FY 2008-09
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

DRAFT

January 18, 2008

FY 2008-09

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Table of Contents

FY 2008-09
PORTLAND AND METROPOLITAN AREA

UNIFIED PLANNING WORK PROGRAM
OVERVIEW

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties (see map following this overview). It is Metro's responsibility to meet the requirements of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use plans for the region, with an emphasis on implementation of a multi-modal transportation system that reduces reliance on the single-occupant automobile and is consistent with financial constraints.

The Unified Planning Work Program (UPWP) primarily includes the transportation planning activities of Metro and other area governments with reference to transportation planning activities, for fiscal year July 1, 2008 through June 30, 2009.

DECISION-MAKING PROCESS

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

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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, nine locally elected officials (including two from Clark County, Washington) and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each action requires the concurrence of both JPACT and the Metro Council.

BI-STATE COORDINATION COMMITTEE

The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, the Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, the Washington State Department of Transportation (WSDOT), and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

METRO POLICY ADVISORY COMMITTEE

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was adopted in December 1997 and addresses the following topics:

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

In accordance with these requirements, the transportation plan is developed to meet not only SAFETEA-LU, but also the LCDC Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

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

METRO TECHNICAL ADVISORY COMMITTEE

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

PLANNING PRIORITIES FACING THE PORTLAND REGION

SAFETEA-LU, the Clean Air Act Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule, the Oregon Transportation Plan, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Major land use planning efforts underway include:

- A re-evaluation of the 2040 Growth Concept
- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan
- Natural resource and habitat protection planning to implement the State's Goal 5
- Planning for UGB expansion areas, especially in Damascus and industrial areas

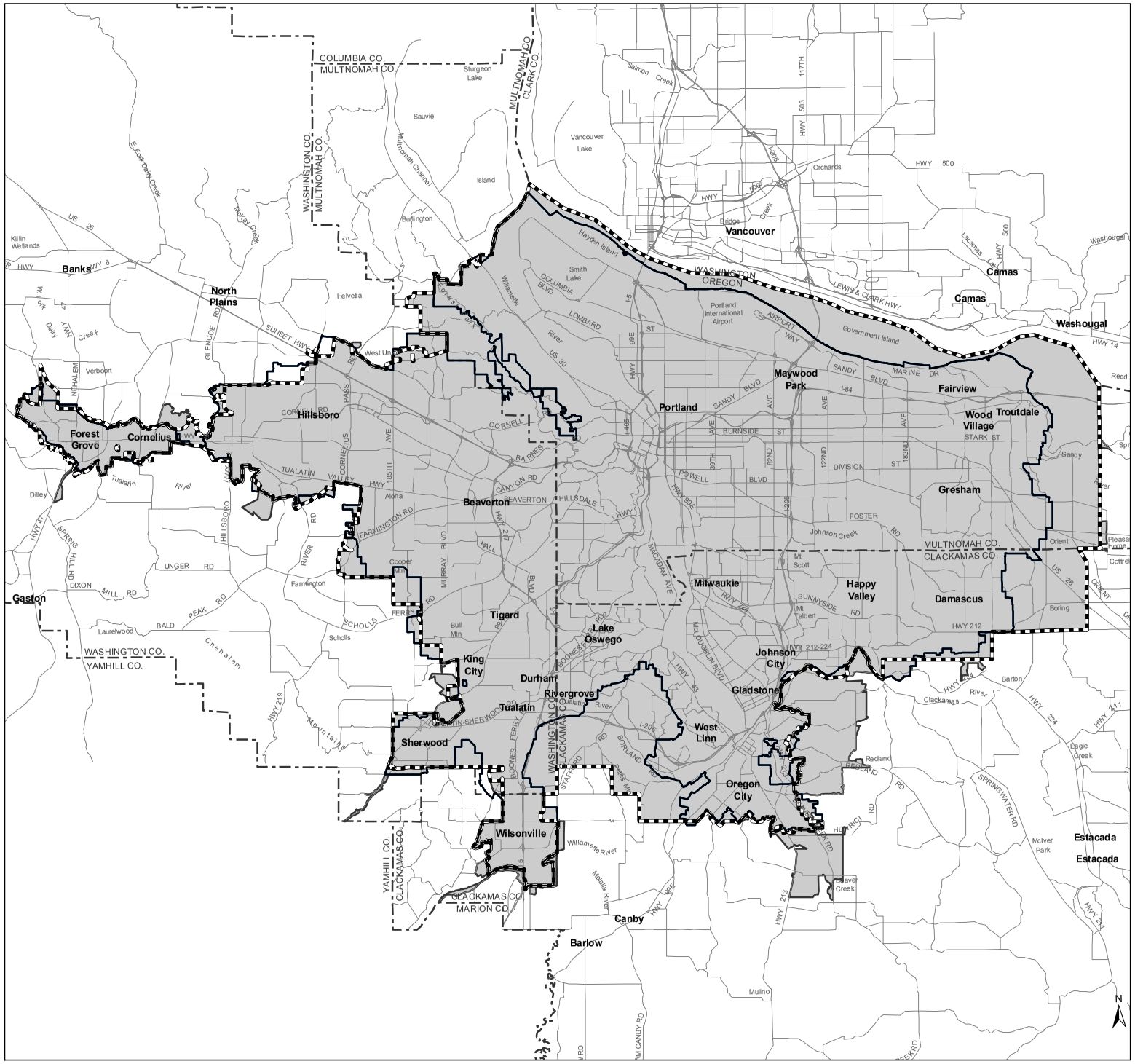
These federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Implementation of the Regional Transportation Planning (RTP)
- Development of a financing strategy for the RTP
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2008-2011
- Implementation of projects selected through the STIP/MTIP updates
- Multi-modal refinement studies in the corridors of Highway 217, South Transit Corridor, the I-5/99W Corridor, and the Sunrise Corridor

- Land use and transportation concept plans for the Damascus area

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

- The Oregon state goal to reduce vehicle miles traveled (VMT) per capita
- Targeting transportation investments to leverage the mixed-use, land use areas identified within the Regional 2040 Growth Concept
- Adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air-quality violations do not develop
- Adoption of targets for non-single occupant vehicle travel in RTP and local plans
- Publication of the RTP update to implement the Regional 2040 Growth Concept
- A new five-year strategic plan for Regional Travel Options
- Chartering of a new TPAC subcommittee, TRANSPORT, to oversee multi-modal Intelligent Transportation Systems (ITS) operations



R L I S

REGIONAL LAND INFORMATION SYSTEM

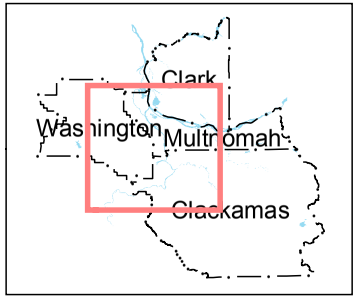
Metropolitan Portland

- Metro Jurisdictional Boundary
- Urban Growth Boundary
- Metropolitan Planning Organization Boundary, 2004

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 5.15 miles

0 1 2 4 6 8 Miles



Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Feb 14, 2007

Reserved for

Joint Resolution of the
Metro Council
&
Oregon Department of Transportation

Note: The Work Program for the state component of the 2035 RTP update is under development and may be expanded in scope, schedule and budget, pending Metro Council consideration.

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is the long-term blueprint that guides investments in the region's transportation system for all forms of travel—motor vehicle, transit, bike, and pedestrian—and the movement of goods and freight. The RTP is updated regularly to ensure compliance with state and federal regulations and address changing demographic, financial, travel and economic trends and any subsequent changes in the region's transportation needs. The plan also carries out a broad range of regional planning objectives for implementing the 2040 Growth Concept – the region's long-range growth management strategy for the Portland metropolitan region. Electronic copies of the plan are available on Metro's website at www.metro-region.org/rtp. Printed copies are available upon request.

An update began in Fall 2005, with completion of federal requirements anticipated in late 2007, prior to the March 5, 2008 lapse date for the current RTP. The update reflects the continued evolution of regional transportation planning from a primarily project-driven endeavor to one that is framed by the larger set of outcomes that affect people's everyday lives, the economy and the quality of life in this region. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR).

The RTP program provides support to land use planning activities in the region, including urban growth boundary expansion area planning and the New Look planning process, to ensure adequate coordination of land use and transportation planning and implementation efforts. The RTP Program also coordinates with the regional mobility program, bicycle and pedestrian user representatives, freight shippers and service providers, special needs transportation planning efforts and organizations and corridor studies conducted in cooperation with the state, transit providers and local jurisdictions for highways, roads and transit. Recommendations from these studies are amended into the RTP as appropriate.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

2035 RTP Update: The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the federal component of the 2035 RTP update on December 13, 2007. The planning process focused on updating policies and projects to address planning provisions in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). Amendments identified in local and regional corridor planning efforts were incorporated as well as a new horizon year of 2035 for project planning and systems analysis. This included development of an updated revenue forecast and new financially constrained transportation system of investments that will serve as the basis for future funding allocations through the Transportation Priorities process and amendments to the Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP). Finally, the process reestablished conformity with air quality regulations, and all other planning factors called out in federal regulations and in corrective actions identified in the 2004 federal triennial review that have not already been addressed through separate actions.

The current update to the RTP will continue into the next fiscal year to address state planning requirements, after submitting the federal component of the 2035 RTP to federal agencies for review in early 2008. The state component will address unresolved issues identified during the

federal component of the 2035 RTP, including compliance with 2006 amendments to the Oregon Transportation Planning Rule and Oregon Transportation Plan, development of performance measures, prioritization of investments, and development of a transportation finance strategy to fund needed investments. All chapters of the federal component of the 2035 RTP will be subject to refinement during the state component of the update. In addition, the process will re-establish conformity with air quality regulations and all other federal planning requirements.

A *Regional Freight and Goods Movement Plan*, a *Regional Transportation System Management and Operations* Plan and a *Regional High Capacity Transit System Plan* will also be developed as part of the RTP update. Recommendations from these planning efforts will be integrated in the 2035 RTP. To the extent possible, this update will also implement policies recommended by the "New Look" planning process to better implement and achieve the 2040 Growth Concept vision for the Portland metropolitan region. New Look recommendations developed after adoption of the 2035 RTP will be addressed through future updates to the RTP.

MPAC, JPACT and the Metro Council are scheduled to consider adoption of a final 2035 RTP that meets state and federal requirements in Winter 2008. Additional opportunities for public comment on the state component and updated federal component will be provided. The updated plan will prioritize critical transportation investments to best support the region's desired economic, environmental, land use and transportation outcomes, and as a result, better implement the 2040 Growth Concept vision.

Modal policy development and implementation: Metro will continue development of regional bicycle, pedestrian, freight, motor vehicle and transit policies as part of the RTP update. Metro also provides technical assistance on implementation of current policies through participation in the Regional Trails Working Group, transportation system plan updates and multi-modal corridor studies. This work element will include the following specific activities:

- General coordination with local transportation and trail planners, transportation-related advisory committees, and transit providers.
- Organize and facilitate regional bicycle work team composed of local bicycle planners to develop recommendations for refinements to the regional bicycle policy, including the Regional Bicycle System Map.
- Use preliminary products of regional bicycle model / trip planner project to inform regional bicycle policy update and evaluation of proposed RTP bicycle projects.

Congestion Management Process: The federally mandated Congestion Management Process (CMP) was first incorporated into the RTP in 2000. In 2005, staff developed a roadmap for implementation of the CMP to respond to federal corrective actions identified during the 2004 triennial review. CMP implementation was expanded as part of the current update to incorporate new recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Key activities for this fiscal year will implement processes that incorporate CMP information into planning activities, continue system monitoring based upon management-system performance measures, complete local project review for consistency with the CMP and ongoing data collection, and input to keep the CMP current. As part of the CMP work program, Metro will also facilitate a steering group of key CMP partners, including Portland State University, Oregon Transportation Research and Education Consortium (OTREC), Oregon Department of Transportation (ODOT), TriMet and other major transportation providers. On-going implementation of the CMP also occurs through the Regional Mobility Program and Metropolitan Transportation Improvement Program (MTIP).

