended changes to Exhibit B to Resolution No. 03-3831A. Ms. Ellis highlighted 6 categories with proposed changes:

Mr. Windsheimer will resubmit a letter outlining ODOT's concerns with language used in Potential Actions 9.2.1 of the Goals and Objectives section. He stated that priorities needed to be established as the RTP process moves forward to the state component.

The committee was divided in use of the MPAC term "promote" verses "consider" in Objective 4.3.1 of the Goals and Objectives category. Some members felt that MPAC's recommended language was too strong and that there is not enough information to directly state value pricing is a management tool.

MOTION: Mr. Garber moved, Mr. Reinhold seconded, to amend Objective 4.3.1 to read, "~~Promote~~ Consider a broader application of value pricing as a potential management tool."

ACTION TAKEN: With all members in favor and one opposed (Scott Bricker) the motion passed.

Committee members discussed the definition of the regional plan and financial responsibilities. Members agreed with Clackamas County's comments on the importance of a regional system definition, responsibilities and setting regional investment priorities. It was agreed that the RTP should clearly highlight that the document contains the current definition of the regional system, but note that further discussion on regional responsibility and priorities must be addressed during the state component. In addition, the committee recommended that language be included emphasizing the interconnectedness of the facilities.

Additional committee recommendations to Section 3.4.1:
- The addition of "station areas" under the City and County transportation facilities listed under #3.
- The phrase "city and county" be removed throughout the document.
- The phrase "as defined in this plan" be removed from the entire section.

MOTION: Mr. Elissa Gertler moved, Ms. Karen Schilling seconded, to approve the committee's recommendations for Section 3.4.1.

ACTION TAKEN: With all in favor the motion passed.

Staff recommended that "Place a priority on" be replaced with "Implement" in Section 1.1.1 – 4.2.1 in the Investment Priorities category.

The committee recommended to:
- Remove the term "modal" from section 2.3.1.
- Maintain consistency with the congestion management terminology, specifically in regards to the acronym CMP.

MOTION: Mr. Reinhold moved, Ms. McCaffrey seconded, to approve the committee's recommendations.

ACTION TAKEN: With all in favor the motion passed.

The committee agreed with the City of Gresham and MPAC amendments to 7.8.13: Emerging Communities under the New Urban Areas category. Members noted a spelling correction to "…brought into the UGB ~~sine~~ since 1998…"

MOTION: Ms. Gertler moved, Ms. Schilling seconded, to approve the committee's recommendations for Section 7.8.13: Emerging Communities.

ACTION TAKEN: With all in favor the motion passed.

MOTION: Mr. Papsdorf moved, Ms. Danielle Cowen seconded, to recommend adoption of the RTP to JPACT with the exhibits B and C as amended.

ACTION TAKEN: With all in favor and one abstention (Rian Windsheimer) the motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Regional Transportation Program (RTP) Air Quality Conformity Analysis – Interagency Consultation

Mr. Mark Turpel appeared before the committee and referred to a memorandum on the 2035 federal component of the RTP and air quality. Federal, regional and state agencies met on November 19th and reviewed the pre Air Quality Conformity Determination Plan. (Handouts included in the meeting record.) The November discussion focused on projects in which the 2035 RTP financially constrained system includes the purchase of right-of-way with federal funds, but does not include sufficient funds for the construction phase.

Mr. Windshimer submitted recommended refinements to the project specifications for the CRC component of the air quality modeling. Staff and members agreed to accept the ODOT recommendations and to revise the conformity plan to read "Modeling Assumptions for the Financially Constrained System" rather than the reference to the "Illustrative System Assumptions".

Dave Nordberg emphasized DEQ's requirement that once action is taken leading to a transportation project (including purchase of right-of-way), the project needs to be included in the air quality conformity analysis.

7. ADJOURN

As there was no further business, Ms. McArthur adjourned the meeting at 11:45 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 30, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Resolution	Nov. 2007	Res. No. 07-3831A	113007t-01
5.1	Memo	11/2/07	To: TPAC and Interested Parties From: Kim Ellis RE: Supplemental Comments on Oct. 15th Draft 2035 RTP	113007t-02
5.1	Chart	Nov. 2007	Updated Exhibit B to Res. No. 07-3831A	113007t-03
5.1	Chart	11/30/07	ODOT's Recommended Refinements to their financially constrained project list	113007t-04
5.1	Word Handout	N/A	Goal 6: Promote Environmental Stewardship	113007t-05
6.1	Word Handout	N/A	ODOT's recommended changes to the Air Quality Conformity Determination Plan	113007t-06

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: December 27, 2007

TO: Air Quality Consultation Interested Parties

FROM: Ted Leybold: MTIP Manager
Mark Turpel: Air Quality Manager

SUBJECT: Amendment to add the Sandy Boulevard: NE 122nd to NE 141st safety project to the 2008-11 MTIP.

* * * * * * *

Project: US30B (Sandy Boulevard): NE 122nd to NE 141st Avenues
ODOT Key #: 12150
RTP Project #: 2074

Requested Action: Concurrence that the US30B: NE 122nd to NE 141st Avenues project is not a regionally significant project for the purposes of air quality analysis.

Background: This project proposes to add a center turn lane and widen shoulders to Highway US30B (Sandy Boulevard) between NE 122nd Avenue and NE 141st Avenue to address safety issues. These safety issues include . . .

US30B is located in northeast Portland and is designated a **minor arterial** in the Regional Transportation Plan (RTP).

Federal air quality regulations (CFR 93.105) require consultation to determine which **minor arterials** and other transportation projects should be considered "regionally significant" for the purposes of regional emissions analysis (in addition to principal arterials or higher and fixed-guideway systems).

It is Metro staff position that a project of this scope is not of regional significance. While the construction of or the addition of general purpose travel lanes to an arterial could be regionally significant, the addition of a center turn lane for this

distance would not significantly affect the vehicle capacity of the facility in any way that will result in a measurable impact to the regional emissions analysis.

Therefore, Metro staff proposes the amended project status is in conformity with the State Implementation Plan for air quality.

State and Federal agency consultation comments or a request for a formal consultation meeting are due to Metro staff by 4:00 PM, January 4, 2008. TPAC will consider these draft conformity findings at its January 5, 2008 meeting. TPAC may adopt concurrence on the draft Metro staff finding of conformance with the State Implementation Plan for air quality contingent on refinements the findings made in response to your comments.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE US30B: 122nd TO 141st SAFETY PROJECT AND THE I-205: WILLAMETTE RIVER BRIDGE PROJECT	)))))))	RESOLUTION NO. 08-3899 Introduced by Councilor Rex Burkholder

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation has designated US30B (Sandy Boulevard) between 122nd and 141st Avenues to receive funding from the State Safety program to add a center turn lane, widen shoulders and other investments; and

WHEREAS, the Oregon Department of Transportation has designated the I-205 Bridge over the Willamette River (George Abernethy Bridge near Oregon City) to receive funding from the State Bridge program to overlay pavement on the bridge deck and repair bridge joints; and

WHEREAS, these are new transportation projects requiring amendment into the MTIP prior to funds being made available to the projects; and

WHEREAS, the US30B project has been determined through inter-agency consultation to not be of regional significance with regard to air quality; and

WHEREAS, the I-205 Bridge project is exempt from air quality conformity determination per federal regulations; and

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

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to include the US30B: 122nd to 141st and the I-205 Willamette River Bridge projects into the 2008-11 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ___ day of January 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3899, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE THE US30B: 122ND TO 141ST SAFETY PROJECT AND THE I-205: WILLAMETTE RIVER BRIDGE PROJECT

Date: January 17, 2008 Prepared by: Ted Leybold

BACKGROUND

Two new projects have been proposed by the Oregon Department of Transportation to receive funding since the adoption of the 2008-11 Metropolitan Transportation Implementation Program (MTIP) by JPACT and the Metro Council in August of 2007. All transportation projects to receive federal transportation funds must be included in the MTIP. The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP.

The US30B (Sandy Boulevard): 122nd to 141st project is proposed to receive funding from the state Safety program. The Safety program funds capital projects to improve safety on the state highway system. This section of Sandy Boulevard is **(ODOT staff to describe safety issues, SPIS rating, accident type being addressed by improvements, etc.).** The project proposes to add a center turn lane and widen shoulders **(any other project elements)** to address these safety issues.

The Oregon Transportation Commission allocates state and federal transportation revenues to various state transportation programs, including the Safety and Bridge programs. The local regional division of ODOT (Region 1) receives a funding target for expenditure of funds from the state Safety program. This project has been identified by Region 1 staff as a priority for safety funds not already committed to projects in the existing 2008-11 MTIP.

The I-205 Willamette River Bridge project has been identified as priority for funding from the state Bridge program. The state bridge management system tracks the condition of all bridges in the state and recommends priorities for improvements. The I-205 Willamette River Bridge project as a priority for state Bridge program funds.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).

3. **Anticipated Effects** Adoption of this resolution will make available federal transportation project funding for the construction of the US30B (Sandy Boulevard): 122nd to 141st Avenues safety project and to the I-205 Willamette River bridge project.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 08-3899.

DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2009 APPROPRIATIONS	))))	RESOLUTION NO. 08-3891 Introduced by Councilor Rex Burkholder

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region's Congressional delegation has advised the region's transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, Metro's Joint Policy Advisory Committee on Transportation (JPACT) has approved Exhibit A to this resolution, entitled, "Metro Area FY 09 Federal Transportation Appropriations Request List"; now therefore,

BE IT RESOLVED, that the Metro Council hereby approves Exhibit A of this resolution, entitled "Metro Area FY 09 Federal Transportation Appropriations Request List" and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this __ day of February 2008.

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

FY 09 Federal Transportation Appropriations Request List

Project Type/Name	Appropriation Request ($million)	Source	Purpose
Regional Highway Earmark Priorities			
Columbia River Crossing (ODOT)	$ 5.00	Interstate Maintenance Discretionary	Final Design
Columbia River Crossing (WsDOT)	$ 5.00	Interstate Maintenance Discretionary	Final Design
Total	**$ 10.00**		
Regional Transit Earmark Priorities			
South Corridor I-205/Portland Mall LRT Project (T/M)	$ 80.00	FTA 5309 New Starts	Construction
Portland - Streetcar Loop Project	$ 40.00	FTA Small Starts	Construction
TriMet Bus Replacement	$ 8.00	FTA 5309 Bus & Bus Replacement	Replacement
Lake Oswego to Portland Transit Project DEIS	$ 4.00	FTA Section 5339 Funds	Draft EIS
SMART Bus - Wilsonville	$ 2.00		
Total	**$ 134.00**		
Regional Support for Local/Agency Priorities			
ODOT: 82nd Avenue Safety Improvements	$ 3.10	TCSP	
ODOT:I-5/I205 Interchange	$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: Airport Way/I-205 Northbound Access	$ 2.00	Interstate Maintenance Discretionary	
Port of Portland: I-84/257th Ave. Troutdale Interchange	$ 2.00	Interstate Maintenance Discretionary	
Metro: Pacific University TOD Project	$ 1.50	STP, TCSP Funds	Construction
Metro: Trails	$ 1.50	TCSP	Construction/Planning
Portland: NE Cully Blvd. Street Improvement	$ 1.60	Surface Transportation Projects	Construction
Portland: Eastside Burnside/Couch Couplet	$ 2.50	Surface Transportation Projects	Construction
Gresham: Springwater/US 26 Industrial Access	$ 5.00	TCSP; STP	Construction
Milwaukie: Kellogg Creek Bridge Replacement	$ 1.50	TCSP	Replacement
Wilsonville: Kinsman Road	$ 2.00	STP	Construction
Washington County: I-5/Highway 99W Connector	$ 10.00	STP	Right-of-Way
Washington County: Hwy 217 Beaverton-Hillsdale Hwy to Allen Blvd. Interchange	$ 0.75	NHS	PE/DEIS
Total	**$ 35.45**		
Non-Transportation Appropriations Bills			
Port of Portland: Columbia River Channel Deepening	$ 29.00	Energy & Water	Construction
Multnomah County: Beavertcreek Culverts	$ 5.00	Energy & Water	Construction
Total	**$ 34.00**		
Regional support for OTA Transit Priorities			
South Clackamas: Bus Replacement	$0.50	FTA 5309 Bus	Replacement
City of Sandy: Bus Replacement & Facility	$ 1.00	FTA 5309 Bus	Replacement/Facility
City of Canby: Bus and Bus Facility	$0.95	FTA 5309 Bus	Replacement/Facility
Total	**$2.45**		
Regional support for Washington/Clark County Priorities			
Total			
Grand Total - Transportation Appropriations	**$215.90**		

DRAFT

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3891, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2009 APPROPRIATIONS

Date: December 11, 2007 Prepared by: Andy Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are limited to the FY '09 appropriations bill. Next year, the focus will be on the new six-year authorization bill.

The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing two projects concurrently within the next three to five years: opening the Wilsonville to Beaverton commuter rail and completing construction of the I-205/Downtown LRT. Project development is also underway for the next LRT corridor to Milwaukie and streetcar to the Eastside and Lake Oswego. Additionally, there are several complementary projects for which the region is requesting funding: bus and bus facility purchases regionwide, Wilsonville Park and Ride, highway projects and others. All of these projects have a strong economic development emphasis.