Regional Transportation Research and Performance Management: An "annual report" on transportation will be prepared detailing RTP goals and performance of the regional transportation system in achieving those goals and associated key objectives. The report will list information and data commonly requested by the public and media, including supporting text and graphics. Data collected as part of the CMP will also be incorporated into this report. The report will include a user-friendly, public-release version that will be electronically accessible on the web as well as a

Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project and Regional Mobility Program work, and may require future data gathering and maintenance.

Local Transportation System Plan (TSP) Support: Metro provides ongoing technical and policy support for local transportation planning activities. Metro will continue to work closely with local jurisdictions during the next fiscal year to ensure regional policies and projects are enacted through local plans. This work element will include the following activities:

- Professional support for technical analysis and modeling required as part of local plan updates.
- Professional support at the local level to assist in development of local policies, programs and regulations that implement the RTP.
- Written and spoken testimony in support of proposed amendments to local plans.
- Provide public information and formal presentations to local government committees, commissions and elected bodies as well as interested citizen, civic and business groups on the RTP.

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups and other stakeholders interested in the RTP as well as public agencies involved in local plan updates. The adopted public participation plan for the RTP update includes a number of best practices for effective involvement of stakeholders throughout the process. To ensure ongoing and effective engagement during the current RTP update in FY 2008-09, a number of targeted outreach activities will be utilized:

- Ongoing public involvement efforts will include an integrated electronic web site, including survey instruments and other online forums to ensure easy access to information about key milestones and decision points, reports and documents and other relevant process and planning issues.
- Ongoing presentations and speaking engagements with neighborhood, business and community groups to inform stakeholders about the RTP update process and opportunities for input.
- A 45-day comment period is planned to provide an opportunity for public input on a discussion draft 2035 RTP. A 30-day comment period is planned for the Air Quality Conformity Determination report. Opportunities for comment will be provided through Metro's website, at public hearings and by mail, email and fax. Open houses and public hearings will be held during the comment period. In addition, staff will prepare public comment reports documenting all comments received during the comment period and recommendations for refinements to the draft plan to respond to comments received
- Consultation on environmental mitigation activities identified in the RTP update will occur with the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), a committee comprised of ODOT and ten state and federal transportation, natural resource, cultural resource, and land-use planning agencies. The agencies include Oregon's Department of Land Conservation and Development (DLCD), EPA, FHWA, National Marine Fisheries Service (NMFS), Oregon Department of Environmental Quality (ODEQ), Oregon Department of Fish and Wildlife (ODFW), Oregon State Historic Preservation Office, Oregon Division of State Lands (ODSL), Army Corps of Engineers, and U.S. Fish and Wildlife Service (USFWS).

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington

- Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation (MWACT) and Northwest Area Commission on Transportation (NWACT)
- Area transit providers, including TriMet, South Metro Area Rapid Transit (SMART) and C-TRAN
- Port districts, including Port of Portland and Port of Vancouver
- FHWA
- FTA
- ODOT
- OTC
- DLCD
- Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) Committee
- Metro Regional Freight Technical Advisory Committee
- Metro Regional Freight Task Force
- Organizations serving minority, elderly, disabled and non-English speaking residents needs
- Organizations and advisory committees serving regional bicycle, pedestrian and transit needs

OBJECTIVES

- Develop regular RTP updates or amendments to reflect changing conditions, including demographic and economic trends, new regulations and study results and to maintain consistency between state, regional and local plans. (ONGOING)
- Improve community awareness and understanding of regional transportation system needs and funding issues. (ONGOING)
- Expand the web presence of the RTP to include a public forum and implementation tools. (ONGOING)
- Actively engage and consult with transportation system providers, public agencies, local governments, business groups, community organizations, advocacy groups, state and federal resource agencies, and the general public (including traditionally under-represented groups) in plan development through the use of targeted, outreach techniques. (ONGOING)
- Develop and maintain project and financial plan database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost (including operations and maintenance) and revenue estimates and amendments to local comprehensive plans. (ONGOING)
- Coordinate with planning efforts to update the Region 2040 Growth Concept implementation tools *(New Look)* and develop the *Regional Freight and Goods Movement Plan, t*he *Regional High Capacity Transit System Plan* and the *Regional Transportation System Management and Operations (TSMO) Plan.* (ONGOING)
- General coordination with local transportation planners, advisory committees, and trail planners. (ONGOING)
- Comply with Oregon's Statewide Planning Goals and the Federal SAFETEA-LU provisions. (ONGOING)
- Manage consultant team in accordance with the defined work program, budget and schedule for the 2035 RTP. (ONGOING)
- Manage bicycle model/trip planner project. (ONGOING)
- Coordinate and provide technical assistance in local transportation system plan and corridor studies' development and adoption to implement RTP policies and requirements. (ONGOING)
- Support Metro Council's Connecting Green effort, including a Blue Ribbon Committee that will be identifying a funding strategy for regional trails package. (FIRST QUARTER)
- Develop an outcomes-based evaluation approach and performance measures to assess new regional transportation goals and objectives and identify regional transportation needs and deficiencies. (FIRST QUARTER)
- Develop transportation investment scenarios to evaluate performance of regional mobility corridors and community-building investments and RTP policy implementation to inform recommendations for policy and performance measures refinements, capital and management

investments, and implementation strategies pertaining to the regional transportation system. (FIRST QUARTER)
- Update regional bicycle policy to respond to comments on federal component of the 2035 RTP (FIRST QUARTER)
- Analyze transportation funding trends and options to develop recommended funding framework and strategy for state component of RTP. Update *financially constrained* revenue forecast as appropriate. (SECOND QUARTER)
- Prioritize infrastructure, system management and demand management projects and programs for all travel modes to meet the desired outcomes and implement the New Look policy direction. (SECOND QUARTER)
- Plan for and facilitate 45-day comment period for affected stakeholders and the general public to provide input on a discussion draft 2035 RTP. (SECOND QUARTER)
- Plan for and facilitate a 30-day comment period for affected stakeholders and the general public to provide input on the Air Quality Conformity Determination report. (THIRD QUARTER)
- Develop work program to provide technical assistance on local implementation of final 2035 RTP and data collection needs for on going monitoring of RTP implementation. (FOURTH QUARTER)

PRODUCTS/DELIVERABLES

- Monthly progress reports and quarterly reports. (ONGOING)
- Maintenance of a project website for the update process at www.metro-region.org/rtp. Background materials and draft documents will be able available to download. The website will updated on a regular basis to include a timeline with key decision points, fact sheets, newsletters and other pertinent information about the process. (ONGOING)
- Consultation with Oregon Transportation Commission, Department of Land Conservation and Development Commission, Federal Highway Administration and Federal Transit Administration to certify 2035 RTP meets applicable federal and state planning provisions and mandates. (ONGOING)
- Respond to information requests from citizens and organizations and make presentations to business and community groups. (ONGOING)
- Documentation of stakeholder meetings and other ongoing outreach. (ONGOING)
- Documentation of outcomes-based methodology and performance measures for analyzing the regional mobility corridors and community-building investments. (FIRST QUARTER)
- Documentation of transportation funding framework. (FIRST QUARTER)
- Participation in updates to Metro's Bike There map and Regional Sidewalk Inventory. (FIRST QUARTER)
- Documentation of RTP Systems analysis results and recommended refinements to RTP policies, projects, programs, and performance measures as needed to respond to environmental impacts, system performance and desired outcomes. (SECOND QUARTER)
- Discussion draft 2035 RTP that meets state and federal planning mandates, includes an updated financially constrained system of project and program investments, recommended RTP funding strategies, and local government requirements and strategies for implementation. (SECOND QUARTER)
- 45-day comment period to provide an opportunity for public input on a discussion draft 2035 RTP. Opportunities for comment will be provided through Metro's website, at public hearings and by mail, email and fax. (SECOND QUARTER)
- Public comment summary of comments received and recommended refinements to discussion draft RTP. (SECOND QUARTER)
- A 30-day comment period is planned for the Air Quality Conformity Determination report. Opportunities for comment will be provided through Metro's website, at public hearings and by mail, email and fax. (THIRD QUARTER)
- Documentation of Air Quality Conformity Determination of 2035 RTP and consultation with FHWA, FTA and other agencies on an air quality conformity determination. (THIRD QUARTER)

- Federal, state and regional findings for 2035 RTP to demonstrate consistency with applicable federal, state and regional planning provisions and mandates. (SECOND AND THIRD QUARTERS)
- Public comment summary of comments received and recommended refinements to Air Quality Conformity Determination and RTP. (THIRD QUARTER)
- "Annual report" highlighting key transportation information and trends. (THIRD QUARTER)
- Updated RTP project and program database. (FOURTH QUARTER)
- Final 2035 RTP publication, fact sheets and implementation tools. (FOURTH QUARTER)
- Develop work program to provide technical assistance on local implementation of final 2035 RTP. (FOURTH QUARTER)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the current fiscal year the following accomplishments were made:

- Prepared progress reports.
- Prepared quarterly reports.
- Managed consultant team and work program, budget and schedule for 2035 RTP update process.
- Responded to information requests from citizens and organizations and made presentations to business and community groups.
- Coordination with regional corridor planning efforts, New Look planning process and development of a Regional Freight Plan.
- Identified concentrations of low-income, minority, elderly and non-English speaking residents in the region to target public involvement activities.
- Conducted research and prepared a series of nine reports on current regional transportation system conditions and land use, demographic, environmental, safety, security and financial trends to identify implications for the movement of people and goods in the region.
- Solicited input on transportation needs, issues and public priorities for transportation investments through an on-line questionnaire on the project website and postcards, a workshop with bicycle and pedestrian planning professionals, a series of five stakeholder workshops, a scientific public opinion survey, regional forums and other methods. Two workshops focused on low-income, minority, elderly and non-English speaking residents in the region.
- Prepared financial plan and financially constrained revenue forecast documenting road and transit capital, operations, maintenance and preservation costs and anticipated revenues to inform development of updated financially constrained forecast. The analysis responds to federal corrective actions identified during the 2004 triennial review.
- Prepared updated transportation plan in consultation with Metro Advisory Committees to guide development of state component of the 2035 RTP. This was approved by JPACT and the Metro Council on December 13, 2007.
- Planned for and facilitated 30-day comment period for affected stakeholders and the general public to provide input on a discussion draft 2035 RTP.
- Worked with ODOT to link the 2035 RTP update planning process with the requirements of the National Environmental Policy Act (NEPA). Discussed environmental mitigation activities in the RTP update as required by SAFETEA-LU and consulted with the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), a committee comprised of ODOT and ten state and federal transportation, natural resource, cultural resource, and land-use planning agencies. The agencies include Oregon's Department of Land Conservation and Development (DLCD), EPA, FHWA, National Marine Fisheries Service (NMFS), Oregon Department of Environmental Quality (ODEQ), Oregon Department of Fish and Wildlife (ODFW), Oregon State Historic Preservation Office, Oregon Division of State Lands (ODSL), Army Corps of Engineers, and U.S. Fish and Wildlife Service (USFWS).
- Prepared Air Quality Conformity Determination report and facilitated 30-day comment period for affected stakeholders and the general public to provide input.

- Prepared summary report to document public involvement activities conducted to date and key findings.
- Coordinated and provided technical assistance in local transportation system plan development and adoption to implement RTP policies and requirements.
- Coordinated with other relevant Metro activities, including Regional Freight and Goods Movement Plan, Regional Mobility Program, 2040 Indicators Project, New Look effort.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		STP/ODOT Match	$	
Materials & Services		$		ODOT Support	$	
Consultant	$			Section 5303	$	
Printing/Supplies	$			TriMet	$	
Postage	$			Metro	$	
Ads & Legal Notices	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

BEST DESIGN PRACTICES IN TRANSPORTATION

The Best Design Practices in Transportation Program implements Regional Transportation Plan (RTP) design policies for major streets and includes ongoing involvement in local transportation project conception, funding and design. This program addresses federal context sensitive design solutions initiatives and SAFETEA-LU requirements to develop mitigation strategies to address impacts of the transportation projects.

Metro encourages environmental mitigation through its Best Design Practices in Transportation program. The program encompasses the previously separate Livable Streets, Green Streets, and Designing for Wildlife programs. Metro anticipates developing future design guidelines to complement these programs.

- Livable Streets: Metro created the Livable Streets program in 1996 to encourage local jurisdictions to design streets that better support the 2040 Growth Concept. The first handbook, *Creating Livable Streets*, was published in 1997 to provide street design guidelines that support 2040's land use and transportation goals.
- Green Streets: Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* and *Trees for Green Streets* handbooks, published in 2002, serve as companion publications to *Creating Livable Streets*. The handbooks take a watershed-based approach to transportation planning by providing methodologies and design solutions to minimize the negative impacts of stormwater runoff caused by the impervious surfaces of streets.
- Designing for Wildlife: Designing for Wildlife is an emerging program that seeks to minimize the impacts of roadway projects on wildlife populations. Wildlife-vehicle conflict creates significant costs to both human safety and ecological integrity. Wildlife vehicle collisions are a direct impact of transportation infrastructure cutting across wildlife habitat corridors. These conflicts can be minimized through engineered solutions, such as wildlife-crossing devices/structures, as well as a more holistic approach of calling out wildlife corridor needs as part of transportation project development. In 2003, a Portland State University team developed a draft *Wildlife Crossings* handbook intended to provide the necessary tools for understanding and minimizing wildlife-vehicle conflicts. In 2006, Metro Transportation and Parks worked with University of Oregon Landscape Architecture interns to update and enhance the document.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2008-09, the Best Design Practices in Transportation Program will continue to focus those activities on projects that directly relate to implementation of Region 2040 land use components, including "boulevard" projects funded through the Metropolitan Transportation Improvement Program (MTIP). Current RTP policies require consideration of the design guidelines during project development activities and for local plans to be updated to allow for consideration of these design treatments. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

The enhanced Best Design Practices in Transportation Program will include more extensive public outreach, special workshops and tours, an awards program for project recognition, technical support for local design efforts and involvement in local project conception with the goal of improving the quality and scope of projects submitted for MTIP funding. In addition, Metro's Transportation Priorities process encourages implementation of green streets through the provision of bonus points for project designs that include street trees and other design elements to reduce stormwater runoff.

The Designing for Wildlife Program grew out of the Greens Streets and Culvert programs which were initiated in response to the Endangered Species Act (ESA) listing of Salmon and Steelhead in the late 1990s. As the MPO Metro needs to ensure that distribution of federal transportation funds addresses and complies with the ESA. Metro's culvert program has ranked the culverts in the region to identify those needing repair or replacement to accommodate endangered or threatened fish species While the focus of Metro's culvert program is directed at fish passage, the redesign of

problem culverts presents an opportunity to develop complementary wildlife crossings that accommodate other wildlife as well as fish.

In 2005 the Metro Council adopted Title 13, which builds upon the Title 3 regional standards for water quality and erosion control, and upon local provisions for habitat under city and county comprehensive plans. Metro's Title 13 is the regional implementation tool for State Goal 5, Open Spaces and Natural Resources. Its purpose is to conserve, protect, and restore a continuous ecologically viable streamside corridor system in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape. Title 13, provides performance standards and a Model Code to address tree canopy retention, use of habitat-friendly development practices, and mitigation. Wildlife crossings that are designed to protect habitat by restoring or maintaining habitat connectivity may help satisfy Title 13 policy requirements.

Due to competing demands for project resources, it will be necessary to defer until the FY 2009-10 MTIP allocation several planned handbook updates: revisions to *Creating Livable Streets* including freight considerations based on recommendations of the Regional Freight Technical Advisory Committee; updates to *Green Streets* and *Trees for Green Streets* handbooks; and the completion of *Wildlife Crossings*, including peer review by biologists.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Environmental Protection Agency (EPA)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Environmental Community

OBJECTIVES

- Implement regional street-design policy by participating in local project development and design activities, including technical advisory committees, design workshops and charrettes as well as formal comment on proposed projects. (ONGOING)
- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process. (ONGOING)
- Provide leadership in the professional engineering community on innovative designs and the transportation/land use connection. (ONGOING)
- Develop best practices for accommodating wildlife crossings in transportation project development and design. (ONGOING)
- Increase awareness of wildlife crossings best practices amongst design professionals via distribution of available information. (ONGOING)

PRODUCTS/DELIVERABLES

- Reprint handbooks (*Creating Livable Streets*, *Green Streets* and *Trees for Green Streets*) and design guidelines for consistency with the updated RTP and regional freight plan. (FIRST QUARTER)
- A boulevard design workshop that spotlights successful projects in the region and promotes livable streets principles among practicing professionals and interested citizens involved in local project development. (FOURTH QUARTER)
- Organize meeting with Transportation and Parks staff to discuss availability of Parks staff with biological expertise to lead completion of Wildlife Crossings handbook. (FOURTH QUARTER)

- Advance *Wildlife Crossings* handbook for eventual publication. (2009)
    - Review current draft for needed updates and new research needs
    - Create summary table of species type versus crossing type based on most recent research
    - Hire illustrator to complete drawings of crossing types (with dimensions) based on summary table
    - Complete Policy Implications chapter. Discuss with managers from Transportation Planning, Nature in Neighborhoods, Parks & Greenspaces and Planning Director.
    - Organize Peer review committee and incorporate their edits to the document
    - Work with Creative Services to refine document

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2007, Metro added engineering staff to enhance technical outreach and advocacy for the program. In FY 2007-08, staff worked with the Regional Freight Technical Advisory Committee to develop recommended changes and additions to the *Creating Livable Streets* handbook to better accommodate freight movement in urban street design standards. Throughout the life of the program, staff has focused on implementation of regional street design policies and objectives at the local project-development level.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services		$	STP/ODOT Match	$	
Interfund Transfers		$	ODOT Support	$	
Materials & Services		$	Section 5303	$	
Printing/Supplies	$		Metro	$	
Postage	$				
Miscellaneous	$				
TOTAL		**$ 0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

2040 PERFORMANCE INDICATORS

The 2040 Performance Indicators program is the ongoing effort to track and evaluate performance of Metro's regional land use and transportation policies, especially the 2040 Growth Concept. The program tracks a series of outcome measurements and produces periodic "how are we doing" updates for policy makers and the general public. The 2035 Regional Transportation Plan (RTP) update builds on this program through its "outcome based" policy construct.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

In cooperation with the Data Resource Center, the first 2040 performance measures were completed in 2002. These measures included those mandated by the state and those related primarily to factors assessing the region's Urban Growth Boundary (UGB). The Regional Mobility Program supports on-going refinement of outcome transportation-related measures and development of a monitoring and data-collection system, including expanded monitoring of congestion measures as part of Metro's Congestion Management Process (CMP), as part of the comprehensive set of indicators.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Environmental Protection Agency (EPA)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES

- Ensure a broad and comprehensive understanding of progress towards implementation of the 2040 growth concept. (ONGOING)
- Implement a program for monitoring and updating transportation performance measure data the can support the 2040 Indictors work and the CMP. (ONGOING)
- Continue to meet federal CMP requirements for monitoring transportation system performance, as described in the Regional Mobility Program narrative. (ONGOING)

PRODUCTS/DELIVERABLES

- Support development of Metro-wide performance measure system (On-going)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Supported transportation element of the *Portland Metropolitan Region – How Are We Doing?* performance measures report, published in 2004

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		PL	$	
Interfund Transfers	$		STP/ODOT Match	$	
Materials & Services	$		ODOT Support	$	
Computer	$		Section 5303	$	
			TriMet	$	
			Metro	$	
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

REGIONAL MOBILITY PROGRAM – CONGESTION MANAGEMENT - ITS

Growing congestion drains the economy and diminishes community livability. The Regional Mobility Program seeks to monitor both recurring (chronic) and non-recurring congestion and its effects on the regional economy and livability, and develop system management and operational strategies to improve mobility.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Regional Mobility Program encompasses federal mandates to maintain a Congestion Management Process (CMP) and promote transportation system management and operations (TSMO), including intelligent transportation systems (ITS). These programs are already largely incorporated into the 2035 RTP and include:

- Documentation of Congested Facilities: Using empirical and modeled data, staff will work closely with Transportation Policy Alternatives Committee (TPAC), Oregon Department of Transportation (ODOT), the Port of Portland, and local jurisdictions to develop and maintain an inventory of known congestion hot spots. This element will be conducted in concert with the diagnostic element of the CMP;
- Congestion Action Plan: Working with the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, staff will use the diagnosis of congestion as a criterion for selecting among transportation projects and will identify system management and operations strategies to manage congestion as well; and
- Public Involvement: All activities require early, ongoing and responsive public involvement techniques, consistent with Metro public involvement policies. Newly developed procedures to address environmental justice issues will be applied to this effort.

The TransPort Committee, a sub-committee of TPAC, guides the region's intelligent transportation activities. The committee is a multi-agency group of system providers involved in implementing intelligent transportation policy and operations as recommended by SAFETEA-LU.

STAKEHOLDERS

- Metro Council
- Regional partner agencies
- JPACT and TPAC
- Oregon Transportation Commission
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- TriMet
- Businesses and trade associations related to transportation/economy
- Traveling public

OBJECTIVES

- Begin development of the Regional System Management and Operations (TSMO) Refinement Plan to include IGA approval, consultant selection, formation of advisory committees, and advancement of technical analysis (Anticipated start: FIRST QUARTER)
- Coordinate with 2035 RTP program to develop a Regional Mobility Corridor Atlas and performance measures. (FOURTH QUARTER)
- Develop a region wide inventory of ITS installations in GIS. (SECOND QUARTER)
- Create a regional directory for signal operations (FIRST QUARTER)
- Conduct literature review of effects of TSM and TDM strategies on travel demand model assumptions. (FIRST QUARTER)
- Initiate and maintain a Regional Mobility Program outreach component including web page, presentations, and informational materials (FIRST QUARTER - ONGOING)

- Continue to work with TriMet and PSU on the archiving of bus system data for use in arterial congestion assessment; work with PSU, PDOT and other municipalities on the archiving and use of traffic signal system data for arterial congestion assessment. (SECOND QUARTER)
- Maintain on-going communication with counterparts at FHWA and ODOT regarding the CMP implementation. (ONGOING)
- Work with ODOT, TriMet, PDOT, PSU, and others to develop a strategy to expand the generation, collection, archiving and use of operations data in a way that will enhance Metro's ability to diagnose and address congestion, especially on the arterial system. (ONGOING)
- Continue to strengthen TPAC's institutional capacity regarding TSMO and ITS, including TransPort and/or other relevant subcommittees. (ONGOING)

PRODUCTS/ DELIVERABLES

- Regional Transportation System Management and Operations (TSMO) Refinement Plan startup including approved scope of work, advisory committee schedules/agendas/summaries, TSMO vision, and supporting technical reports.
- Regional Mobility Corridor Atlas (FOURTH QUARTER)
- Development of regional ITS/TSMO strategy. (ONGOING)
- As "Regional Concepts of Transportation Operations" grant is concluded at the end of CY07, identify additional system management topics for which regional collaboration is vital and in which areas Metro might serve as a catalyst for collaboration. (DECEMBER 2007)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Hired a principal transportation planning position to manage the regional mobility program, including the congestion management process and related system management activities.
- Awarded a Transportation & Growth Management grant to complete a Regional Transportation System Management and Operations Refinement Plan.
- Completed the Regional Concept of Transportation Operations grant and final report.
- Coordinated the Vehicle Infrastructure Integration demonstration event.
- Coordinated and participated in several FHWA system management workshops including Traffic Signal Systems, Travel Time Reliability, ITS Architecture, and Traffic Incident Management.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		STP/ODOT Match	$	
Materials & Services		$		ODOT Support	$	
Printing/Supplies	$					
Postage	$	$		Section 5303	$	
Miscellaneous	$	$		TriMet	$	
Computer		$		Metro	$	
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

NEW LOOK @ 2040 – TRANSPORTATION SUPPORT

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

In 2006, the region initiated a "New Look" effort to update the 2040 Growth Concept. During the next fiscal year, Metro will complete this update to the plan that revisits critical 2040 provisions, and updates regional growth management policy and strategies accordingly. Like the 2040 Growth Concept, the New Look will establish a long-term blueprint for urban growth in the region that shapes future Urban Growth Boundary (UGB) decisions and all other planning activities that follow.