Oregon and Washington continue developing a cooperative strategy to address the transportation needs in the Columbia River Crossing Corridor. The paper outlines the Federal funding needs and sources for continuing this project development work and requests support for obtaining these funds. The intent is to have a preferred alternative defined through the NEPA process in 2008 to allow the region to seek designation in the next authorization bill as a "Project of National and Regional Significance." Other interstate issues addressed in the paper include Columbia River channel deepening.

This FY '09 appropriations request for earmarked funding from SAFTEA-LU represents the consolidated regional request. Additional independent requests should not be submitted by any member jurisdiction or agency represented by JPACT (with exception of ODOT outside the metro region). Each member jurisdiction has limited heir requests to two priorities each. Included in the list are two priorities from Metro: A TOD project in Hillsboro by the Planning Department and trail projects by the Parks and Greenspaces Department.

ANALYSIS/INFORMATION

1. **Known Opposition** None known.

2. **Legal Antecedents** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Metro Resolution No. 07-3831A, Approving the Federal Component of the 2035 Regional Transportation Plan.

3. **Anticipated Effects** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.

4. **Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 09-10 Planning Department budget.

However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 08-3891 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year '09 Appropriations Bill.

Materials following this page were distributed at the meeting.

High Capacity Transit Plan Introduction

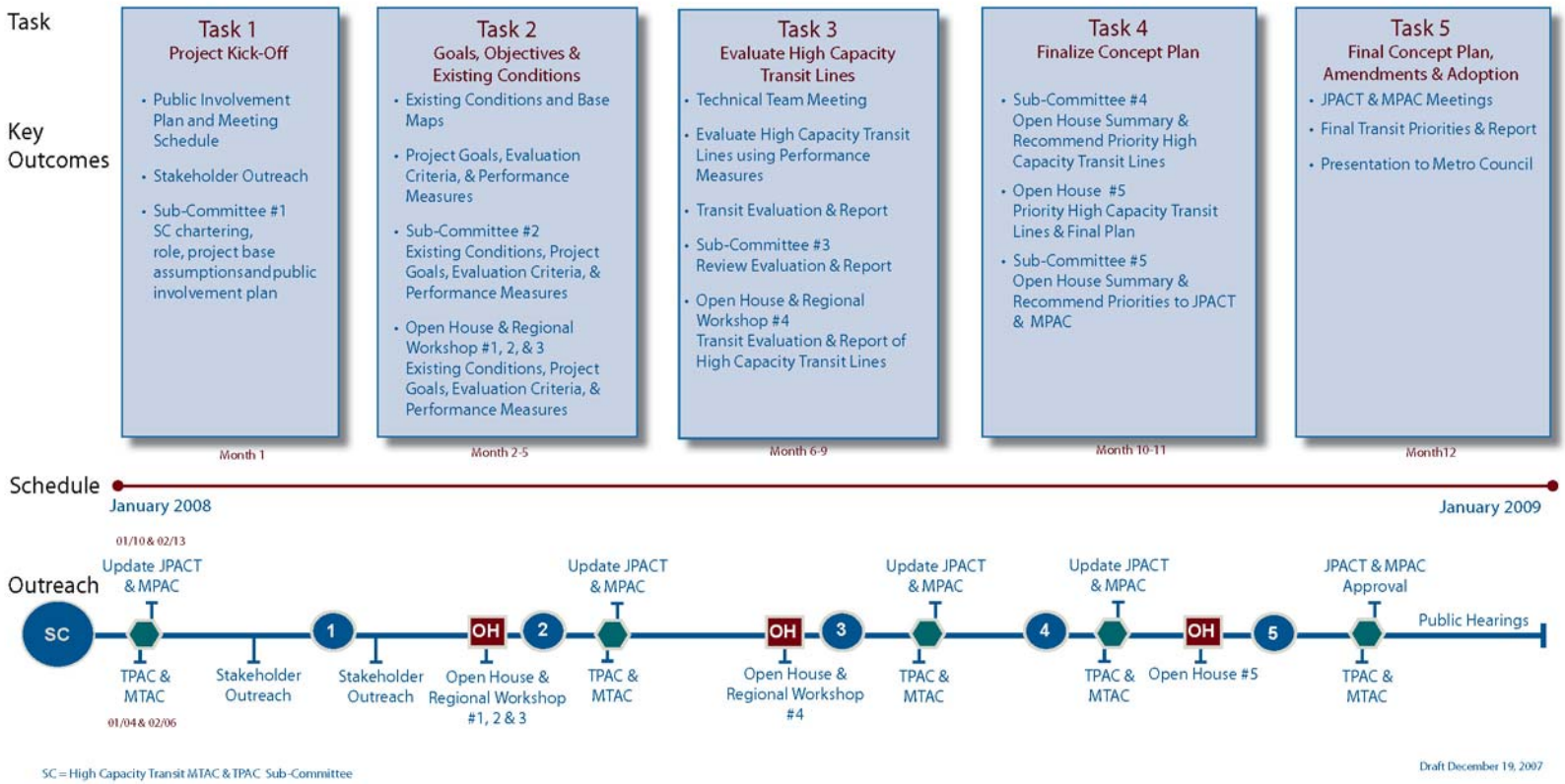
TPAC

January 4, 2008

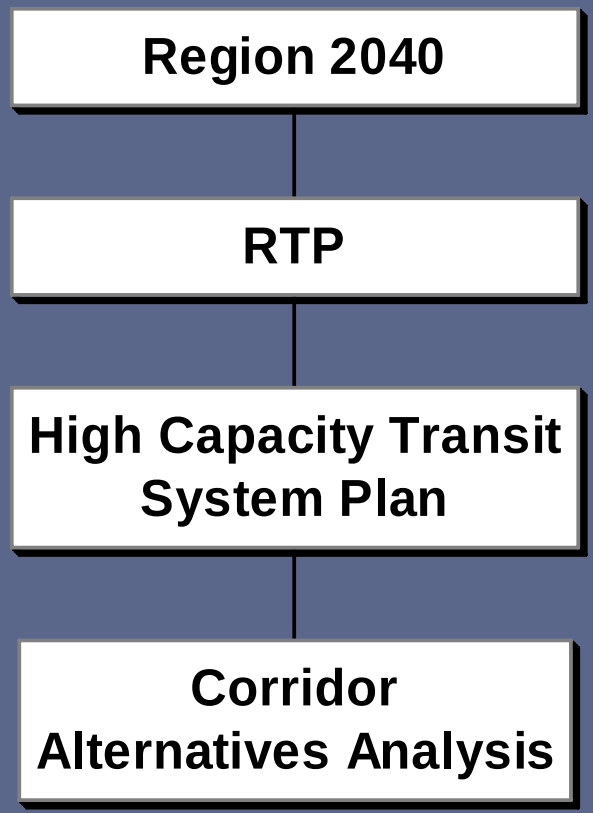
DRAFT 12/07

High Capacity Transit Vision

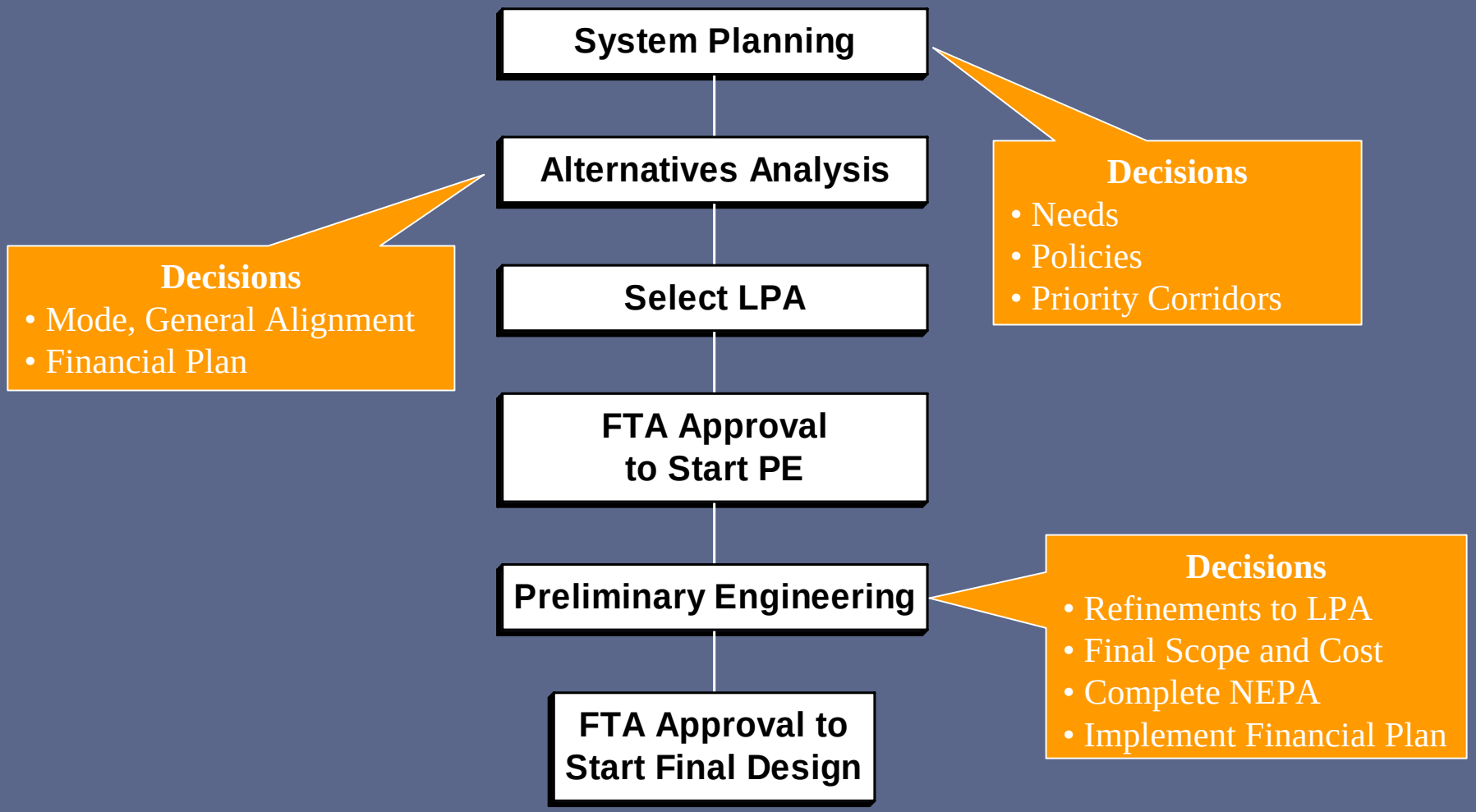
Work Plan Summary



Metro Planning Process



FTA Process


System Planning
Alternatives Analysis
Select LPA
FTA Approval to Start PE
Preliminary Engineering
FTA Approval to Start Final Design
Decisions
• Needs
• Policies
• Priority Corridors
Decisions
• Mode, General Alignment
• Financial Plan
Decisions
• Refinements to LPA
• Final Scope and Cost
• Complete NEPA
• Implement Financial Plan

RTP Goals

- **Goal 1: Foster Vibrant Communities and Efficient Urban Form**
- **Goal 2: Sustain Economic Competitiveness and Prosperity**
- **Goal 3: Expand Transportation Choices**
- **Goal 4: Emphasize Effective and Efficient Management of the Transportation System**

RTP Goals

Goal 5: Enhance Safety and Security

Goal 6: Promote Environmental Stewardship

Goal 7: Enhance Human Health

Goal 8: Ensure Equity

Goal 9: Ensure Sustainability

Goal 10: Deliver Accountability

HCT Work Plan Considerations

- System-wide
- Corridors
- Connections to centers and main streets
- Extensions of existing rail lines
- Circulation
- Operational fixes
- Capacity and Speed
- Downtown Portland - throughput and speed
- Neighboring Cities

Resources

- FTA
  - NEPA: TSUB, Alternatives Analysis, EIS
- Metro
  - Metro Council Goals & Objectives
  - Federal & State RTP Update
  - Performance Based Growth Management
- TriMet
  - Transit Investment Plan

Resources

- City of Portland
  - Streetcar System Plan 2008
  - Peak Oil Strategy 2007
  - Local Action Plan on Global Warming 2001
  - Global Warming Progress Report 2005
  - Bicycle Master Plan 2008
- LEED Neighborhood Development Pilot

Base Performance Measures

- Land Use
- Economic Development
- Cost
- Ridership

- Discussion

High Capacity Transit System

TPAC Discussion January 4, 2008 Potential High Capacity Transit Routes

Legend

Existing High Capacity Transit System

- Existing Tram
- Existing Streetcar
- Planned/Proposed Streetcar
- Existing Light Rail
- Planned Light Rail (2009)
- Planned/Proposed Light Rail
- Commuter Rail (2008)

Potential High Capacity Transit System

- Potential High Capacity Transit
- Inter-City High Speed Rail (Amtrak)
- High Capacity Transit System Choke Points

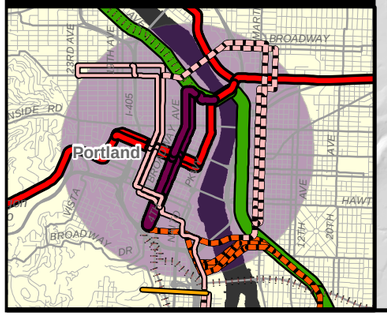
Metro 2040 Plan Designation

- 2040 Centers

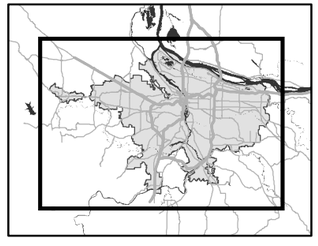
Vancouver
St. Johns
Camas
Washougal
Bethany
Tanasborne
Forest Grove
Hillsboro
Orenco
Cedar Mill
Hollywood
Gateway
Fairview
Troutdale
Portland
Rockwood
Sunset Transit Center
Aloha
Beaverton
Raleigh Hills
Hillsdale
Gresham
Lents
Pleasant Valley
Washington Square
West Portland
Murray Hill
Tigard
Milwaukie
Happy Valley
Clackamas
Lake Oswego
Lake Grove
King City
Damascus
Tualatin
Gladstone
Sherwood
West Linn
Oregon City
Wilsonville

January 2008

Central City



METRO



DRAFT 12/07

High Capacity Transit Vision

Work Plan Summary

Task	Task 1 Project Kick-Off	Task 2 Goals, Objectives & Existing Conditions	Task 3 Evaluate High Capacity Transit Lines	Task 4 Finalize Concept Plan	Task 5 Final Concept Plan, Amendments & Adoption
Key Outcomes	• Public Involvement Plan and Meeting Schedule • Stakeholder Outreach • Sub-Committee #1 SC chartering, role, project base assumptions and public involvement plan	• Existing Conditions and Base Maps • Project Goals, Evaluation Criteria, & Performance Measures • Sub-Committee #2 Existing Conditions, Project Goals, Evaluation Criteria, & Performance Measures • Open House & Regional Workshop #1, 2, & 3 Existing Conditions, Project Goals, Evaluation Criteria, & Performance Measures	• Technical Team Meeting • Evaluate High Capacity Transit Lines using Performance Measures • Transit Evaluation & Report • Sub-Committee #3 Review Evaluation & Report • Open House & Regional Workshop #4 Transit Evaluation & Report of High Capacity Transit Lines	• Sub-Committee #4 Open House Summary & Recommend Priority High Capacity Transit Lines • Open House #5 Priority High Capacity Transit Lines & Final Plan • Sub-Committee #5 Open House Summary & Recommend Priorities to JPACT & MPAC	• JPACT & MPAC Meetings • Final Transit Priorities & Report • Presentation to Metro Council
	Month 1	Month 2-5	Month 6-9	Month 10-11	Month12

Schedule

January 2008 — January 2009

Outreach

SC	1	OH	2	OH	3	4	OH	5	Public Hearings
01/10 & 02/13 Update JPACT & MPAC			Update JPACT & MPAC		Update JPACT & MPAC	Update JPACT & MPAC		JPACT & MPAC Approval	
01/04 & 02/06 TPAC & MTAC	Stakeholder Outreach	Stakeholder Outreach	Open House & Regional Workshop #1, 2 & 3	TPAC & MTAC	Open House & Regional Workshop #4	TPAC & MTAC	TPAC & MTAC	Open House #5	TPAC & MTAC

SC = High Capacity Transit MTAC & TPAC Sub-Committee

Draft December 19, 2007

ODOT REGION 1 MODERNIZATION REDUCTION PROCESS

In order to resolve a shortfall of modernization funds the Oregon Transportation Commission has directed that the modernization portion of the approved '08–'11 State Transportation Improvement Plan (STIP) be reduced by $70 million.

REDUCTIONS TO MODERNIZATION (thousands)

Region	Total 2008-2011 Reductions Based on Region MOD Equity Splits
1	**$26,040**
2	$20,472
3	$10,647
4	$7,186
5	$5,656
Total	**$70,000**

Regions will work with their ACTs or ACT-like bodies to identify project reductions to meet the above target by **February 29, 2008**.

ODOT REGION 1 MODERNIZATION REDUCTION CRITERIA

1) **Project Readiness**
   a. Preserving funds for projects going to bid in 2008 is the first priority.
   b. Projects going to construction in 2009 should not be impacted if possible.
2) **Leverage**
   a. To preserve leveraged funds and maximize return on investments, every effort should be made to minimize the impact to projects with federal earmarks, OTIA, local funds or other leveraged funding.
   b. Sustain Existing Efforts - For projects under development, funding to a logical milestone should be maintained to preserve the region's investment.

PROPOSED ODOT REGION 1 MODERNIZATION REDUCTIONS

ODOT Region 1 needs to cut $26.04m

	Proposed Reductions	Action
Hwy 26 (Cornell to 185th)	$14.481	Use remaining funds to Complete PE
I-5: Victory to Lombard II	$5.781	Use $1.2m for ROW and/or Scoping
Springwater	$1	Savings - Change to Scope
Glencoe Improvements	$3.117	Savings - Change to Scope
Veneer Lane to Paha Loop	$1.661	Cancel Additional Work
	$26.040	

Hwy 26 – Cornell to 185th

The project has approximately $1.1m in federal earmarked funds and the additional local funding necessary to complete all environmental and preliminary engineering work on schedule for construction in 2010-2013 STIP. Funding would need to be restored through the 2010-2013 STIP process or other sources to go to construction.

I-5: Victory to Lombard Phase II

The proposed reduction leaves $1.219m in the STIP for protective ROW purchase and/or preliminary project development work.

Springwater

The remaining STIP funding is sufficient to design and construct the identified ODOT improvements to the existing at-grade intersection in coordination with the City of Gresham's improvements and complete the Interchange Area Management Plan.

Glencoe Road Reconstruction

The funds remaining in the STIP for Glencoe Road are sufficient to complete the Glencoe Interchange IAMP and environmental work, and to reimburse Washington County's funds for improvements to Glencoe Road.

US26 Veneer Lane to Paha Loop

This funding was originally designated for improvements between Langensand and Brightwood. Some of these funds were leveraged with type specific safety dollars for improvements to the corridor, including cable barrier and rumble strips. These funds represent the remaining balance.

Proposed ODOT Region 1 Modernization Reductions

Project Name	Metro MPO	Project Readiness	Leverage	Modernization	Reduction	Remaining Funds	Impact of Reductions
OR 217: Sunset Hwy - TV Hwy	Yes	Bid Date - March 20, 2008	34,406	$ 2,885		$ 37,291	
I-5: Victory Blvd - Lombard	Yes	Bid Date - February 1, 2008	45,300	$ 26,137		$ 71,437	
I-205/Mall LRT Unit 3	Yes	Under Construction	Yes	$ 5,572		$ 5,572	
I-5/I-84 Analysis	Yes	Continue Planning & Analysis Work		$ 400		$ 400	
Troutdale/Marine Dr Ext	Yes	Funded IAMP & Environmental	223	$ 500		$ 723	
I-5: Wilsonville Interchange	Yes	Funded Phase of Construction 2010	3,500	$ 8,000		$ 11,500	
US 26: Access to Springwater	Yes	Funded Construction 2010 + IAMP	Bundle w/ City Work	$ 5,000	$ (1,000)	$ 4,000	Revised Scope Savings
I-5:Victory Blvd to Lombard Ph 2	Yes	Substantial Construction Shortfall		$ 7,000	$ (5,781)	$ 1,219	Acquire ROW
US26: NW 185th Ave - Cornell Road	Yes	Not Started	4,031	$ 14,481	$ (14,481)	$ 4,031	Keep PE on Schedule for Construction in 2010-13 STIP
US26: Staley's Junction Improvement	No	Construction 2008	7,011	$ 4,979		$ 11,990	
US30 @ Van St.	No	Funded Construction 2010	500	$ 5,912		$ 6,412	
US 26:Veneer Lane to E Paha Loop	No	Not Started		$ 1,661	$ (1,661)		Additional work cancelled
US26: Sunset Hwy @ Glencoe Road	No	Funded Through IAMP & EA	Bundle w/ County Work	$ 3,533		$ 3,533	Finish IAMP & EA
Glencoe Road Reconstruction	No			$ 3,117	$ (3,117)		
					$ (26,040)		

Portland Air Toxics Solutions

Project Overview

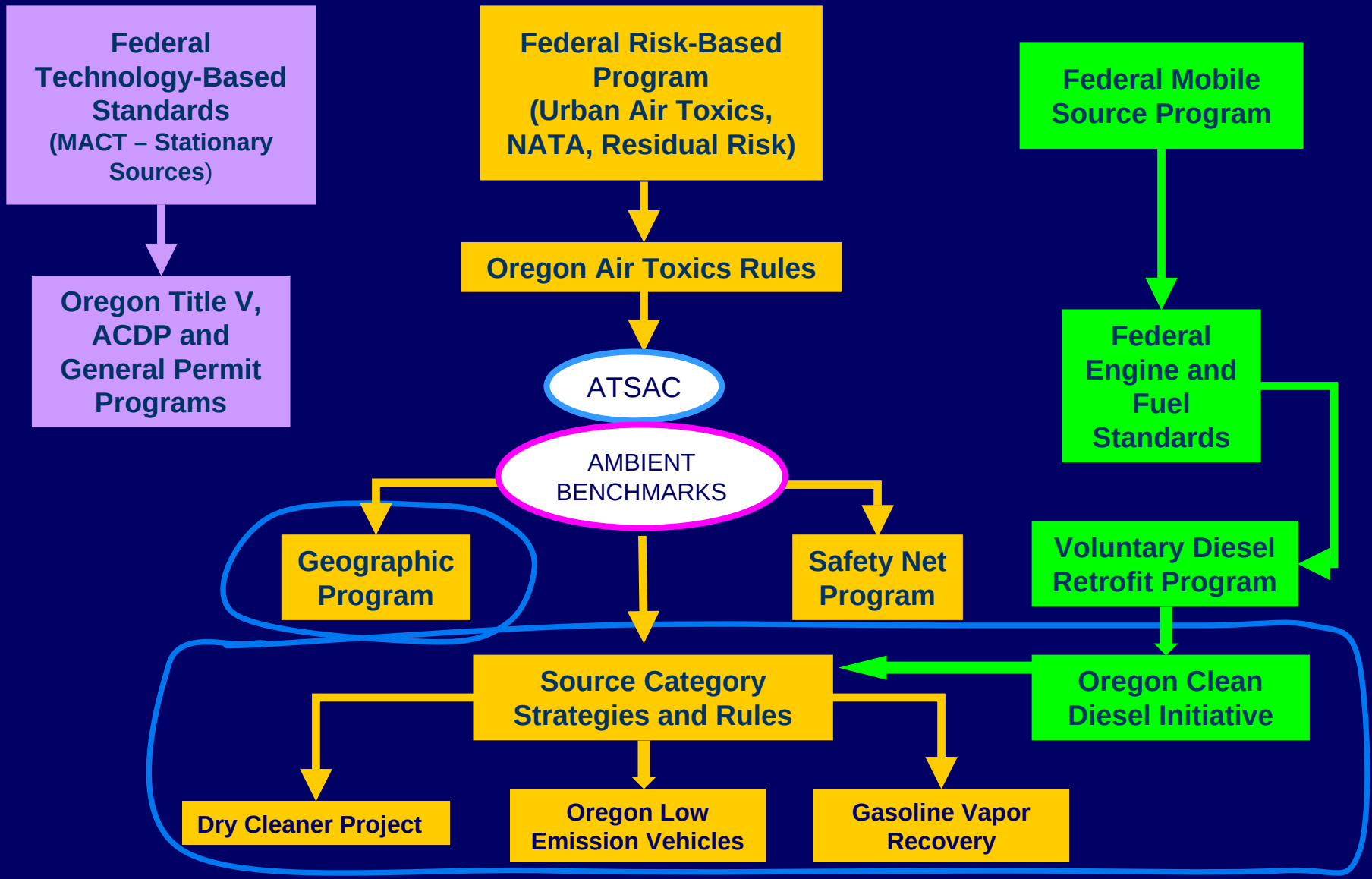
1/4/08

Sarah Armitage

Armitage.Sarah@deq.state.or.us

503-229-5186

Oregon's Air Toxics Program



Portland Air Toxics Solutions (PATS)

GOAL: **Improve public health by meeting or making progress towards air toxics risk reduction goals. Facilitate early actions and multi-pollutant reduction opportunities.**

PROCESS

- Prioritize communities based on risk
- Select first geographic area - Portland
- Evaluate emissions, potential emission reductions, exposure and risk
- Multi-jurisdiction stakeholder process
- Emission reduction plan with 10 year goals
- Implementation

Prioritizing and Selecting the First Geographic Area

- **Prioritize by number of pollutants above benchmarks and number of people at risk**
  - **High priority areas >10 x benchmarks**
  - **Re-run prioritization with NATA 2002 in late winter 2008**
- **Select first high priority area by 2/2008**
  - **Rely on monitored and modeled data**
  - **Publish in Secretary of State's Bulletin**
  - **Need to describe boundary or study area**
  - **Could revise boundary**

Draft Prioritization

	Mult	Wash	Clack	Marion	Lane	Jack	Yamhill	Wasco	Coos
Total Risk NATA '99	1,100/M	770/M	670/M	660/M	630/M	580/M	470/M	420/M	410/M
Av. HI NATA '99	14.6	7.5	7.3	6	3.7	8.3	1.2	3.1	5.9
> 10 x Benchmarks	3	2	2	3	2	2	1	1	1
> 1 x Benchmarks	11	11	11	9	10	10	12	7	9
Population	660,000	445,000	338,000	285,000	323,000	181,000	85,000	24,000	63,000
Excess Cancer Risk	726	343	226	188	203	105	40	10	26

- HI is hazard index for non-cancer health effects
- Excess Cancer Risk is Total Cancer Risk x Population
- Draft includes counties with one or more pollutants ten
- times above benchmarks