To support this activity, Metro will conduct an analysis that evaluates the relative merits of different transportation investment scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work is anticipated to begin in Spring 2008 as part of the state component of the RTP and will be coordinated with the Performance-Based Growth Management track of the New Look effort. Recommendations from this analysis will be forwarded to the New Look planning activities for consideration.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The transportation component of the New Look project will be conducted concurrent with the state component of the RTP update. The project includes:

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

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Oregon Department of Transportation (ODOT)
- Oregon Department of Land Conservation and Development (DLCD)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington
- Area transit providers, including TriMet, South Metro Area Rapid Transit (SMART) and C-TRAN
- Port districts, including Port of Portland and Port of Vancouver
- Northwest Area Commission on Transportation (NWACT)
- Mid-Willamette Area Commission on Transportation (MWACT)
- Salem-Keizer Metropolitan Planning Organization (MPO)
- SW Regional Transportation Council (RTC)
- Metro area neighbor cities
- Organizations involved with minority and non-English speaking residents

OBJECTIVES

- Coordination between the concurrent RTP update and New Look planning. (ONGOING)
- Complete the development, analysis and reporting on transportation issues and effects on growth for the other New Look scenarios. (FIRST AND SECOND QUARTERS)

PRODUCTS/DELIVERABLES

- Documentation of the development of transportation investment scenarios to illustrate different policy and investment choices. (FIRST AND SECOND QUARTERS)
- Documentation of RTP Systems analysis results and recommended refinements to RTP policies, projects, programs, and performance measures as needed to respond to environmental impacts, system performance and New Look planning process. (FIRST AND SECOND QUARTERS)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY 2007-08, Metro completed background work to update regional models to cover the expanded area that will be considered in the New Look, and to test new transportation models that will be used for the first time on this project and the RTP update. Metro also developed detailed, coordinated work plans for the RTP update and New Look that fully integrate these complex efforts. In Spring 2008, Metro is scheduled to develop and model RTP transportation investment scenarios.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		PL	$	
Interfund Transfers	$		ODOT Support	$	
Materials & Services	$		Section 5303	$	
Computer	$		TriMet	$	
			Metro	$	
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP is a multi-year program that allocates federal and state funds available for transportation system improvement purposes in the Metro region. Updated every two years, the MTIP allocates funds to specific projects, based upon technical and policy considerations that weigh the ability of individual projects to implement regional goals. The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality laws. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, SMART and other regional, county and city agencies as well as significant public-involvement efforts.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The MTIP has begun a major reorganization of both the policy and database components. The objective of the MTIP reorganization is to emphasize prioritizing projects that implement the new outcome-based Regional Transportation Plan. This will be accomplished through a system of technical evaluation and extensive public comment opportunities and a transparent decision-making process.

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

In 2008, Metro will continue to transition into a new role of guiding project development for planning activities funded through the MTIP, at the direction of ODOT. Metro has expanded its professional capabilities to include a licensed professional engineer and has trained planning and administrative staff in project oversight protocols to guide our review of project development agreements and consultant contracts.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- FHWA
- FTA
- ODOT
- Metro Committee for Citizen Involvement (MCCI)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission
- Organizations involved with minority and non-English speaking residents

OBJECTIVES

The following are MTIP program objectives for FY 2008-09:

MTIP/STIP Update: Provide a transparent and technically rigorous process to prioritize projects and programs from the 2035 RTP to receive transportation funding to be programmed in the 2010-13 TIP. This includes regional flexible funds and funds administered by ODOT, TriMet and SMART.

Database Maintenance: Metro will track essential project programming, amendment, and obligation information as well as revenue information to better schedule project implementation activities and ensure a fiscally constrained MTIP is maintained. As components of Transportation Tracker (the new database) are launched the ability to electronically track project eligibility will be established and the ability to monitor and report on projects and fiscal constraint will be improved.

2008-11 MTIP: Effectively administer the existing MTIP, including:

- Programming of transportation projects in the region consistent with federal rules and regulations. (ONGOING)
- Continue to coordinate inter-agency consultation on air quality conformity. Conduct public outreach, reports and public hearings required as part of the conformity process. (AMENDMENTS: ONGOING)
- Maintain a financial plan to balance project costs with expected revenues. (ONGOING)
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process. (ONGOING)
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process. (ONGOING)

PRODUCTS/DELIVERABLES

MTIP deliverables for FY 2008-09:

- Provide a cooperative decision process to allocate available regional flexible transportation funds (Urban-STP and CMAQ), with an extensive technical evaluation, public review and comment (MARCH 2009)
- A defined list of projects and programs prioritized from the Regional Transportation Plan and developed through a cooperative decision process between JPACT, Metro Council, the Oregon Department of Transportation and the TriMet and SMART transit service providers to receive federal transportation funds to be programmed and analyzed for air quality conformity in the 2010-13 MTIP (MARCH 2009)
- Launch the MTIP and Funding elements of Transportation Tracker, a new database tool to track MTIP project and transportation revenue information (NOVEMBER 2008)
- Conduct a project selection process to advance programmed projects eligible to obligate available funds (OCTOBER 2008)
- Publish an annual obligation report (DECEMBER 2008)
- Report on CMAQ project progress and resultant emission reduction benefits (DECEMBER 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2002, a major update of MTIP policies and review criteria was launched to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP. This policy framework has since been implemented through the 2004-07, 2006-09, 2008-11 MTIP project selection processes.

With the update of the 2035 Regional Transportation Plan, a second major update of MTIP policies and review criteria is underway for the 2010-13 MTIP. The MTIP policy update and process to prioritize projects from the RTP for funding within the 2010-13 MTIP will be defined and ready for implementation in FY 2008-09.

FY 2007-08 saw adoption of the 2008-11 MTIP including the programming and approval of air quality conformity findings for projects funded with $63 million in regional flexible transportation funds, ODOT Administered funds, and TriMet and SMART administered funds in the Metro area. This programming was adopted into the 2008-11 STIP without change. Metro also published an accompanying MTIP brochure illustrating the projects funded with regional flexible funds through the 2008-11 program for general public education.

FY 2007-08 accomplishments included further work on improvements in the on-time, on-budget delivery of local projects funded with urban Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, stemming from recommendations of a 2006 TPAC analysis. This includes improved outreach and communication with implementing agencies and ODOT local program staff on project delivery expectations and, in cooperation with ODOT, education on the federal-aide process. Implementation of the remainder of recommendations will be sought this fiscal year pending allocation of additional resources.

Improved CMAQ eligibility and annual reporting processes have been developed in cooperation with the ODOT environmental division, FHWA and FTA staff.

Design of an improved project and financial plan database has been completed, ready for implementation in the upcoming fiscal year. MTIP staff has also been participating in the update to the Regional Transportation Plan in order to ensure strong linkages between the plan and programming of funds through the MTIP.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		STP/ODOT Match	$	
Materials & Services		$		ODOT Support	$	
Consultant	$			Section 5303	$	
Printing/Supplies	$			TriMet	$	
Ads & Legal Notices	$			Metro	$	
Postage	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

ENVIRONMENTAL JUSTICE AND TITLE VI

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

Under FHWA and Federal Transit Administration (FTA) guidelines, Metropolitan Planning Organizations (MPOs) need to:

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

Metro addresses compliance agency-wide as well within the transportation-planning department and program by program. Agency-wide activities include establishment of a diversity action team to promote diversity through trainings and initiatives across and throughout the agency. A diversity action plan with goals, objectives and progress measures was developed and adopted by resolution of the Metro Council in August 2006. The diversity plan focuses mainly on three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

Departmental work to ensure compliance includes developing a Title VI plan with annual reporting to FHWA and FTA, demographic data collection and mapping, and trainings provided to staff on Title VI compliance requirements.

Program work on compliance concentrates in two main areas of transportation planning in Metro's role as the Metropolitan Planning Organization for the Portland metropolitan region—developing the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), particularly in selecting projects and programs to receive flexible Congestion Management/Air Quality and Surface Transportation Program funding in the region. In these key program areas, Metro has an explicit goal for promoting equity and environmental justice in addition to standing requirements for conducting public outreach that seeks to engage underrepresented populations throughout the planning and decision-making process.

STAKEHOLDERS

Specific stakeholders are identified by program or project area. For long-term regional plans, such as the RTP, stakeholders also include FHWA and FTA, community representatives and/or organizations, the general public, business groups including minority enterprise organizations, and

individuals and groups representing the interests of low-income, elderly, non-English speaking, or minority populations.

For the MTIP, stakeholders include local jurisdictions, state and regional transportation/transit agencies, business and community organizations, businesses and residents proximate to or potentially affected by policies, projects or programs.

OBJECTIVES

- Identify communities and populations that are traditionally under-represented in decision-making processes using the most current federal and state census information, supplemented by more granular information. Supplemental information may come from, for example, HUD data on Section 8 housing voucher distribution, school lunch participation statistics, local real estate value data, jobs/income distribution data from the Bureau of Labor Statistics, Portland State University's Population Research Center, interviews with leaders of local immigrant groups and other community-based organizations. (ONGOING)
- Engage minority and low-income people in the decision-making process through (1) use of community-based organizations, schools and minority business organizations as points of contact; (2) representation on key policy advisory committees that have seats for community members; (3) development of outreach and engagement activities that minimize barriers to participation; and (4) development of communication techniques that increase the accessibility of information. (ONGOING)
- Incorporate information gathered from targeted outreach and focus groups on transportation needs, issues and priorities for traditionally under-represented groups into the 2035 RTP. (ONGOING)

PRODUCTS/DELIVERABLES

- Engage underrepresented communities in activities as outlined in the Public Participation Plan for the MTIP (Q-1)
- Engage underrepresented communities in activities as outlined in the Public Participation Plan for the second half of the RTP update (Q-1; Q-4)
- Prepare and submit annual Title VI update to ODOT to meet FHWA requirements (Q-3)
- Implement Metro's diversity action plan to promote diverse representation of citizen representatives on Metro advisory committees. (ONGOING)
- Maintain a list of interpreters and translators to call upon when needed. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro updated its sign-in sheets to begin collecting data (voluntarily offered) by attendees at public transportation open houses and hearings. The data will help staff evaluate the reach and effectiveness of public notification processes. Metro also began developing performance measures to monitor equity of the transportation system.