Portland Air Toxics of Concern
from PATA model

Pollutant	Times Over Benchmark	Common Sources
Benzene	**27**	On-road engines, residential wood combustion
Diesel Particulate Matter	**26**	Construction equipment, on-road engines, recreational marine vessels
Chromium	**25**	Metalworking, ceramics, fossil fuels
Formaldehyde	**17**	On-road engines, construction equipment, railroads, airports
Polycyclic Aromatic Hydrocarbons (PAH)	**16**	Residential wood combustion
Acrolein	**12**	Structural fires, on-road engines, construction equipment
1,3 Butadiene	**7**	On-road engines, lawn & garden equipment, recreational marine vessels
Chloroform	**2**	Wastewater treatment facilities
Perchloroethylene	**1**	Dry cleaners, consumer products
Acetaldehyde	**1**	On-road engines, construction equipment

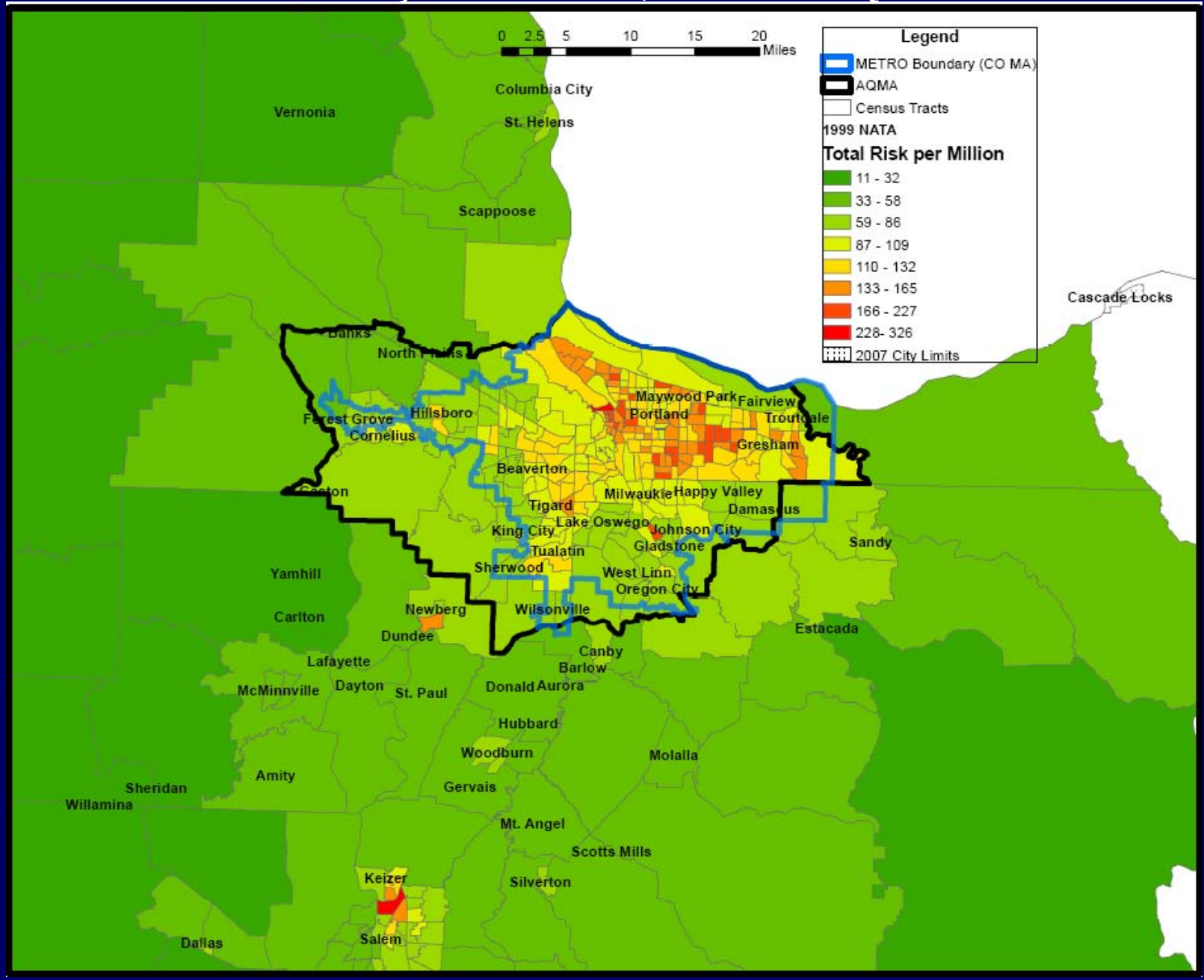
Portland Air Toxics Boundary Criteria

- Feasibility
- Where people receive exposure
- Where sources are located
- Meteorology
- Geography/topography
- Coordination with criteria pollutant boundaries
  - Also include areas of projected growth

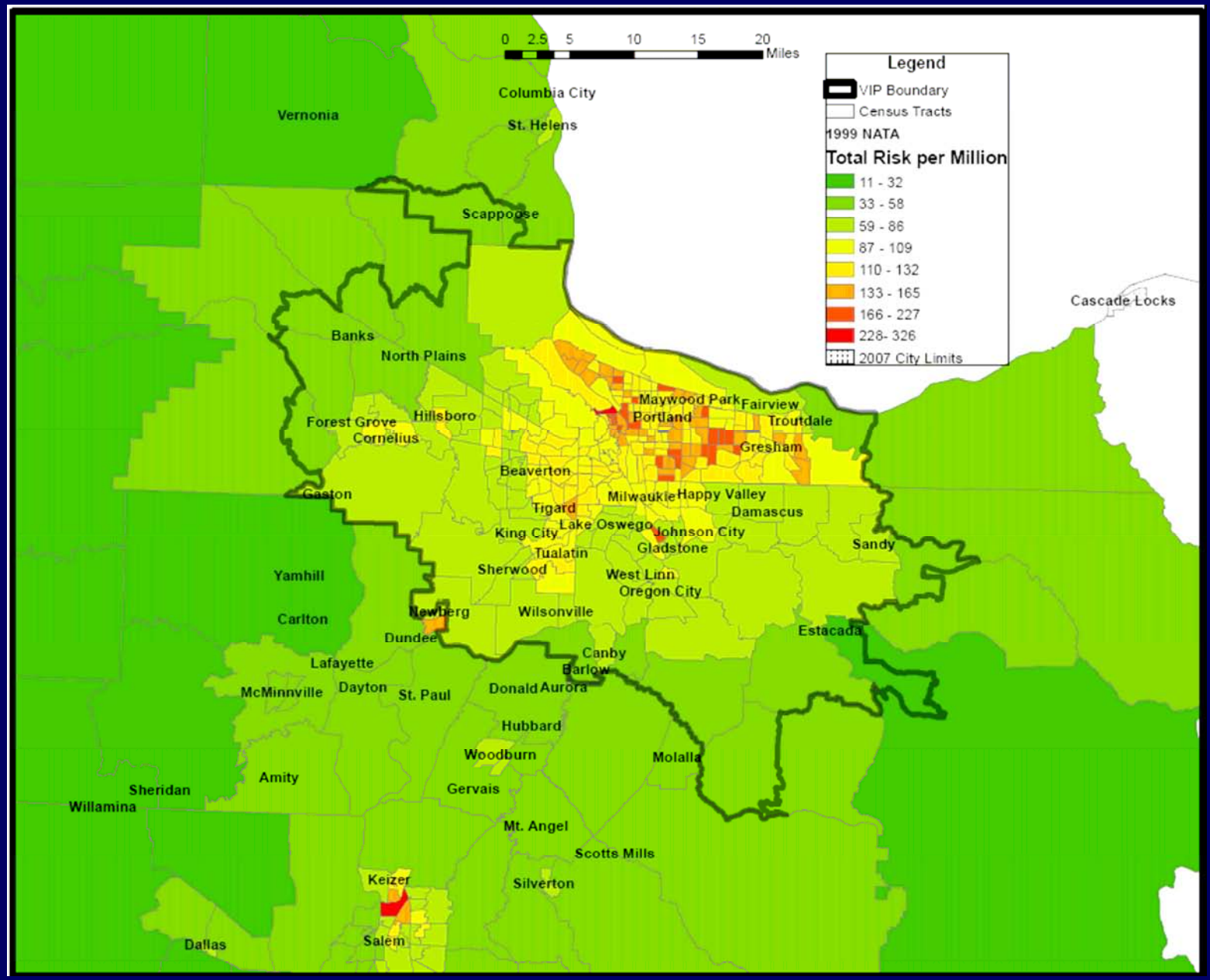
★ DEQ plans to delineate boundary by census tract risk

Existing AQ Boundaries and Census Tracts by Risk from NATA 1999

NATA 1999 Risk by Census Tract, Metro and AQMA Boundaries



NATA Census Tracts by Risk and Vehicle Inspection Boundary



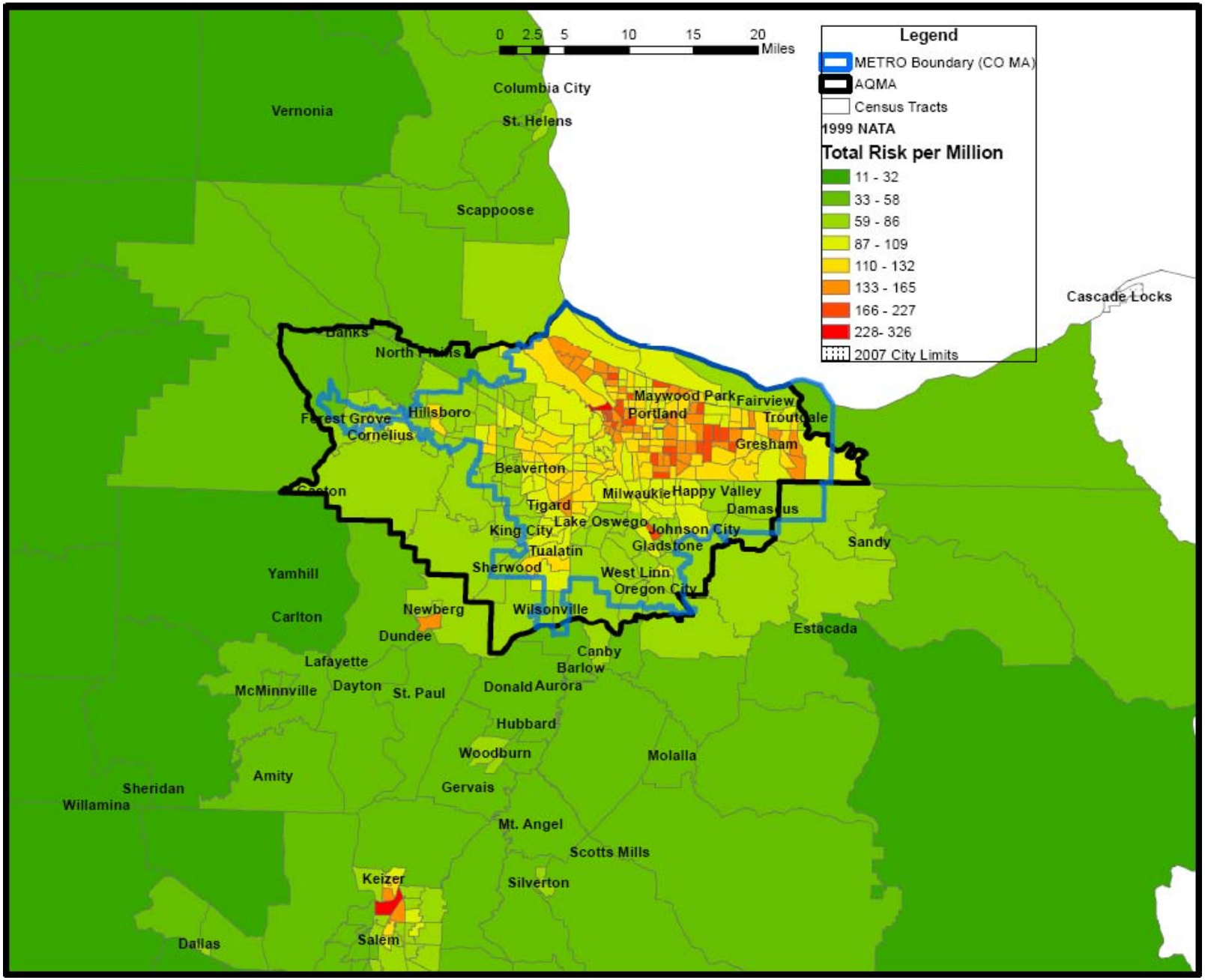
Next Steps

- Notice of PATS study area - 2/2008
  - Stakeholder outreach - ongoing
- Develop PATS advisory committee and stakeholder process – Dec-Jan 2007-2008
- Re-run PATA model - begin Jan 2008
  - Coordinate with Metro - ongoing
- Analyze monitoring data - begin Jan 2008
- Convene advisory committee - fall 2008
- Advisory committee recommendations - fall 2009