Metro held four public open houses and public hearings to gather input on a review draft of the federal component of the RTP. Display ads were published in all major newspapers in the region as well as ethnic and community papers. A report presenting all public comments was published prior to approval of this component of the RTP by JPACT and the Metro Council.

Metro updated and submitted a Title VI report to the FTA, detailing public involvement activities of the transportation-planning department over the past three years. Improved recruiting practices that were put in place as a result of Metro's diversity action plan and recommendations by Metro's Committee for Citizen Involvement resulted in more diverse membership on Metro's Transportation Policy Alternatives Committee (TPAC). Finally, Metro began developing the Public Participation Plans for the second half of the 2035 RTP update and for the 2010-13 MTIP by identifying key

touch points where public input—especially that from underrepresented populations--will be particularly important. That work will continue into the next fiscal year.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		PL	$	
Interfund Transfers	$				
Materials & Services	$				
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

ELDERLY & DISABLED TRANSPORTATION PLANNING

Elderly and disabled transportation planning work is carried out at Metro as a function of the Regional Transportation Plan in response to direction in SAFETEA LU, which defines the MPO role to ensure that elderly and disabled plans are coordinated with the RTP and MTIP. Metro includes policies derived from the regionally developed coordinated public transit/human service transportation plan in the RTP and ensures federally funded elderly and disabled projects are included in the MTIP. Metro staff regularly participates in committees that work on elderly and disabled transportation and periodically participates in planning efforts to ensure consistency with the RTP and federal requirements.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

SAFETEA LU states that Section 5310, JARC, and New Freedom programs all require the development of a locally developed, coordinated public transit-human services transportation plan. The guidance encourages a collaborative process for developing the coordinated plan that includes key stakeholders such as the MPO and the designated recipients of funds. The MPO is also required to include projects derived from the plan and funded with 5310, JARC and New Freedom funds to be included in the MTIP.

Metro participated in the development of the coordinated plan for the Portland Metropolitan region and will participate in future updates. Projects derived from this plan are included in the current MTIP.

Most elderly and disabled transportation planning work is carried out by other agencies and non-profit transportation providers. Metro participates in these efforts through committees to the degree warranted and complies with federal requirements. At this time, only minor expansions to this program are recommended. There are funding constraints for Metro to do additional work and there are no specific mandates at the state or federal level to catalyze further efforts to expand the program at Metro at this time.

STAKEHOLDERS

- Metro Council
- RTCC
- STFAC
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Area transit providers, including TriMet, South Metro Area Rapid Transit (SMART)
- FHWA
- FTA
- ODOT
- OTC
- Organizations serving elderly and disabled residents needs

OBJECTIVES

- Best practices research on elderly and disabled policy development and design considerations
- Coordination to implement coordinated planning elements.
- Coordination with RTCC, STFAC.
- Establish project design considerations for elderly and disabled issues.
- Staff participation in regular committees and planning efforts with elderly and disabled components.

PRODUCTS/DELIVERABLES

- Updated E&D policy and implementation strategy as part of completing the state component of the RTP.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Prepared progress reports.
- Staff participation in Regional Transportation Coordinating Council (RTCC).
- Coordination on regional elderly and disabled planning efforts with RTP.
- Coordination to implement coordinated plan elements.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		STP/ODOT Match	$	
Materials & Services		$		ODOT Support	$	
Consultant	$			Section 5303	$	
Printing/Supplies	$			TriMet	$	
Ads & Legal Notices	$			Metro	$	
Postage	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

REGIONAL TRANSPORTATION PLAN FINANCING

The Regional Transportation Plan Financing program works with the business community, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council to develop expanded funding for transportation improvements to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. This program includes refining transportation financing needs, recognizing any actions taken by the Oregon Legislature as well as considering presenting a regional ballot measure to voters in 2009.

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

- Work with the RTP update and New Look efforts to identify projects that are important to the region's economy, environmental health, and energy goals;
- Create linkage between the long-term vision for Metropolitan Transportation Improvement Program (MTIP) funding allocations and the implementation of priority RTP improvements;
- Establish an array of transportation finance options;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish an outreach program to gain public input on key issues and strategies; and
- Work with the business community and local governments to determine the viability of a regional transportation ballot measure, legislative strategy, and federal funding policy emphasis.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- Federal regulations require RTPs to be financially constrained;
- A constrained plan must meet federal air quality regulations; and
- A broader regional plan that reflects long-term goals should have a funding strategy that accompanies it.

STAKEHOLDERS

- Metro Council
- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- TriMet
- JPACT
- Business Community
- General Public
- Association of Counties (AOC)
- League of Cities (LOC)
- American Automobile Association (AAA)
- Bicycle Transportation Alliance (BTA)
- Oregon Trucking Association

OBJECTIVES

- Work with key stakeholders to develop a regional funding measure that will be supported by the business community and local governments. (DECEMBER 2008)
- Develop regional priorities for funding from federal sources. (FEBRUARY 2009)
- Coordinate with funding strategies for TriMet's Transit Investment Plan. (ONGOING)
- Work with local partners, the public, and the business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level. (ONGOING)

PRODUCTS/DELIVERABLES

- Draft Regional Funding Priorities for ballot measure. (November 2008)
- Adopted Regional Funding Priorities for ballot measure. (February 2009)
- Ballot measure language, supporting materials. (March 2009)

ACCOMPLISHMENTS

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. This program provides Metro staff support for these efforts in FY 2008, oriented toward implementing key elements of the RTP. These efforts do not include lobbying activities of any kind. A nationally recognized consultant has recently completed an analysis of the cost of congestion in the Portland Metro region. This work is fostering renewed interest in seeking additional funds for projects at the Oregon Legislature and possibly a regional ballot measure in 2008.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services		$	PL	$	
Interfund Transfers		$	Metro	$	
Materials & Services		$			
Consultants	$				
Miscellaneous	$				
TOTAL		**$ 0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing
Regular Full-Time FTE
TOTAL

Additionally, in FY '08, Metro concluded a process that determined that advancing a ballot measure to voters in 2008 should not be pursued. Furthermore, consultation with local government and the business community is continuing to develop a transportation proposal for the '09 legislative session and the fall 2009 ballot.

REGIONAL FREIGHT PROGRAM

The safe and efficient movement of freight and goods is critical to the region's continued economic health. The Regional Freight Plan program manages the implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and to provides guidance to affected municipalities in the accommodation of freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. It ensures that prioritized freight requests are competitively considered within federal, state, and regional funding programs. On-going freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires Metropolitan Planning Organizations (MPOs) to meet eight planning factors including planning for people and freight and supporting economic vitality by enabling global competition, productivity, and equity. In support of Oregon's Statewide Planning Goals 9 and 12, the Transportation Planning Rule (TPR) requires that Transportation System Plans (TSP) *"facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail, and marine transportation"* and identify the *"needs for movement of goods and services to support industrial and commercial development."*

The 2035 RTP includes several goals that provide policy direction for freight transportation system investments and activities. Goal 2, Sustain Economic Competitiveness and Prosperity, directs the region to work towards an efficient and reliable multimodal transportation system to support the state and region's global economic competitiveness. Goal 3, Expand Transportation Choices, support investment in multimodal freight transportation to facilitate competitive choices for goods movement for all businesses in the region. Goal 4, Emphasize Effective and Efficient Management of the Transportation System, puts a great emphasis on transportation system management strategies to improve mobility and reliability for freight movement. Goal 5, Enhance Safety and Security, provides direction for investing in transportation safety projects and increased security measures. Finally, Goal 6, Promote Environmental Stewardship, supports public investment in technologies that reduce diesel emission.

Further, the region's 2040 Growth Concept identifies industrial areas as a primary land use component and acknowledges the importance of maintaining these areas as sanctuaries for long-term industrial activities, which includes good transportation accessibility.

STAKEHOLDERS

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Cities and counties within the region including Clark County, Washington
- Federal Highway Administration (FHWA)
- Oregon Department of Transportation (ODOT)
- Ports of Portland and Vancouver
- Businesses, including freight shippers and carriers, distribution companies, manufacturers, retailers and commercial firms
- Oregon Trucking Association and other business associations including the Westside Economic Alliance, the Columbia Corridor Association, and the Portland Business Alliance
- Metro area residents and neighborhood associations

OBJECTIVES

- Complete work required for the adoption of the Regional Freight and Goods Movement Action Plan, including recommendations regarding policy, key multimodal infrastructure investments, implementation strategies, and street design; coordinate with 2035 RTP Update adoption process. (SPRING 2008)
- Serve as Metropolitan Transportation Improvement Program (MTIP) grant manager for City of Portland's *NE Columbia/Martin Luther King Jr. Blvd Project Development Plan*. (ANTICIPATED START: MARCH 2008)
- Participate in the *Waste Transport Contract Project*, managed by Metro's Solid Waste & Recycling Division, to select a new transport contractor for regional waste disposal. (SPRING 2008)
- Participate in development of Oregon State Freight Plan (ANTICIPATED START: SPRING 2008)
- Participate in the City of Portland's Airport Futures planning process. (SPRING 2010)
- Work with state, regional, and local agencies and private interests to implement the Regional Freight and Goods Movement Action Plan including the advancement of key multimodal freight investment priorities, securing appropriate private matching funds, and ensure investments are competitively considered under state freight funding programs such as Connect Oregon II. (ONGOING)
- Coordinate with the Port of Portland, Port of Vancouver, ODOT, and Portland State University, to implement the Regional Freight Data Collection Study findings. (ONGOING)
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities. (ONGOING)
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting new SAFETEA-LU provisions for coordination of freight movement. (ONGOING)
- Participate in the West Coast Corridor Coalition to promote efficient and environmentally sustainable movement of freight in the I-5 corridor. (ONGOING)
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing, I-205, and the Sunrise Corridor projects. (ONGOING)
- Participate in the Port of Portland led Oregon Rail Users League, which is identifying key rail priorities and advocating for funding with the State Legislature. (ONGOING)
- Coordinate information regarding freight needs in support of freight funding proposals being developed by the State Legislature. (ONGOING)
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials (ONGOING)

PRODUCTS/DELIVERABLES

- Regional Freight and Goods Movement Action Plan (Spring 2008)
- Metro Waste Transport Contract (Spring 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Updated regional freight transportation network and policies as part of 2035 RTP. (2007)
- Partnered with Port of Portland on 1997 Commodity Flow Study and Updates in 2002 and 2006.
- Developed regional truck model and incorporated updates to reflect new commodity forecasts and results of the Regional Freight Data Collection Study. (2007)
- Active member of Oregon Freight Advisory Committee, Freight Data Users Group, Portland Freight Committees, and West Coast Corridor Coalition. (ONGOING)

- Established and led the Regional Freight Technical Advisory Committee, comprised of 15 local, regional, state, and federal agencies with an interest in regional freight transportation. (ONGOING).
- Developed the freight category and criteria for MTIP. (2006)
- Led regional freight project prioritization effort as part of OTIA III, which resulted in the region obtaining significant funding for freight projects. (2003-04)
- Participated in the ConnectOregon I – Region 1 project selection process, which resulted in $27.2 million to the region for non-highway freight and transit investments. (2006)
- Active participant in freight planning efforts such as the Columbia River Crossing Project (ONGOING)
- Prepared technical reports on existing national and regional trends impacting freight movement, existing conditions in the system, policy analysis, and infrastructure investment priorities in support of the Regional Freight and Goods Movement Action Plan (2006-07).
- Organized presentations and outreach events in support of the Regional Freight and Goods Movement Action Plan. (2006 – 2007)
- Completed Transportation Growth Management grant for Regional Freight and Goods Movement Action Plan which supported technical work and outreach in conjunction with the 2035 RTP Update (2007)
- In 2006, established the Regional Freight and Goods Movement Task Force, a private and public freight stakeholders committee to guide the development of the region's action plan for freight.
- Assessed the economic impacts of congestion on the Portland-Vancouver Region, publishing and presenting *The Cost of Congestion to the Economy of the Portland Region* study. (2005)
- Conducted an evaluation of the region's air, rail, water, and industrial lands capacity, publishing and presenting the *Portland and Vancouver International and Domestic Trade Capacity Analysis.* (2006)