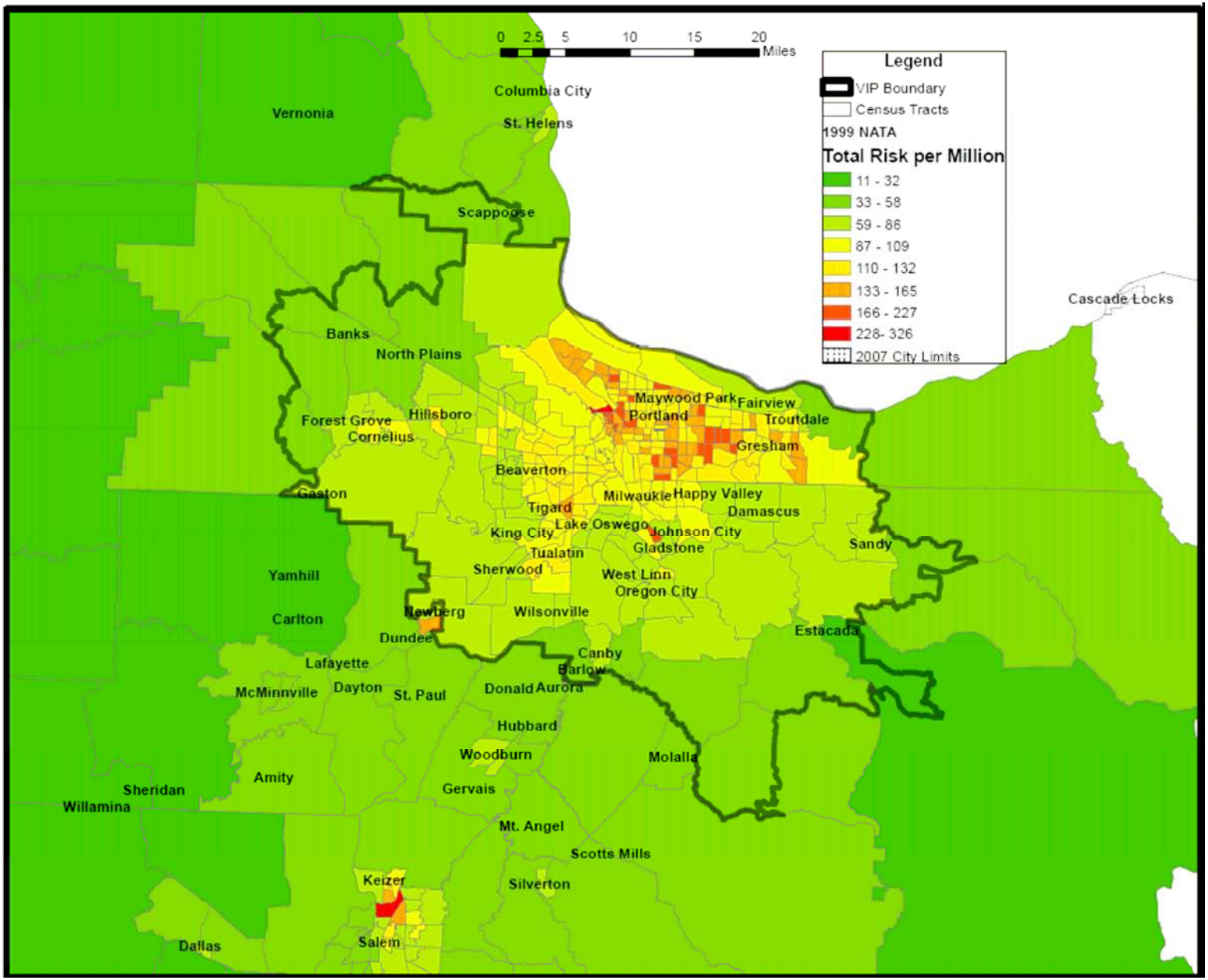
TPAC Input

- Interest in advisory committee membership?
- Thoughts about
  - Study area boundary
  - Technical considerations
  - Stakeholder process
- Coordination throughout project
- Contact Sarah Armitage to actively participate or get on project mailing list

NATA 1999 Risk by Census Tract, Metro and AQMA Boundaries



NATA Census Tracts by Risk and Vehicle Inspection Boundary



OTREC
OREGON TRANSPORTATION RESEARCH AND EDUCATION CONSORTIUM

OTREC NEWS
Volume 1, Issue 2
Fall 2007

www.otrec.us

INSIDE THIS ISSUE:

OTREC is a National University Transportation Center, and is a partnership between Portland State University, the University of Oregon, Oregon State University and the Oregon Institute of Technology

OTREC Projects Underway

The fall term at Oregon universities is well underway, and OTREC research, education and technology transfer projects at our partner universities are in full swing. Twenty-two projects selected in the spring have made exciting progress, and we are looking forward to final reports. Thirty-six new projects announced in September are just getting started. Forty-five faculty and approximately eighty students (undergraduate and graduate) across our four campuses are involved in OTREC projects. There are exciting collaborations across departments and campuses, and even several projects with faculty partners in other parts of the country.

A variety of work that relates to our theme and supports national transportation initiatives is in progress at PSU, UO, OSU and OIT. Research topics cross disciplines and involve many transportation topics including truck travel, freeway traffic and incidents, at-risk drivers, bridges, travel time, land use and planning, society and communities, bicycles, pedestrians and fish passage through culverts. Projects recently selected have added topics to the repertoire of issues being studied and include bus transit, weigh-in-motion devices, user fees, freight, travel forecasting, food delivery, asphalt pavements, travel demand, traffic safety, ITS and access management. Education and technology transfer projects are providing a city design lecture series, experiential learning (a mix of academic and practical experience) and new transportation courses.

OTREC is supporting transportation student groups and a summer young scholars program with a focus on transportation. A unique new traffic lab in rural Oregon is under development, and we are looking forward to a distinctive project that will document the history of Oregon's land use planning and transportation linkage. Several of these projects are featured in this newsletter, and our annual report (available in early December) will include more details on our progress.

A study to investigate travel time estimation errors (see page 4) is one of many OTREC sponsored projects.

Spotlight on ODOT: Key Research Partner

OTREC is privileged to have a strong partnership with the Oregon Department of Transportation (ODOT). The synergy between ODOT and OTREC faculty is resulting in more and better connections between research and practice. From OTREC's inception, ODOT has been generous in its support. In 2005, **Dr. Barnie Jones**, ODOT's Research Manager, agreed to serve on OTREC's Executive Committee, and ODOT's research selection process has been synchronized with the OTREC peer-reviewed selection procedure. This has resulted in new relationships between ODOT staff and OTREC faculty. In fact, **45%** of our research projects include ODOT as a partner, which is critical for our matching fund requirements. Dr. Jones says that "ODOT research has benefited greatly through this collaboration with OTREC. By matching ODOT funds with OTREC funds, ODOT Research will be able to stretch its dollars further. This will enhance our ability to transfer research results toward improving our state's transportation system."

"Oregon's ability to address its transportation challenges is greatly enhanced by the Congressional investment in OTREC, enabling researchers to tackle and solve problems ranging from aging infrastructure to system operations and new funding methods."

Gail Achterman
Oregon Transportation Commission

OTREC is also pleased to welcome ODOT's Highway Division Deputy Director **Doug Tindall** and Transportation Modeling Program Manager **Bill Upton** to our Board of Advisors. OTREC looks forward to many years of successful collaboration with ODOT, and we thank them for their continued support!

Director's Corner

Welcome to the second edition of the OTREC Newsletter. Here in the Pacific Northwest we have returned to the academic year's rhythm with new students, faculty, courses, seminars and research projects. We're especially pleased to welcome new PSU faculty member Dr. Miguel Figliozzi, a specialist in freight and logistics. Thanks to the hard work of many, we have accomplished a great deal in the 11 months since beginning operation. As you will read in this newsletter, we have awarded 58 research, education and technology transfer projects (based on 429 peer reviews), with 22 external partners. A total of 45 faculty and approximately 80 students are now working on OTREC projects. My special thanks to Hau Hagedorn, Research Program Manager, for overseeing this rigorous process. From the beginning, we have emphasized the importance of collaboration, and it is gratifying to report that 13 of our projects involve faculty on more than one campus, and 28 projects involve multiple principal investigators. These cross-institution and cross-discipline partnerships are made possible by our four-campus consortium, and will leave a lasting mark.

Students are always a focus for our activities, and students at PSU are preparing to host the 5th Annual **TransNow Student Conference**, with more than 45 students from the Northwest coming to Portland for a one-day students-only event (see the website at http://its.pdx.edu/Transnow07). Students are leading the arrangements for this conference, and have planned poster sessions, invited a keynote speaker, and arranged a panel discussion featuring regional transportation professionals. Students will also participate in the ITE Traffic Bowl held the evening before the conference.

This summer we were saddened by the death of PSU Special Assistant to the President for Strategic Planning, Public Policy & Government Relations Deborah Murdock, who was instrumental in OTREC's establishment. Debbie was passionate about students, public service, PSU, and even transportation research. We will miss her energy, enthusiasm, passion, optimism, support, and friendship deeply. In recognition of Debbie's passion for students and their success, the PSU Foundation has established a Debbie Murdock Scholarship; please contact me if you would like more information.

This newsletter provides just a snapshot of our activities, and I hope it conveys some of the excellent collaborative spirit that exists within the OTREC community. Please visit our website at www.otrec.us and feel free to contact me directly at bertini@pdx.edu if you have questions, comments, ideas or want to get involved.

Robert Bertini

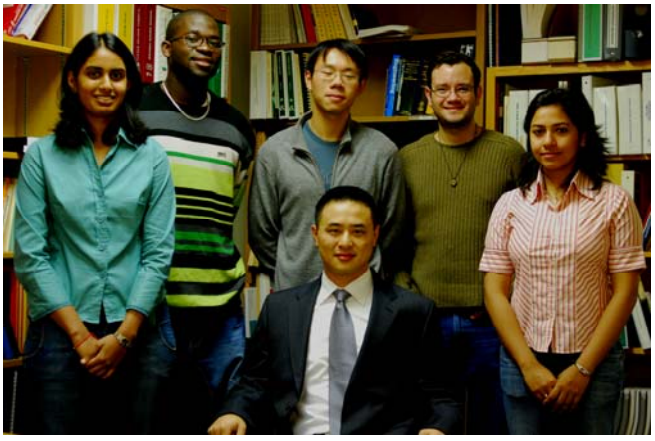
Robert L. Bertini, OTREC Director

OTREC Theme:
Advanced Technologies, Integration of Land Use and Transportation, Healthy Communities

Faculty Profile—Lei Zhang

Dr. Lei Zhang joined the School of Civil and Construction Engineering at OSU in January 2006, after earning two master's degrees (Civil Engineering, Applied Economics) and a Ph.D. in Civil Engineering from the University of Minnesota. Dr. Zhang conducts advanced and applied research on the dynamics of transportation and urban systems, as well as implications on management and policy decisions. He leads the Interdisciplinary Transportation Analysis and Modeling (*iTram*) research group at OSU. *iTram* employs and promotes interdisciplinary approaches to modeling the interdependencies between transportation, land use and natural resources, analyzing the full impact of planning and engineering decisions to ensure efficient resource allocation and sustainable development in the broad domain of transportation.

Dr. Zhang's current and previous research projects study freeway operations, traveler information systems, road pricing and distance-based charges, land use-transportation co-evolution, network growth, public and private transportation financing, urban growth scenarios and multimodal investment criteria. He has worked closely with OTREC, ODOT, and other state and local agencies in research project development and delivery. Dr. Zhang currently teaches four courses at OSU: Transportation Engineering, Transportation Systems Analysis and Planning, Advanced Transportation Supply-Demand Modeling and Land Use/Transportation Management and Policy. A new co-taught course on Multimodal Transportation is also under development. In his spare time, Dr. Zhang enjoys movies, soccer, and photography. More information on Dr. Zhang's research and teaching can be found at: http://web.engr.oregonstate.edu/~zhangle.
Contact Dr. Zhang at: lei.zhang@oregonstate.edu.



Dr. Lei Zhang (center) and graduate students at OSU.

2007-2008 OTREC Projects

On September 7, 2007, the OTREC Executive Committee selected the top 36 research, education and technology transfer projects for 2007-2008 funding. Over 80 proposals were received in May, and each proposal went through a rigorous peer review process. Peer-reviewers ranked the proposals on the basis of intellectual merit, broad impacts, relevance to OTREC's theme and the national transportation research agenda. Projects with ODOT as a co-sponsor are noted with *.

RESEARCH

*08-81 Socio-economic effect of vehicle mileage fees, phase 2; PIs: B. Starr McMullen, Lei Zhang, OSU

*08-91 Evaluation of the Oregon DMV at-risk driver program, phase 2; PI: James Strathman, PSU

08-93 Analysis of TriMet bus operator absence patterns; PI: James Strathman, PSU

08-98 Active transportation, neighborhood planning and participatory GIS, phase 2: PIs: Marc Schlossberg, Nico Larco, UO

08-102 Operational analysis of transit bus collisions; PI: James Strathman, PSU

08-108 Empirical observation of the impact of traffic oscillations of freeway safety; PIs: Chris Monsere, PSU, Sue Ahn, ASU

*08-115 Application of WIM data for improved modeling, design and rating; PIs: Chris Monsere, PSU, Christopher Higgins, OSU, Andrew Nichols, Marshall U.

08-116 Road user fee; PI: Anthony Rufolo, PSU

08-130 Value of reliability; PIs: Robert Bertini, PSU, David Levinson, Univ of MN

08-131 Oregon freight data mart; PIs: Miguel Figliozzi, Robert Bertini, PSU

08-133 Freight distribution problems in congested urban areas: fast and effective solution procedures to time-dependent vehicle routing problems; PI: Miguel Figliozzi, PSU

08-134 Practical approximations to quantify the impact of time windows and delivery sizes on freight VMT in urban areas; PI: Miguel Figliozzi, PSU

08-137 Dynamic activity-based travel forecasting system; PI: John Gliebe, PSU

*08-145 Assessment and refinement of real-time travel time algorithms for use in practice, phase 2; PIs: Kristin Tufte, PSU, Sue Ahn, ASU

*08-147 Influence of environmental effects on durability of CFRP for shear strengthening of RC girders, phase 2; PI: Christopher Higgins, OSU

*08-148 Seismic damage state models for Oregon bridges; PI: Peter Dusicka, PSU

08-152 Overlooked density: re-thinking transportation options in suburbia; PI: Nico Larco, UO

08-154 Food delivery footprint: addressing transportation, packaging and waste in the food supply chain; PIs: Madeleine Pullman, Darrell Brown, Scott Marshall, Wayne Wakeland, PSU

*08-155 Instrumentation for mechanistic design implementation; PI: Todd Scholz, OSU

*08-156 Development of an open source bridge management system; PI: Michael Scott, OSU

08-160 Long-term evaluation of individualized marketing programs for traval demand management; PIs: Jennifer Dill, Cynthia Mohr, PSU

08-161 Hurricane wave forces on highway bridge superstructure: repair and retrofit of existing bridges, phase 2; PIs: Daniel Cox, Solomon Yim, OSU

08-163 No more freeways: urban land use-transportation dynamics without freeway capacity expansion; PI: Lei Zhang, OSU

*08-176 Expanding Development of the Oregon traffic safety data archive; PI: Chris Monsere, PSU

08-184 Healthy communities, transportation-land use connection and children's travel; PIs: Yizhao Yang, Marc Schlossberg, UO

*08-190 Using archived ITS data to measure the operational benefits of a system-wide adaptive ramp metering system; PIs: Robert Bertini, PSU, Lei Zhang, OSU

*08-192 Evaluating the effectiveness of the Safety Investment Program (SIP) policies for Oregon; PIs: Chris Monsere, PSU, Karen Dixon, OSU

*08-195 Freight performance measures: approach analysis; PIs: Lei Zhang, OSU, Chris Monsere, PSU

*08-196 Access management best practices manual; PI: Karen Dixon, OSU

EDUCATION

08-97 Closing the gap: developing a transportation curriculum for the Oregon Young Scholars Program; PIs: Carla Gary, Bethany Johnson, UO

*08-126 IBPI: bicycle and pedestrian education program; PIs: Lynn Weigand, Jennifer Dill, PSU, Marc Schlossberg, UO, Karen Dixon, OSU

08-144 Traffic engineering training for rural communities; PI: Roger Lindgren, OIT

08-187 Distribution logistics course; PI: Miguel Figliozzi, PSU

TECHNOLOGY TRANSFER

08-138 Oregon transportation planning experience; PIs: Carl Abbott, Sam Lowry, PSU

08-173 Options for integrating urban land use and travel demand models; PI: John Gliebe, PSU

08-175 Increasing capacity in rural communities: planning for alternative transportation; PIs: Megan Smith, Keavy Cook, Bethany Johnson, UO

Travel Time Estimation Improvement Study

Congestion on urban freeways is a serious issue for the U.S. and is a federal research priority. One approach to reducing congestion is to carefully measure travel time and provide travelers with information about current and forecasted travel conditions through such methods as dynamic message signs (DMS), internet services, through 511 or via in-vehicle devices.

Dr. Kristin Tufte, PSU, is leading a collaborative and cross-disciplinary project to identify and understand the sources of errors for real-time travel time estimation in Portland, Oregon. Dr. Tufte and students, working in partnership with the Oregon Department of Transportation (ODOT), analyzed data collected during 544 probe vehicle runs using GPS devices. Data was collected during morning and afternoon peak periods on various days of the week. The large ground truth data set (approximately 160 driving hours) and data analysis calculations (travel time estimations and vehicle trajectories) are stored in PORTAL, the official transportation data archive for the Portland metropolitan region.

The data were analyzed using several travel time estimation algorithms, and the analysis helped understand the reliability and performance of the algorithms under various conditions (free-flow, congestion, incidents). The analysis revealed that accuracy of estimates was good with mean absolute percent error of 11.3% over all runs. In addition, 85% of the runs exhibited errors less than the FHWA-suggested threshold of 20% (see Figure 1).

The evaluation showed that one primary cause of error in travel time estimation in the Portland metropolitan area is transition traffic conditions. Transition conditions such as a change from congested to uncongested and vice versa cannot be captured by using instantaneous point speeds extrapolated for travel time estimation. Historical data or trends should be incorporated into the travel time estimation to improve accuracy during transition conditions.

Another cause of estimation error was shown to be detector spacing. A speed plot for a ground truth run on I-5 southbound, south of downtown Portland, identifies a problematic section as one where there is large detector spacing, resulting in missed data from changing traffic volumes at a merge (see Figure 2). Additional analysis shows that adding a detector in this location would significantly reduce the error. Higher detector density is critical in locations where bottlenecks occur.

A third primary cause of error is failure of detectors. The research team experienced this first hand during the course of the study, as detectors experienced a variety of outages due to construction, vehicle impact, and even theft! The need for portable detectors or methods to incorporate historical data from the detector or use gap filling techniques to account for the loss in data became clear.

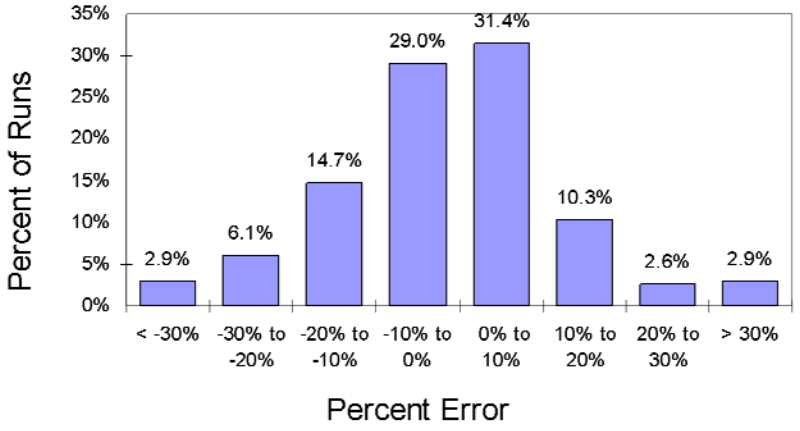


Figure 1. This figure shows that of the runs collected, 85% had absolute estimation error under the FHWA-suggested threshold of 20%.

The project team will continue this project with additional funding from OTREC. Issues such as conditions under which travel time estimations are inaccurate and additional influence area adjustments will be investigated.

Dr. Tufte notes that the success of this project was due to the true collaborative nature of the PSU and ODOT team that combined research at PSU with ODOT in-field expertise and feedback.

Dr. Kristin Tufte, Ph.D. student Sirisha Kothuri, and students Enas Fayed and Josh Crain were members of the PSU team. ODOT staff Galen McGill, Dennis Mitchell and Jack Marchant, along with former ODOT staff Hau Hagedorn, provided expertise in Intelligent Transportation Systems, data processing and real-world operations. A paper, "Toward Understanding and Reducing Errors in Real-Time Estimation of Travel Times (Kothuri, Tufte, Fayed and Bertini) has been accepted for presentation at the 87th Annual Meeting of the Transportation Research Board. Contact: Dr. Kristin Tufte, tufte@pdx.edu.

"The project wouldn't have happened without the great interactive group of people we worked with."

Kristin Tufte
Principal Investigator

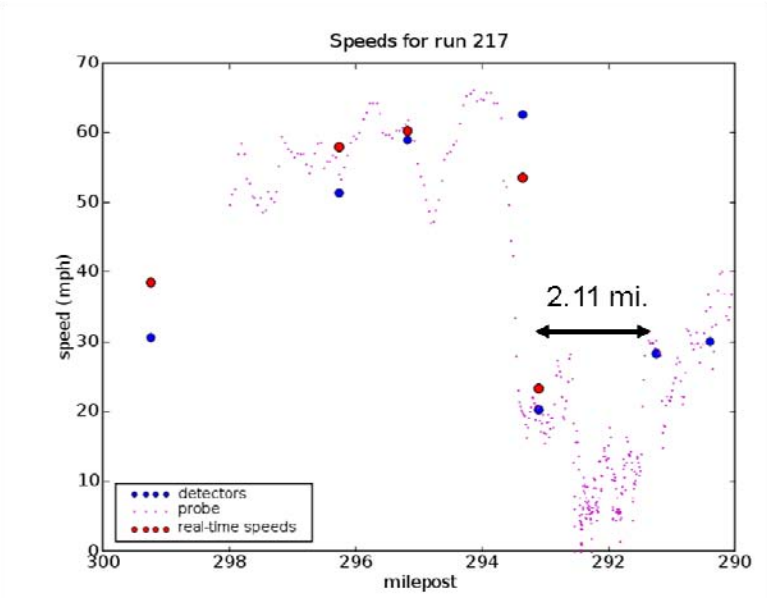


Figure 2. Graphical and statistical analysis show a speed plot for a ground truth run on Hwy I-5 southbound, south of downtown Portland.

Students and Professionals Team up for Multiway Boulevard Project

Tyler Nishitani and Jesse Golden

Multiway boulevards offer one possible alternative to congested arterials in metropolitan areas. These boulevards have several middle lanes of faster moving traffic separated by medians from side access and parking lanes (right). Since local traffic travels in the slower access lanes, these streets support a wider array of land uses than typical arterials. Ground level retail uses can take advantage of on-street parking in the access lanes, while residential uses like the park-like quality of the landscaped boulevards. These boulevards can reduce congestion, improve pedestrian and automobile safety, and support more unified land uses. An applied research project by Dr. Mark Gillem at UO brings together a diverse community to investigate the transportation and land use potential of replacing a typical urban arterial with multiway boulevards.

Prof. Gillem's project uses a case study approach that focuses on the Franklin Corridor in the Eugene-Springfield, OR area. Public workshops held earlier this year drew over 300 people from Springfield and Eugene, and over 30 undergraduate and graduate students have been involved in planning studios and research, including investigations on how other communities have addressed arterials that accommodate local and through traffic, pedestrians and bicycles. Students in architecture, landscape architecture and planning, along with local professionals and members of the general public, worked together to analyze existing conditions, develop planning objectives, prepare conceptual diagrams for development of the corridor, examine alternative right-of-way sections and calculate potential future development capacities in terms of densities and open space. The study corridor is under intense development pressure, and this project looks beyond individual development proposals to study the potential benefits for the corridor as a whole.

This exciting collaboration between university, community and cities helps bridge the gap between academia and practice. A primary sponsor or the project is the American Institute of Architects, and OTREC funding has helped support student studio work last spring and this fall. This project addresses USDOT strategic objectives of improved safety, enhanced mobility and investigation of minimizing environmental impacts of transportation. Contact: Dr. Mark Gillem, mark@uoregon.edu.

OIT Traffic Engineering Lab Development

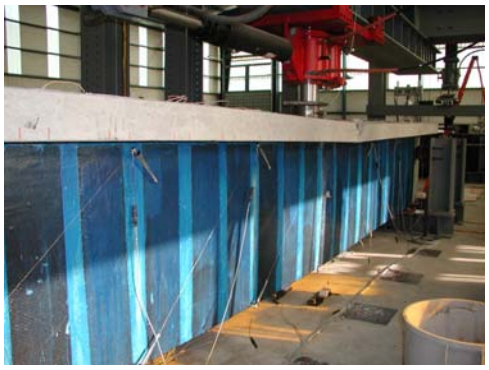
The OIT Traffic Engineering Laboratory in Cornett Hall formally started up in September 2007. This combination research and education space now occupies officially designated space. Previously, traffic simulation and other traffic engineering activities were accomplished in a mixed-use civil engineering student computer lab. The new lab consists of five new computer workstations equipped with state-of-the-practice traffic simulation and evaluation software. A "hardware in the loop" traffic simulator was purchased and will be commissioned in late 2007. Dr. Roger Lindgren received a grant from OTREC that will allow for the remainder of the computers/software/peripherals to be purchased for this rural community campus. Currently the primary users of the Traffic Lab are students enrolled in a senior elective traffic engineering course. The first research project to use the new facilities is the OIT-PSU Collaborative Project, "Evaluation of OR140 Ice Warning System" under an ITS Partnership agreement with ODOT. Contact: Dr. Roger Lindgren: roger.lindgren@oit.edu.

Right: Dr. Roger Lindgren (standing) and student Jared Lowther perform computer based traffic simulations using a "hardware in the loop" setup.

Concrete Bridge Girders Strengthened with CFRP

Dr. Christopher Higgins and his students in the Kiewit Center for Infrastructure and Transportation at OSU are very interested in the safety of existing bridges across the nation, as is the USDOT. Many reinforced concrete bridges in the national inventory are lightly reinforced for shear and are exhibiting diagonal cracking and distress. There is interest in trying to extend the service lives of these bridges by rehabilitating them. One of the most promising materials for strengthening these bridges is surface bonded carbon fiber-reinforced polymers (CFRP). Recent OSU research on fatigue response of full-size reinforced concrete deck girders (RCDG) repaired with CFRP indicates that the CFRP did not exhibit strength degradation under high-cycle fatigue. However, long-term environmental deterioration of the bonded CFRP remains uncertain.