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		STP/ODOT Match	$	
Materials & Service		$		Other grants	$	
Printing/Supplies	$			Metro	$	
Public Involvement	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

The Regional High Capacity Transit System Plan program is designed to guide future major regional high capacity transit capital investments, including bus rapid transit, light rail, and commuter rail, by evaluating and prioritizing new projects and extensions to existing lines. The program will include technical cost and ridership information, definition of transit markets to be served, land use analysis, financial feasibility analysis, and a public and jurisdictional involvement process. This program will be closely coordinated with a Streetcar System Plan that is under development by the City of Portland.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro Council
- Cities within Metro's boundaries
- Citizens of the region
- Clackamas, Multnomah and Washington Counties
- FTA
- ODOT
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES

- With the Metro Council's guidance, develop a methodology to assess systemwide needs for high capacity transit investments including technical, political and financial analyses as well as public involvement and coordinate with the City of Portland Streetcar System Plan effort. (February 2008)
- Prepare technical analyses and undertake public involvement program coordinated with the City of Portland. (APRIL 2008)
- Develop priority rankings and funding strategies for projects and review with JPACT and the Metro Council. (NOVEMBER 2008)
- Adopt Regional High Capacity Transit System Priorities. (MARCH 2009)

PRODUCTS/DELIVERABLES

- Draft Regional High Capacity Transit Strategy (SEPTEMBER 2008)
- Draft Regional High Capacity Transit System Plan (JANUARY 2009)
- Adopted Regional High Capacity Transit System Plan (MARCH 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

October 2006 – Metro Council directed staff to undertake a Regional High Capacity Transit System Plan in place of the next multi-modal corridor plan for the period of FY 2007-08 immediately following completion of the Lake Oswego to Portland Transit and

Trail Alternatives Analysis. Staff has begun to develop a scope of work for the project and held with discussions with TPAC, JPACT and MTAC in January 2008.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		FTA Streetcar grant	$	
Interfund Transfers		$		Next Corridor STP	$	
Materials & Services		$		Metro	$	
Consultant	$					
Printing/Supplies	$					
Postage	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

TRANSPORTATION MODEL IMPROVEMENT PROGRAM (TRANSIMS)

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

The next phase of the project will focus on the development of the transit simulation. The key in this effort will be the linkage of the transit path builder to the mode choice decision process. Metro will continue to serve as a resource to provide local data to the project consultant team and to review periodic model results during the calibration efforts.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES

- Serve as a resource to review intermittent model results prepared by the consulting team and assess their reasonableness. (ONGOING)

PRODUCTS/DELIVERABLES

- Provide local data to the consultant team, as necessary. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Networks and all the required roadway attributes have been prepared for use in the micro-simulation assignment;
- Prototype assignments have been run to identify anomalies, to optimize the assignment process, and to test the reasonableness of the results;
- Preliminary demand model forms were developed and tested; and
- Transit itineraries and headway information were provided to the project consultant.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		TRANSIMS – FHWA	$	
Interfund Transfers	$		Metro	$	
Materials & Services	$				
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

MODEL DEVELOPMENT PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro Planning Department
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- TriMet
- Port of Portland
- Cities and counties of this region
- Private sector clients

OBJECTIVES

New Models

- Linkage between the Travel Demand Model and MetroScope: Continue to enhance the data interfaces between the transport model and the land-use allocation model (MetroScope). (ONGOING)
- Network Assignment Software: The Visum/Vissim software was purchased in FY 2005-06. As new features become available, they will be integrated into the modeling procedures. (ON-GOING)

Model Maintenance

- Travel Demand Model Computer Code: The review of the model code is an ongoing process. Changes are regularly made to make the code more efficient and easier to use. Software programs are written, as needed, to permit specialized analysis functions. $15,000 is defined for contractor programming assistance when needed. (ONGOING)

PRODUCTS/DELIVERABLES

Survey and Research

- Travel Behavior Survey: The Portland travel behavior survey is postponed until 2010 due to the significant construction in the downtown transit mall. Other areas in the state were scheduled to begin their surveys in FY 2008. However, contractual delays have moved that start date to FY 2009. The non-Metro surveys are being coordinated by the other state MPOs and ODOT (Transportation Planning Analysis Unit). Metro staff will serve on the advisory panel for these surveys. (ONGOING)

New Models

- Personal Transport Model: A new dynamic activity based model is being developed for the region. The work is being jointly conducted by PSU (using funds from an OTREC grant) and Metro. The work on the framework design and the initial estimation of variable coefficients was completed in FY 2007-08. In FY 2008-09, the final model parameters will be validated.

  The model will focus on trip tours made by individuals (not households). Thus, this project will greatly enhance the capability of the analyst to ascertain more discrete travel characteristics. The new algorithms will build upon the model development work started earlier in the Traffic Relief Option Study and the Transportation Model Improvement Program TRANSIMS development work. (FIRST and SECOND QUARTERS)

- Airport Passenger Model: The Port of Portland and the City of Portland are cooperatively working on an Airport Futures analysis. One of the work tasks in the project calls for the development of a new Airport Passenger Model.

  The model development work was originally targeted for completion in FY 2008. However, the City of Portland and the Port of Portland delayed the anticipated start date due to the need to assess and coordinate other items in the Airport Futures project.

  The current passenger model was estimated prior to the opening of the Red line. The parameters of the model were based upon people's opinions – not real actions. For this reason, it is desirable to estimate a new PDX passenger model using actual passenger data collected by the Port of Portland. This tool is important for use in forecasting transit and vehicular access to the airport.

  The Port of Portland will hire a consultant to collect the necessary data and develop a new passenger model. Metro will partner with the Port and City to provide oversight to the model development work. (FIRST, SECOND, and THIRD QUARTERS)

- Bicycle Analysis Tools – The region desires to improve its ability to assess investment decisions for bicycle projects. Funded through a prior year OTREC grant, PSU has already collected information with regard to the route that bicyclists use in their journey. This data is serving as a springboard to create several bicycle analysis tools.

  "ByCycle" is an interactive web-based tool that is designed to provide the user with optimum bike routing information between origins and destinations. Through statistical analysis, the PSU data will be used to improve the path-finding algorithm. The analysis can quantify the desirability of such items as bike paths, quiet streets, flat terrain, etc. in the path choice. These attribute measurements will be integrated into an updated "ByCycle" web site and made available to the bicycling community.

  Given the new path finding algorithm derived above, the desirability of a route can be measured. This information can be communicated to the regional travel demand model to assess the effect that bicycle infrastructure investments might have on demand.

  This project and its work elements are fully described in a scope of work between all the project partners. The work jointly funded by OTREC (assuming grant approval) and Metro funds. The project partners include PSU (OTREC funds), the RTP section (Metro funds), the

Data Resource Center (Metro funds), and the Transportation Research and Modeling Services section (Metro funds - Model Development Program). The TRMS efforts will primarily focus on the model estimation work required to accept the new sensitivity defined by the bicycle accessibility measurements. The TRMS work element will occur near the end of FY 2009. (FOURTH QUARTER)

Model Maintenance

- Modeling Network Attributes: Review and update, as necessary, the modeling network assumptions (e.g., uncongested speeds, number of lanes, vehicle throughput capacities, transit line itineraries). (ONGOING)
- Travel Demand Model Zonal Input Data: The model input data is modified as warranted. Such things as the household/employment allocation, intersection densities, household and employment accessibility, and zonal transit accessibility percentages can potentially be adjusted. (ONGOING)

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee (OMSC): Participate on the OMSC. A key topic area for FY 2008-09 includes the preparation for the Oregon household surveys. (QUARTERLY)
- Transportation Research Board (TRB) Committees: Serve on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee and the Innovations in Transport Modeling Committee. (ONGOING)
- National Panels: Serve on national committees as warranted. Examples include service on the AMPO Modeling Technical Committee and participation on peer review panels that assess the functionality of the travel demand models used in other regions. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Survey and Research

- Travel Behavior Survey: Participated on a statewide committee to coordinate the implementation of a travel behavior survey in the non-Metro areas of the state.

New Models

- Personal Transport Model: Partner with Portland State University to initiate the development of a dynamic activity based model.
- Network Assignment Software: Transit assignment functionality was developed with regard to the equilibrium assignment processes.
- Linkage between the Transportation Demand Model and MetroScope: Updated networks reflecting the 2008 RTP project assumptions were imbedded into the MetroScope allocation tool.

Model Maintenance

- Modeling Network Attributes: Reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).
- Travel Demand Model Input Data: The model input data was modified as warranted. Such things as the intersection densities, household and employment accessibility, and parking cost assumptions were adjusted.
- Travel Demand Model Computer Code: Software programs were written, as needed, to permit specialized analysis functions.

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee: Staff served as the chair for the MPO Program Coordination subcommittee.
- TRB Committees: Served on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee.

- National Panels: Served on national committees. One significant committee included the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting. In addition, staff participated on a panel to assist New York on their next household survey.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		STP/ODOT Match	$	
Materials & Services		$		ODOT Support	$	
Pmt to Other Agency	$			Section 5303	$	
Postage	$					
Miscellaneous	$			TriMet	$	
Computer		$		Metro	$	
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

SYSTEM MONITORING

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

The System Monitoring program collects data that supplements the efforts of the CMP (Congestion Management Process) to monitor both recurring and non-recurring congestion. The assembling of such items as traffic counts, VMT summaries, and transit patronage data are funded by the Monitoring program but are necessary to the CMP, as well.

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

STAKEHOLDERS

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

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

OBJECTIVES

- Coordinate with Portland State University and the Intelligent Transportation System (ITS) Laboratory to ensure the collection of ITS data that are meaningful and useful to Metro and its regional partners. (ONGOING)

PRODUCTS/DELIVERABLES

- Collect and compile regional system monitoring data (auto and truck counts, VMT, transit patronage, travel costs by mode, and parking costs). (ONGOING)
- Assemble data from reports that compare statistics from cities throughout the United States. (ONGOING)
- Provide response to system performance data requests (e.g., traffic counts, VMT, VMT per capita). (ONGOING)

- Support the Metro Performance Measure program. Identify measures that provide meaningful information. Prepare tables, graphs and summaries that can be integrated into a Metro-wide document. (ONGOING)
- Support the Congestion Management Process through the provision the traffic count data, VMT information, transit patronage data, and other data elements. (ONGOING).

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Coordinated collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and entered the data in a computerized database;
- Compiled Highway Performance Monitoring System (HPMS) vehicle counts from Oregon Department of Transportation (ODOT);
- Established a web site that summarizes VMT and VMT per capita;
- Compiled TriMet patronage information;
- Collected parking cost information for key areas within the central city;
- Reviewed and commented on key documents that pertain to comparisons of national system performance (e.g., Texas Transportation Institute – Urban Mobility Report, FHWA – Federal Highway Statistics, FHWA – HPMS Summary Report);
- Provided information to those seeking system performance data (e.g., traffic counts, VMT, VMT per capita); and
- Assembled transportation system performance data for inclusion into the next Metro Performance Measure document.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		PL	$	
Interfund Transfers	$		STP/ODOT Match	$	
Materials & Services	$		Section 5303	$	
Computer	$		Metro	$	
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

TECHNICAL ASSISTANCE PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

PRODUCTS/DELIVERABLES

- Provide data and modeling services to regional jurisdictions and agencies. (ONGOING)
- Provide data and modeling services to private consultants and other non-governmental clients. (ONGOING)
- Provide funds to the local governmental agencies to purchase and pay maintenance on transportation modeling software. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Provided data and modeling services to regional jurisdictions and agencies (e.g., Gresham – 181st Avenue Alternative Study);
- Provided data and modeling services to private consultants and other non-governmental clients (e.g., future forecast volumes, trip distribution patterns and mode share characteristics);
- Modeling software has been purchased and maintained for seven governmental agencies (ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County, and Washington County).

BUDGET SUMMARY

Requirements:				Resources:		
Personal Services		$		PL	$	
Interfund Transfers		$		STP	$	
Materials & Services		$		ODOT Support	$	
Pmt to Other Agency	$			TriMet	$	
Miscellaneous	$			Metro	$	
Computer		$		Technical Assistance	$	
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	
TOTAL	

ECONOMIC, DEMOGRAPHIC & LAND USE FORECASTING

The Economic and Land Use Forecasting Section performs the following primary activities:

- Data Collection: Maintains an inventory of socioeconomic and land related economic, demographic and geographic (associated with MetroScope – a real estate forecast and land use allocation model) datasets, which are the foundation for providing services to a wide array of clients, including local governments, business and the public. Data is collected for regional economic forecasting purposes (including national and regional measures), transportation planning, solid waste management forecasting, performance measures and the land use simulation model - MetroScope.
- Model Development: Responsible for development and maintenance of the regional econometric population and employment forecast model and the land-use simulation model – MetroScope.
- Forecasting: The section is responsible for providing forecasts of population and employment. This model is an econometric representation of the regional economy and is used for mid-range (5-10 years) and long-range (10-30 years) forecasts.
- Risk Analysis: Using the regional econometric model and monte-carlo simulation software, alternative growth scenarios are derived to estimate uncertainty in the regional forecast; Additionally, using MetroScope alternative land use simulation scenarios are derived to estimate alternative land-use futures.
- Forecast and Land Use Peer Review: Stakeholder reviews of the regional forecast and land use allocation projections are included in the scope of responsibilities to ensure reasonableness and validity of the forecast and growth allocations.
- Client Services: On a fee-for-service basis, the section provides population and economic forecasting services to local and regional clients, including public and private interests.
- Performance measures: Databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metropolitan Planning Organization (MPO) mandates include long range and detailed demographic and employment forecasts (Federal Highway Administration (FHWA) Forecast Certification Process). Travel demand studies require valid forecasts that are a primary input to the transport model.

State periodic review requirements for the Portland metropolitan area include extensive forecast, land information and research capabilities.

Metro's Urban Growth Boundary (UGB) administrative mandates are a primary reason for the collection and maintenance of economic and demographic statistics for the UGB and other sub-regional geographic measurements. In addition, the MPO data collection and forecasting mandates for transportation planning dictate the maintenance of population and employment data for the bi-state region.

STAKEHOLDERS

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

OBJECTIVES

- Provide socio-economic information and research services to transportation projects as requested by transportation planners for corridor and transit projects.
- Employ the land use simulation model (MetroScope) and the regional macro-econometric models as requested for growth management scenarios and transportation projects.

- Provide sound employment and population growth projections and statistical analysis to Metro policy makers regarding management of Metro's Urban Growth Boundary.

PRODUCTS/DELIVERABLES

- Use the 2035 forecast of population and employment to provide services for transportation modeling, such as corridor planning projects. (ONGOING)
- Apply Metroscope's forecasting capabilities to analyze the potential of induced economic growth from adding transportation facilities (ONGOING)
- Application of MetroScope to a series of scenario analysis for policy testing and to assist planners in developing economically sound UGB and land use policy alternatives (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Allocation of population/employment to census tract and Transportation Analysis Zone (TAZ) for the transportation demand model using MetroScope;
- Population and employment projections for the bi-state region to 2035, which is a primary land use input to the transportation demand model;
- Using the newly automated MetroScope to produce six alternative investment scenarios for 2035;
- Update of population (2006) by census tract and block group to the current year from 2000; and
- Update of employment to mapped locations for current year (2006).

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

- Annually update key census items such as population by census tract;
- Annually update employment at the place of work with state Employment Division records;
- Periodically update building permit records by location.
- Periodically update regional economic and demographic growth statistics
- Periodically update national economic and demographic growth indicators

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		ODOT Support	$	
Materials & Services		$		Section 5303	$	
Consultants	$			TriMet	$	
Pmt to Other Agencies	$			Metro	$	
Printing/Supplies	$			Other	$	
Postage	$					
Ads & Legal Notices	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

GIS MAPPING AND LAND INFORMATION

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

- Data Collection: Maintains an inventory of land related geographic data (Regional Land Information System - RLIS), which are the foundation for providing services to the DRC's array of clients, including local governments, business and the public. Primary data is collected for land use and transportation planning, solid waste management, performance measures and the transport and land use models.
- Client Services: Technical assistance and Geographical Information System (GIS) products and services to internal Metro programs, jurisdictions, TriMet, the Oregon Department of Transportation (ODOT) and Storefront customers (private-sector businesses and the general public). The DRC Storefront provides services and products to subscribers and non-subscribers. Subscribers include local jurisdictions that have entered into intergovernmental agreements with Metro. Non-subscribers are primarily business and citizen users.
- Performance measures: Geographic databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES

- Provide:
    - Up-to-date land information for GIS analysis and display to stakeholders.
    - The GIS derived land information required by the land use simulation model (MetroScope).
    - GIS display and spatial analytical services for Metro's Growth Management Program.

PRODUCTS/DELIVERABLES

- Fulfill the needs of the urban/rural reserves and performance UGB projects for GIS services.
- Use the Business Analyst data and software to support planning for centers and TODs.
- Develop the capability to offer visualization services to DRC stakeholders. This to include organizing a consortium of governments to purchase oblique imagery of the region.
- Organize a government consortium purchase of building footprints and accurate stream locations using the LiDAR imagery purchased in FY 2007-08.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Design for the MTIP web site which is under construction and Phase II is scheduled for completion in the Spring;
- Update of employment to mapped locations for current year.
- Update of vacant land to July 2006.

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

- Maintain the information in RLIS, providing quarterly updates to subscribers;
- Annually purchase aerial photography; and
- Purchase building permit records monthly.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		ODOT Support	$	
Materials & Services		$		Section 5303	$	
Consultants	$			TriMet	$	
Pmt to Other Agencies	$			Metro	$	
Printing/Supplies	$			Other	$	
Postage	$					
Ads & Legal Notices	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

Grants Management and Coordination provides overall ongoing department management and includes Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes budgeting, Unified Planning Work Program (UPWP), contracts, grants, and personnel. It also includes staff to meet required needs of the various standing MPO advisory committees, including:

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Bi-State Coordination Committee
- Regional Freight Committee
- Regional Travel Options (RTO) Subcommittee

As a MPO, Metro is regulated by federal planning requirements and is a direct recipient of federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that federal programs unique to urban areas are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on MPO actions. TPAC serves as the technical body that works with Metro staff to develop policy alternatives and recommended actions for JPACT and the Metro Council.

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all six Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets three times yearly and operates under its own bylaws. Metro Councilor Rex Burkholder has served as chair of OMPOC in the past, and is serving as vice-chair in 2008.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

Metro is subject to annual federal self-certification, and quadrennial Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) reviews, whereupon the agency must demonstrate compliance with federal transportation planning requirements, including the 2005 SAFETEA-LU legislation. In 2008, Metro will complete both self-certification and a quadrennial review.

The MPO program is also responsible for publishing an annual UPWP for the region, and monthly and quarterly reports to state and federal officials documenting our progress in completing the work program. Among these responsibilities is the requirement to establish air quality findings for Metro's transportation planning efforts that demonstrate continued conformity with the federal Clean Air Act. This air quality conformity work is a major component of Metro's MPO program.

Other program responsibilities include providing ongoing support to JPACT, TPAC, MTAC, MPAC, Bi-State Committee and subcommittees to ensure coordination between state, regional, and local transportation and land-use plans and priorities. These committees and subcommittees meet transportation and land-use coordination provisions outlined in SAFETEA-LU.

The Grants Management and Coordination program also includes overall department management, including budget, personnel, materials, services, and capital expenditures. The program also monitors grants and ensures contract compliance including OMB A-133 Single Audit, and provides information to the public. Metro also maintains active memberships and support in

national organizations such as Cascadia, American Public Transportation Association (APTA), and the Association of Metropolitan Planning Organizations (AMPO) as available funds allow.

STAKEHOLDERS

- Metro Council
- Federal, state, and local funding agencies
- Local jurisdictions
- TPAC, MTAC
- JPACT, MPAC
- Bi-State Committee

OBJECTIVES

- Prepare and manage the department budget, personnel, programs and products. (ONGOING)
- FY 2008-09 UPWP/Self Certification. (FOURTH QUARTER)
- 2008 Quadrennial Review (SECOND QUARTER)
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports. (ONGOING)
- Send monthly progress reports to TPAC. (ONGOING)
- Produce meeting minutes, agendas and documentation. (ONGOING)
- Execute, administer and monitor contracts, grants and agreements. (ONGOING)
- Complete a periodic review with FHWA and FTA on UPWP progress. (SECOND QUARTER)
- Complete Federal Certification. (SECOND QUARTER FY 2008-09)
- Single audit responsibility for Planning grants. (ONGOING)
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements. (ONGOING)
- Continue to participate in quarterly MPO coordination meetings. (ONGOING)

PRODUCTS/DELIVERABLES

- Adopted Budget (JUNE 2009)
- Approved UPWP (FOURTH QUARTER)
- Narrative and Financial Reports (QUARTERLY)
- Progress Reports to TPAC (MONTHLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- 2008 Federal Quadrennial Review Questionnaire (FIRST QUARTER)
- 2009 Federal Self-Certification (FOURTH QUARTER)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is an ongoing program.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services		$	PL	$	
Interfund Transfers		$	STP/ODOT Match	$	
Materials & Services		$	ODOT Support	$	
Consultants	$		Section 5303	$	
Printing/Supplies	$		Metro	$	
Ads & Legal	$				
Postage	$				
Miscellaneous	$				
Computer		$			
TOTAL		**$ 0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

I-205/MALL LRT CORRIDOR

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES

- Support TriMet in the completion of Final Design and in preparation for a Full Funding Grant Agreement with FTA. (ACCOMPLISHED EARLY 2007)
- Provide assistance to ensure that the mitigation plans in the FEIS are implemented in the Final Design and construction of the project. (ONGOING)
- Provide travel forecasting support for the annual FTA New Starts Program submittal as well as strategic and technical support for the required cost-effectiveness calculations. (AUGUST 2007)

PRODUCTS/DELIVERABLES

- Travel Demand Forecasts results for Annual FTA New Starts Report, if required (AUGUST 2007)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – South/North DEIS Locally Preferred Alternative selected, which included the Portland Mall;
- 1999 – 2001 – South Corridor Transportation Alternatives Study evaluated non-light rail options in the corridor, which led to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments;

- 2002 – 2003 – South Corridor Supplemental DEIS included a Phase 1 I-205 alignment for light rail between Gateway and Clackamas Regional Centers as well as light rail on the Portland Mall;
- January 2004 – Amended SDEIS for downtown Portland Mall and I-205 LRT Project, solidifying mode, terminus, station location and alignment decision on the Portland Mall segment;
- December 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final Environmental Impact Statement published in the Federal Register;
- October 2005 – TriMet receives Final Design approval from FTA; and
- Spring 2007 – Full Funding Grant Agreement signed with the FTA to construct Portland Mall and I-205 segments of the project.
- Spring 2007 – Construction initiated on the I-205 and Portland Mall segments of the project.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		TriMet IGA	$	*
Interfund Transfers	$				
Materials & Services	$				
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	
TOTAL	

*Budget and amount of IGA to be determined.