Through an OTREC project co-sponsored by ODOT, Dr. Higgins and his research team are assessing the impact to shear of environmental exposure conditions on reinforced concrete bridge girders strengthened with CFRP, quantifying possible long-term durability issues. Also, they are investigating the behavior of reinforced concrete bridge girders strengthened with CFRP and exposed to *combined* accelerated environmental aging and fatigue to evaluate durability of CFRP repairs for shear. This research involves testing full-size girders strengthened with surface bonded CFRP in the new large-size environmental-structural loading chamber located in the Structural Engineering Research Laboratory at OSU. After environmental exposure, the specimens will be tested to destruction. Results will be compared with test specimens not subjected to environmental exposure and findings will be used to recommend design, analysis, and inspection methods.



Above: CFRP strengthened beam control specimen; approximately 500,000 pounds of applied force was used to fail the specimen.

Environmental testing system designs and construction are complete; specimens are designed and four are constructed. Two specimens have been pre-cracked and repaired with CFRP and are currently undergoing long-term immersion in a water bath. Additional specimens are now being pre-cracked and repaired in preparation of freeze-thaw exposure. Two master's and four undergraduate students are working on the project. Materials are being provided by BASF-MBrace, and Fyfe Company, LLC. Contact: Dr. Christopher Higgins, chris.higgins@orst.edu.

Modeling Data Gaps in Loop Detector Systems

Traffic-monitoring systems, such as those using loop detectors, are prone to failures for various reasons and for various time intervals, causing data "gaps." These coverage gaps adversely affect the accuracy of traveler information products, such as the TripCheck Speed Map for the Portland Metropolitan Region (see Figure 1) and travel time estimation. An applied research project led by Dr. David Maier in the Computer Science Department at PSU is exploring the use of models to fill gaps in live data feeds, with the additional challenge of doing so in near real time. Using historical data, Dr. Maier's research team seeks to improve the completeness of traffic monitoring data to provide better coverage and accuracy for travel information services.

The objective of this project is to fill in missing data in real-time. A key feature is that data imputation is being studied in the context of its effect on end-user applications as different applications have significantly different requirements with regard to data accuracy. Relationships between detectors are modeled under conditions when all detectors are operational and linear and non-linear regression is used to "learn" the relationships between the detectors. Once the relationships are understood, if a detector fails, the modeled relationships and available live data can be used to impute the missing data. To evaluate these techniques, data was gathered from PORTAL, the transportation data archive for the Portland metropolitan region. Selected highway segments were chosen for study based on highway geometry and traffic conditions. Off-line models were built for the segments under study and the accuracy of various imputation methods was examined using synthetic gaps of various lengths.

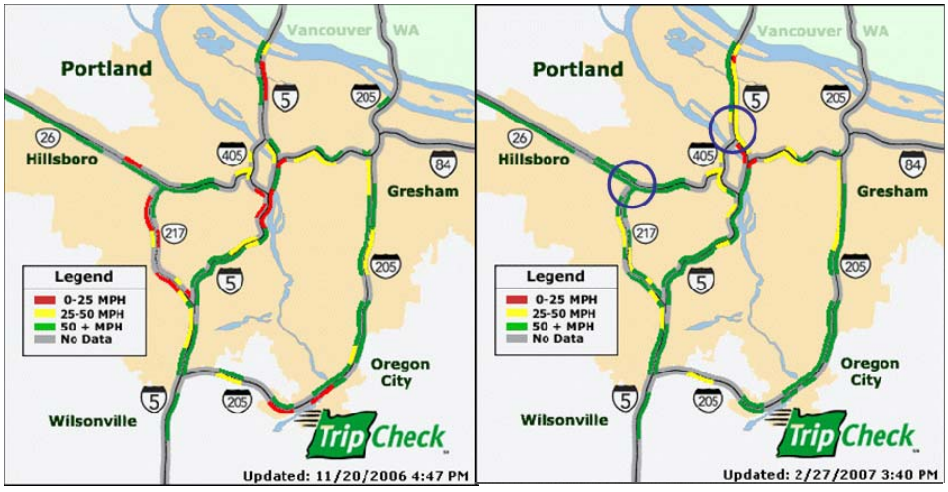


Figure 1. Screenshots of speed maps of the Portland Metropolitan Area Freeway System presented by TripCheck. Notice the difference in availability in the circled areas.

As shown in Figure 2 on the next page, the research so far indicates that non-linear regression is an effective technique for imputing data. Under conditions that exhibit relatively long gaps, non-linear regression over historical data appears to be superior to less complex imputation techniques such as roll-forward.

Continued on next page

Active Transportation and Low Income Children

Since the mid 1980s, the prevalence of obesity among children in the United States has increased dramatically. Currently 18% of children 6-19 years old are considered obese, compared with 6% in the late 1970s. Researchers are examining the degree to which community-level factors influence children's physical activity, particularly the level of active transportation to and from school. Past research has found that "walkability" factors such as the intersection density, street connectivity and presence of tree cover near schools are positive predictors of children walking to school. Other literature focuses on the influence of neighborhood safety on levels of physical activity.

Dr. Jessica Greene at UO is examining research questions related to this topic. Her OTREC research project uses survey data from an ethnically diverse group of low income children to ask 1) What is the relationship between children's active transportation and overall physical activity and obesity? 2) How do race and gender influence active transportation, overall physical activity and obesity? 3) What are the contributions of walkability measures and perceived neighborhood safety (traffic and crime-related) on active transportation?

Data from a cross sectional survey of 765 parents and guardians of children in Florida aged 5-18 who receive Medicaid were used to develop multivariate regression models to identify the independent influences of walkability and safety on active transportation. The models test whether walkability factors are equally important in communities that are perceived to be safe and those that are unsafe. They also examine the relationship between active transportation and overall physical activity and obesity for this low income population of children.

Preliminary data analysis has begun. Dr. Greene has found that there are racial and gender differences in active transportation and physical activity in the low income population studied. In this study, African American children were more likely to walk or bike to school than Caucasian children (37% vs. 21%), and Caucasian girls were less likely than Caucasian boys or African American children to walk frequently or engage in strenuous physical exercise, yet they have the lowest obesity rates. It was found that perceived neighborhood danger lowers the rate of some forms of physical activity for children. In areas of higher perceived danger, children are less likely to walk and participate in strenuous activity, but danger does not appear to influence active transportation to school.

Graduate student Lori Quillen has been working on this research and presented some early findings at the URISA GIS in Public Health Conference last spring in New Orleans. The Center for Health Care Strategies in Hamilton, NJ is a partner in this project. Contact: Dr. Jessica Greene, jessicag@uoregon.edu.

Data Gaps continued

Future work will explore incorporating additional inputs for prediction, such as time-delayed measurements, in addition to exploring more choices of nonlinear regression. In addition, gap patterns in the historical PORTAL data will be studied and the performance of the gap-filling algorithms will be studied on those patterns. Through this study, it is conjectured that providing an estimated system state may be better than displaying incomplete or erroneous data.

Unique to this research is the emphasis on application-driven data imputation and the effective use of real-time or near-real-time traffic monitoring data to provide the best possible estimations for different end-user applications. This research supports national surface-transportation research priorities, including the Systems Management Information area (ITS Joint Program Office) within USDOT.

Research team members include Dr. David Maier, Dr. Kristin Tufte, Dr. Robert Bertini and computer science Ph.D. student Rafael J. Fernandez-Moctezuma. The team presented a paper at the 2007 IEEE Conference on Intelligent Transportation Systems. Contact: Dr. David Maier, maier@cs.pdx.edu.

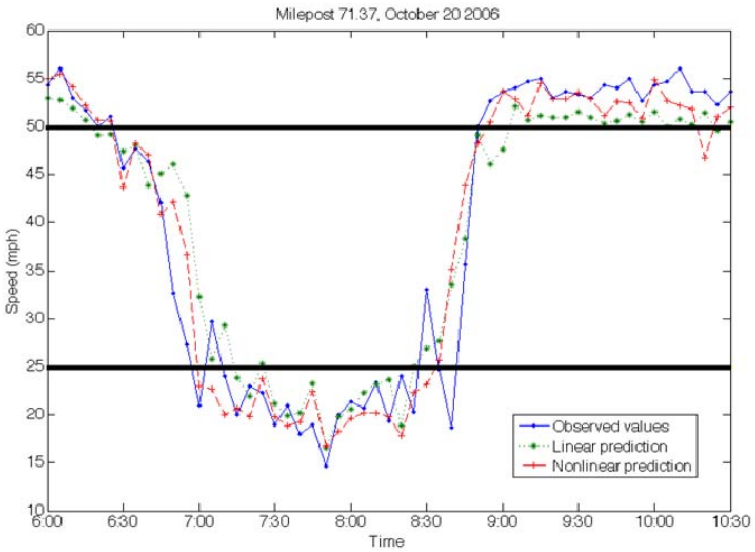


Figure 2. Experimental results. The predicted values of both models follow closely the observed values. The horizontal cutoffs correspond to the ODOT speed cut-offs used for speed maps. The predicted outputs are classified accordingly as they would be displayed in a speed map, with measured accuracy rates of 80% for the linear model and 89% for the nonlinear model.

CTS Transportation Seminar Series at PSU

The Center for Transportation Studies at Portland State University offers weekly transportation seminars on Fridays at noon. The seminar is broadcast live on the web, and is open to the public. Viewers may submit questions by email before or during the seminar. More than 145 seminars are archived in streaming video on the CTS website. The Spring and Fall 2007 seminars featured 20 guest speakers from a variety of universities, public agencies and organizations. In addition to students registered for credit, more than 330 professionals and guests also attended the seminars during the spring term. OTREC sponsored three speakers as part of our Visiting Scholar Program (below).

RSS Podcats Debut: Audio files (mp3) of the CTS Seminar Seminars are now available. The upcoming seminar schedule, as well as podcasts and archived streaming videos of past seminars is available on the web: http://www.cts.pdx.edu/seminars.htm.

OTREC Visiting Scholar Program

"Car-Free" John Pucher

Self-described "car-free" Professor John Pucher from the Bloustein School of Planning and Public Policy at Rutgers University was the first fall OTREC Visiting Scholar and CTS Seminar guest on September 28, 2007. His presentation, "Promoting Safe Walking and Cycling to Improve Public Health: Lessons from Europe," was standing room only, and the audience enjoyed his energetic presentation and photos of bike-friendly features in cities across Europe. Dr. Pucher examined a range of public health impacts of our urban transport systems and argued that the current car dependence of American cities is responsible for enormous environmental harm, social isolation, lack of physical activity, and traffic dangers. He described how improving the convenience, safety, and attractiveness of walking and cycling is crucial to overcoming these negative impacts. Many cities in Europe have been successful at greatly improving conditions for walking and cycling, while integrating them fully with high-quality public transit systems. Dr. Pucher discussed specific policies and programs and advocated their widespread adoption in American cities. A lively discussion with faculty, students and members of the Portland Bicycle Master Plan Committee followed the seminar.

Susan Handy on Bicycling in Davis, CA

In early May OTREC hosted a visit by Dr. Susan Handy from the Sustainable Transportation Center at the University of California Davis. Dr. Handy's research focuses on the connections between land use and transportation, and she is well known for her work on the impact of neighborhood design on travel behavior. Dr. Handy was the guest lecturer at the CTS Transportation Seminar Series, and presented "Bicycling in Davis, CA: A Critical Look at Policy and Behavior in the First Platinum Bicycle City in the U.S." Although Davis has long been held up as a model bicycling community where residents bike as a normal part of their daily lives, it has not been rigorously studied. Dr. Handy presented highlights from several studies underway at UC Davis that are helping to fill this gap, including an analysis of the history of bicycling policy, a behavioral study of factors contributing to high levels of bicycling in Davis, and an evaluation of a recent campaign to get kids to bicycle to soccer games. The seminar was followed by a luncheon discussion with faculty, students and members of the Portland Platinum Advisory Committee.

Peter Stopher, University of Sydney

Dr. Peter Stopher, Professor of Transport Planning at the University of Sydney, was the OTREC Visiting Scholar at the CTS Seminar on May 18, 2007. In his presentation, "Using a GPS Panel to Evaluate Travel Behavior Changes," Dr. Stopher outlined several projects that are using personal GPS devices to collect travel behavior data of individuals. He described survey procedures, and provided an overview of some of the results emerging from collection of data. Of particular interest is that the GPS surveys are being conducted in most cases by using a panel, with at least two waves of data collection, and that panel members carry the GPS devices for anywhere from one week to one month. Initial studies of the variability in daily travel, where there are no fatigue effects from recording multiple days in a diary, are showing some interesting patterns and leading to some important conclusions. Dr. Stopher has more than 40 years of experience as an educator and consultant in transport planning and has published many papers and books in transport-related topics. He teaches and researches in transport policy and planning, survey methods, travel demand modeling, and environmental analysis, and is pioneering the use of GPS devices in transport surveys. Dr. Stopher had lunch with faculty, students and members of the Oregon Modeling Steering Committee.

New Student Group at UO

Transportation & Livability

a multi-disciplinary student group at the University of Oregon

The Transportation and Livability Student Group at UO is a student organization that brings together undergraduate and graduate students in Planning Public Policy & Management (PPPM), Architecture, Landscape Architecture, Geography, Environmental Studies and other majors. Students focus on planning and design of transportation systems as they relate to community quality of life and livability. Group members are passionate in their mission to enhance the education of the group as well as communicate transportation and community livability issues across campus.

The fall term at UO finds students in the group involved in many activities in a variety of disciplines. Environmental studies student Aaron Michalson is working to locate a building to construct a biodiesel processor that could use university cafeteria cooking oils to sustainably power campus facilities vehicles. PPPM student Christo Brehm developed a mobile GIS tool to measure "complete streets" in cities around the country. The new tool can be used to advocate for street designs that accommodate all users (pedestrians, bicyclists, transit users, automobiles). A group of students in architecture and landscape architecture is working to redesign bike parking facilities at a neighborhood elementary school as part of the Design Bridge service learning program under Dr. Nico Larco. A team of planning students is exploring land use implications of alternative future bus routes in the West Eugene area, and is in dialogue with the neighborhood council, citizen's advocacy group and Lane Transit District. PPPM graduate students Tim Brass and Titus Tomlison are working on a research model to explore universal design (access for persons with disabilities) around transit, pedestrian, and bicycle facilities. In addition, two new group members from economics and business are working to promote the group on campus, secure funding and define the group's organizational structure. The Transportation and Livability Student Group offers a speaker series featuring transportation professionals and sends students to local and regional transportation conferences and workshops. OTREC is pleased to sponsor this active multi-disciplinary transportation group.

Walter H. Kramer Fellowship Established

Transportation research and education has had a long, rich history at PSU. In 1966, Dr. Walter H. Kramer founded the first transportation studies center in the Department of Marketing (now School of Business Administration). Focusing on transportation research and education, Dr. Kramer believed that "the actions of an individual, of a college, can determine the future of our cities, our society," and devoted himself toward bringing "the resources of the faculty to bear on the problems of the community."

Since Dr. Kramer's retirement in 1987, transportation research and education has grown in the PSU School of Business Administration (the Supply and Logistics program), the College of Urban and Public Affairs (the Center for Transportation Studies), the Maseeh College of Engineering and Computer Science (the Intelligent Transportation Systems Laboratory) as well as across campus and statewide (OTREC). Students in many graduate degree programs are engaged in multi-disciplinary, multi-modal research projects that are helping to "determine the future of our cities, our society" and assisting in developing new solutions to "the problems of the community."

Beginning with a donation by Dr. Kramer's daughter and husband, Mary Jo and Chris Chapman, a Walter H. Kramer Endowed Transportation Fellowship has been established. The fellowship is aimed at providing financial support to PSU graduate students enrolled in transportation-related graduate programs and working on multi-disciplinary, multi-modal research connected with making a difference in "our cities, our society," and "the community." If you would like to contribute to the Walter H. Kramer Endowed Transportation Fellowship, please contact OTREC at 503-725-4249 or otrec@pdx.edu.

Anderson Joins OTREC

Rie Anderson is the newest OTREC employee, hired in May as the Fiscal Operations Coordinator. Rie manages the fiscal aspects of OTREC activities by tracking grant and match expenditures, reviewing sub-award budgets, and communicating with department grant administrators and other universities on fiscal requirements. Rie is a Certified Public Accountant with eight years of experience in fiscal-related work in public and private sectors. She earned a B.A. in International Relations from Kobe City University of Foreign Studies and a Post-baccalaureate Certificate in Accounting from Portland State University. She is a lifetime member of Beta Gamma Sigma Business Honor Society.

RAC National Meeting

Hau Hagedorn, OTREC Research Project Manager, participated in AASHTO's Research Advisory Committee (RAC) meeting in Seattle, WA in August. RAC identifies research needs, defines research emphasis areas, utilizes research findings, maintains an overview of state related research activities and funding, and works to employ the National Cooperative Highway Research Program (NCHRP) effectively. Discussions were focused on the status of national transportation research programs and what is needed to prepare for the future of transportation and transportation research. Specific sessions covered research partnerships between departments of transportation and universities, research project management, and documenting the value of research. OTREC appreciates the opportunity to strengthen the ties between UTCs and AASHTO.

Upcoming Workshop: Building Future Transportation Leadership

OTREC, TriMet and David Evans and Associates are teaming up to host a unique workshop in January 2008. Transportation planners and professionals from local public agencies and firms will be invited to a special workshop designed to explore how rail transit and land use planning thrive in Portland. Transportation experts from the Portland area will lead the workshop, and will share their stories and lessons learned from Portland's success. The goal is to pass on knowledge to a new generation of transportation leaders. The workshop will be offered to a wider audience in the near future.

OTREC Light Rail Transit Series: Facilities Design

OTREC will offer Facilities Design, part of our Light Rail Transit workshop series in the spring of 2008. The course will provide an overview, practical applications and guidance with respect to modern U.S. light rail facilities design practice. Course instructors from TriMet and David Evans and Associates are actively involved in current light rail design, construction and operation. More information will be available soon on the OTREC education web page: http://otrec.us/education.php

OSU Traffic Safety Workshops

The Kiewit Center, in partnership with ODOT, offers a series of traffic safety workshops on the OSU campus in Corvallis. Upcoming workshops include:

Traffic Engineering Fundamentals
December 10-12, 2007
Uniform Traffic Control Devices
March 18-20, 2008
Road Safety Audit
April 10-11, 2008
Safety Improvement Identification, Analysis and Evaluation
April 21-23, 2008
Access Management Techniques
May 12-13, 2008
Lighting and Illumination
June 17-19, 2008

For more information, please visit:
http://kiewit.oregonstate.edu/workshops.html

Northwest Transportation Conference at OSU

The 2008 Northwest Transportation Conference, "Making the Most of What We Have; Innovations for the 21st Century" will be held at OSU on February 5-7, 2008. The theme addresses innovations that maintain and improve transportation system service levels with constrained funding and limited resources. Sessions will be held on transportation growth management, capacity of existing infrastructure, smart infrastructure investments and long life and recycled materials. Nationally recognized keynote speakers are on the schedule. More information: http://kiewit.oregonstate.edu/nwtc

IBPI Workshop—February 2008

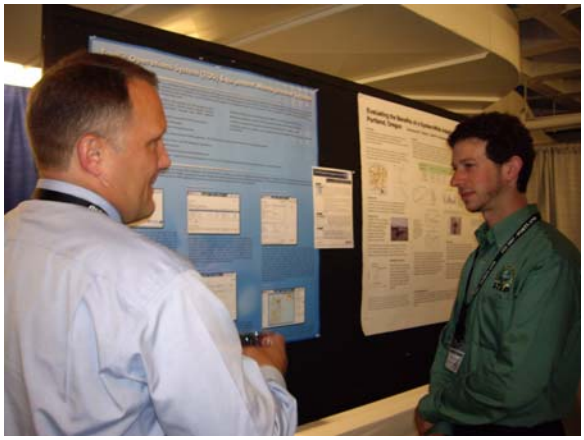
The Initiative for Bicycle and Pedestrian Innovation (IBPI) at PSU will offer a workshop entitled "Designing Pedestrian Facilities for Accessibility" in February 2008. This course, developed by the Federal Highway Administration (FHWA) and the Association of Pedestrian and Bicycle Professionals (APBP), teaches how to apply the guidelines and policies of the Americans with Disabilities Act (ADA) to public rights-of-way. The course will examine a range of pedestrian disabilities, how people with disabilities use pedestrian facilities, and how designs affect mobility and safety. For more information, visit: http://www.ibpi.usp.pdx.edu

Dixon Presentations Recognized

Presentations by OSU Associate Professor Karen Dixon and co-authors were ranked first and second at the Urban Street Symposium held in June in Seattle, WA. These top presentations were based on papers entitled *Benefits and Risks of Urban Roadside Landscape: Finding a Livable Balanced Response* and *Effect of Urban Street Design on Operating Speed*. Dixon, et. al, have been invited to present these papers at the "Best of the 3rd Urban Street Symposium" session at the upcoming TRB Annual Meeting in 2008.

ITE District 6 Annual Meeting Participation

Students and faculty from OTREC were very active at the Institute of Transportation Engineers (ITE) District 6 Annual Meeting in Portland, OR in July. Dr. Chris Monsere worked diligently as a member of the Local Arrangements Committee (LAC), and more than 10 PSU students participated in presentations and poster sessions. OTREC faculty and staff moderated sessions and presented posters, including Robert Bertini, Chris Monsere, Jennifer Dill, Karen Dixon and Hau Hagedorn. Josh Crain, PSU student, was on the winning team for the James Kell Student Competition; Dr. Chris Monsere won the Best Chapter/Section Website Award for the Oregon Section website, and Drs. Bertini and Tufte won paper awards. Special thanks to Peter Koonce, LAC Chair, of Kittelson & Associates, Inc., for making the conference so accessible to students.



Above: PSU students with faculty members Chris Monsere and Kristin Tufte at the ITED6 Meeting.
Left: student Oren Eshel (right) presents research poster.

OTREC Names Board of Advisors

OTREC's structure includes an external Board of Advisors (BOA) consisting of representatives from transportation-related organizations, primarily in Oregon. The role of the BOA is to help develop OTREC's foundation and provide guidance on OTREC's overall mission. We are pleased to announce the formation of the first Board, with the following outstanding transportation community members:

- **Scott Bricker**, Executive Director, Bicycle Transportation Alliance
- **Andy Cotugno**, Director of Planning, Metro
- **Phillip Ditzler**, Administrator, Oregon Division, Federal Highway Administration
- **Tomas Endicott**, Founder, Policy and Business Development, SeQuential Biofuels
- **Mike Flanigon**, Director, Office of Technology, Federal Transit Administration
- **Lavinia Gordon**, Director, City of Portland Office of Transportation, Bureau of Transportation System Management
- **Ruth Harshfield**, Executive Director, Oregon Alliance for Community Traffic Safety
- **Rob Innerfeld**, Transportation Planning Manager, City of Eugene
- **John Isbell**, Director of Corporate Delivery Logistics, Nike, Inc.
- **Susie Lahsene**, Corporate Planning Manager, Port of Portland
- **Jay Lyman**, Project Manager, Columbia River Crossing Project, David Evans & Associates
- **Randy McCourt**, Principal, DKS Associates
- **Neil McFarlane**, Executive Director of Capital Projects, TriMet
- **Dr. Nancy Nihan**, Director, Transportation Northwest (TransNow)
- **Hon. Lynn Peterson**, Clackamas County Commissioner
- **Tom Schwetz**, Director of Development Services, Lane Transit District
- **Doug Tindall**, Deputy Director, Highway Division, Oregon Department of Transportation
- **Bill Upton**, Oregon Modeling Steering Committee, Transp Modeling Program Manager, Oregon Department of Transportation

CUTC Meeting in Madison, WI

This past June, Prof. Robert Bertini, Hau Hagedorn and Jenny Kincaid spent a few days in Madison, WI to participate in the Council of University Transportation Centers (CUTC) annual meeting, hosted by the Midwest Regional UTC at the University of Wisconsin. Sessions were held on strategic planning, communication best practices, and RITA news/ guidelines. In addition, OTREC staff appreciated the opportunity to meet with other administrative managers from centers around the country and to enjoy the lovely UW terrace on Lake Mendota.

From Left: Robin Kline and Amy Stearns (RITA), Robert Bertini, Jenny Kincaid and Hau Hagedorn at the CUTC meeting.

Region X Participation

The Region X Consortium meets bi-annually and includes representatives from UTCs and state transportation departments in Oregon, Washington, Idaho and Alaska. Participants discuss regional collaboration for transportation research and education efforts. OTREC staff and partner university faculty attended the spring meeting in Moscow, ID, and the fall meeting in Seattle, WA. The agendas included development of a regional pooled-fund research project, whereby the Consortium will sponsor major research projects from a regional needs perspective. Education initiatives were also topics, including possible creation of a pilot distance education course that could be offered and coordinated between the Region X universities. The next meeting will be held at the University of Alaska in May 2008.

Region X Joint Reception Planned for TRB 2008

OTREC, AUTC (Alaska), TransNow (Washington) and NIATT (Idaho) will host a joint reception at the 87th Annual Meeting of the Transportation Research Board in January. We look forward to seeing our colleagues from around the region and across the nation at this event. The date and location will be announced on our web site and through e-mail in early January.

Advisory Board Profile: Neil McFarlane

OTREC is honored to welcome Neil McFarlane, TriMet's Executive Director for Capital Projects and Facilities Division, to our Board of Advisors. Mr. McFarlane is currently serving as the vice chair of PSU's Maseeh College of Engineering and Computer Science Advisory Board, and has worked diligently to support and develop the Urban Rail Transit short course series. Mr. McFarlane leads the development, design and construction of TriMet's capital facilities. Under Neil's direction, TriMet completed the Interstate MAX light rail extension to North Portland, which opened in May 2004. The project set new standards for environmentally friendly construction and disadvantaged business enterprise (DBE) participation. Neil also represented TriMet in the unique public-private partnership with Bechtel Enterprises, which developed and constructed the Airport MAX extension. This 5.5 mile project is the first train-to-plane transit service on the West Coast. Previously, Neil was Project Control Director for the 18 mile, $963 million Westside light rail project, which featured a 3 mile twin bore tunnel, 20 stations, 3,800 park and ride spaces and the nation's first low floor light rail vehicles. Neil also helped manage construction for the 500,000 square foot $90 million Oregon Convention Center. Neil earned an MA in Urban Planning from the University of California at Los Angeles in 1977 and a BS from California State Polytechnic University at Pomona in 1975. We appreciate the valuable multimodal perspectives and commitment to research and education that Neil brings to our external advisory board.

OTREC is a National University Transportation Center sponsored by the U.S. Department of Transportation's Research and Innovative Technology Administration

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OREGON TRANSPORTATION RESEARCH AND EDUCATION CONSORTIUM

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