PORTLAND-MILWAUKIE LIGHT RAIL PROJECT SDEIS

The Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) advances Phase 2 of the Locally Preferred Alternative (LPA) for the South Corridor Light Rail Project. Environmental work for the Willamette River Crossing, the Lincoln Street portion of the alignment, needs to be updated from the original 1998 South/North Draft Environmental Impact Statement (EIS). A potential new alignment through Milwaukie also requires revision of the LPA selected in April 2003. A new SDEIS commenced in 2007 and is anticipated to be completed in 2008.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Metro Council adoption of the LPA calls for the Milwaukie Light Rail Project to be advanced once construction is underway on the Phase 1 project, the I-205/Portland Mall Light Rail Project. Construction of Phase 1 commenced in January 2007. Initiation of the SDEIS implements the Council's mandate.

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

STAKEHOLDERS

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

OBJECTIVES

- Locally Preferred Alternative approved by Metro Council. (JULY 2008)
- New Starts application submitted to FTA. (AUGUST 2008)
- Approval to commence FEIS and PE. (OCTOBER 2008)
- Undertake public involvement program. (ONGOING)
- Coordinate with the FTA and federal resource agencies. (ONGOING)

PRODUCTS/DELIVERABLES

- Locally Preferred Alternative report completed. (JULY 2008)
- New Starts application to FTA. (AUGUST 2008)
- Approval to commence PE from FTA. (OCTOBER 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – Milwaukie Light Rail Project included in South/North Draft EIS Locally Preferred Alternative;

- 1999-2001 – South Corridor Transportation Alternatives Study evaluated non-light rail options in the corridor, which led to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments;
- 2002-2003 – South Corridor SDEIS revisited Milwaukie alignment over Hawthorne Bridge. Metro Council adopted new LPA that included the Caruthers Bridge and Lincoln Street alignments in the central city as well as a new Kellogg Lake terminus in Milwaukie;
- January 2004 – Amended SDEIS for downtown Portland Mall alignment is published that includes reference to and confirmation of the Phase 2 LPA, with the recognition that additional environmental work would be required in the Milwaukie Corridor when the project is advanced;
- December 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final EIS published in the *Federal Register*;
- May 2007 – *Refinement Report*, which outlines Willamette River Crossing and southern terminous options to be studied in Portland-Milwaukie LRT SDEIS, is accepted by project Steering Committee;
- June and August 2007 – *Downtown Milwaukie Alignment Review Reports*;
- September 2007 – *Plan and Profile* drawings completed;
- October 2007 – *Detailed Definition of Alternatives* and *Methodology* reports submitted to FTA;
- December 2007 – Preliminary draft *Chapter 1 (Purpose and Need) and Chapter 2* (alternatives Considered) submitted to FTA for comment;
- January 2008 – Preliminary draft *Chapters 3 (Environmental Consequences) and Chapter 4 (Transportation Facilities, Services and Impacts)* submitted to FTA for comment;
- April 2008 (anticipated) – SDEIS published in federal register for public comment.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		CMAQ Milwaukie SDEIS	$	
Interfund Transfers		$		Local Match	$	
Materials & Services		$		TriMet IGA	$	
Consultants	$					
Pmt to Other Agency	$					
Printing/Supplies	$					
Ads & Legal	$					
Postage	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

LAKE OSWEGO TO PORTLAND CORRIDOR (WILLAMETTE SHORELINE)

The Lake Oswego to Portland Corridor project completed a Federal Transit Administration (FTA) Alternatives Analysis in December 2007. The Metro Council authorized the advancement of the project into a Draft Environmental Impact Statement (DEIS) pursuant to the requirements of the National Environmental Policy Act (NEPA). The Metro FY 09 budget contains staff and materials and services line items for the project, however funding for the DEIS has not yet been secured. The DEIS scoping process began in October 2007 with a meeting of federal, state and local agency staff. Pending the identification of funding for the DEIS, the project would get underway in early calendar 2009 and would conclude in mid-2010.

No-Build, Streetcar and Enhanced Bus alternatives are proposed for the DEIS, with several alignment and design options. The corridor connects the South Waterfront area of the Central City to the Lake Oswego town center via Highway 43/Macadam Avenue and/or the Willamette Shoreline rail right-of-way. A bicycle and pedestrian trail was also considered within the envelope of the Willamette Shoreline right-of-way and on local streets.

The DEIS would complete the analysis of alternatives and would result in the adoption of a Locally Preferred Alternative (LPA) by the Metro Council. Once the LPA is selected, the project lead would transition to TriMet, which would then apply to FTA to enter Preliminary Engineering and initiate the Final Environmental Impact Statement (FEIS). At the completion of the FEIS, a Record of Decision would be issued by the FTA certifying that the requirements of NEPA have been met. The project would then move into Final Design and Construction pending FTA approvals.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- On December 13, 2007, the Metro Council passed a resolution selecting the No-Build, Enhanced Bus and Streetcar Alternatives to be advanced into the DEIS. This resolution also included work program considerations that included development of the scope, schedule, budget and funding plan for the DEIS, initiation of a Johns Landing refinement plan, and identification of issues to be addressed prior to initiation of the DEIS.
- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts and Small Starts projects.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process.
- The Region 2040 Plan, the Regional Transportation Plan (RTP), City of Portland Plans for North Macadam, and Lake Oswego Redevelopment plans all call for improved transit service in the Macadam/Highway 43 corridor between the central city and the Lake Oswego Town Center.
- The Willamette Shoreline Consortium, formed in 1985, managed the acquisition of the Jefferson Branch rail line and has been operating historic trolley service on the line. The Consortium also manages maintenance of the line to ensure it remains an active rail alignment for future enhanced transit service.
- The City of Lake Oswego is developing a Foothills District Refinement Plan for an urban renewal district in the Foothills area adjacent to the Jefferson Branch rail alignment that anticipates a high level of transit service.
- This program includes elements of refinement planning for the Macadam/Highway 43 Corridor identified in the Regional Transportation Plan, including: 1) planning for improved bus service in the corridor; 2) planning for future streetcar service; and 3) improving bicycle and pedestrian safety through the trail component of the study.

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- City of Lake Oswego
- FTA
- TriMet
- ODOT
- Clackamas County
- Multnomah County
- Citizens adjacent to, users of and those potentially impacted by transit and/or trail improvements in the corridor
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Parks and Greenspaces (trail component)
- Metro Committee for Citizen Involvement (MCCI)
- Business and civic organizations
- Private industry and the public

OBJECTIVES

- Initiate a DEIS for the Lake Oswego to Portland Transit Corridor. (JANUARY 2009)

PRODUCTS/DELIVERABLES

- Scope, schedule, budget and funding plan for the DEIS.
- Completion of a Scoping Report following the scooping phase of the DEIS
- Completion of the Johns Landing refinement plan and work program considerations as adopted by the Metro Council on December 13, 2007.
- Completion of methods reports in support of the DEIS.
- Initiation of the public involvement program in support of the DEIS and corresponding start-up activities.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. The line currently extends from NW Portland to the South Waterfront district and connects to the Portland Aerial Tram to serve Oregon Health and Science University.
- An Alternatives Analysis was completed for the Portland Streetcar Loop Project in November 2006. This proposed extension to the Streetcar system is currently in FTA Small Starts Project Development.
- The Lake Oswego to Portland Transit and Trail Alternatives Analysis concluded in December 2007 and included several key accomplishments:
    - A comprehensive two-year public involvement process was completed that utilized a citizen project advisory committee, stakeholder interviews, workshops, small group meetings, individual property owner meetings, public hearings and the full range of print and electronic media. A survey of TriMet bus riders in the corridor was conducted. Over 1,200 direct citizen contacts were made. The public input received was summarized in the *Public Comment Report* (Metro, 2007).
    - Technical analyses were conducted that included conceptual designs, travel demand forecasts, capital and operating costs, potential benefits and impacts and funding scenarios. This evaluation is summarized in the *Evaluation Summary Report* (Metro, 2007).
    - The Metro Council passed a resolution selecting the No-Build, Enhanced Bus and Streetcar Alternatives to be advanced into the DEIS. This resolution also included work program considerations that included development of the scope, schedule, budget and

funding plan for the DEIS, initiation of a Johns Landing refinement plan, and identification of issues to be addressed prior to initiation of the DEIS.

.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		FTA Streetcar Grant	$	
Interfund Transfers	$		Local Match	$	
Materials & Services	$		Metro	$	
Computer	$				
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

STREETCAR TECHNICAL METHODS AND CITY OF PORTLAND STREETCAR SYSTEM PLAN

As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which included funding for advancement of Streetcar Technical Methods and a City of Portland Streetcar System Plan, as well as to advance the Portland Streetcar Loop Project (formerly called the Eastside Transit Alternatives Analysis) and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process. The technical methods will assist the Federal Transit Administration (FTA) in the development of guidance for travel demand forecasting and economic development methodologies for the Small Starts funding program. In FY 2005-06 and FY 2006-07, initial work was done to evaluate potential approaches for this work, during the Eastside Transit Project and Lake Oswego to Portland Transit Corridor Project Alternatives Analyses. The City of Portland Streetcar System Plan will evaluate potential alignments and extensions to the existing system and will serve as input into the Metro High Capacity Transit System Plan, which, in turn, will become a component of the Regional Transportation Plan.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES

- Ensure that the streetcar transit mode is planned and integrated into both local plans and regional plans (the RTP);
- Improve methods of forecasting the likely outcome of proposed streetcar service;
- Enhance methods of estimating the economic impact of streetcar service on adjacent land uses, forecasting the likely economic development impacts.

PRODUCTS/DELIVERABLES

- Ensure that the newly initiated Metro High Capacity Transit System Plan is coordinated with the developing Portland Streetcar System Plan. (JUNE 2008)
- Improve technical methods for travel forecasting that fully explain the ridership patterns of the Streetcar mode to assist FTA in the evaluation of Small Starts projects and to assist the City of Portland with the evaluation of future transit corridors for the Streetcar System Plan. (DECEMBER 2008)
- Develop technical methods for evaluating the impact of Streetcar on development patterns and measuring the economic development potential of the Streetcar mode to assist FTA in the evaluation of Small Starts projects and to assist the City of Portland with the evaluation of economic development in future transit corridors for the Streetcar System Plan. (MARCH 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- The first segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. Streetcars run on a 6.0-mile continuous loop with 40 stops ranging from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University to a terminus at SW Moody and Gibbs.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capita provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- In 2005, Eric Hovee Inc. was retained to develop a correlation between the presence of the Portland Streetcar and Central City development patterns. This study found evidence of a connection between streetcar service and economic development and recommended further, even more rigorous methods to show causality between the streetcar and intensity of development that form the basis of the current work program.
- In 2005, PB Consult was retained to evaluate the travel demand forecasting methods to be used to evaluate the Streetcar mode. Several sub-mode adjustments were made to Metro's travel forecasting model as a result.
- An FTA Alternatives Analysis was completed and a Locally Preferred Alternative selected for both the Eastside and Portland to Lake Oswego Transit Projects in federal FY 2005-06.

Past Year Accomplishments:

- Metro and TriMet staff worked with the FTA concerning the appropriate methodology for determining the transportation system user benefit for the Portland Streetcar Loop project.
- Also in 2007 Metro staff coordinated with City of Portland Office of Transportation staff in the development of the Portland Streetcar System Plan.
- Metro staff coordinated with the City of Portland and TriMet staff concerning a draft scope of work for a second phase of assessing the economic development potential of streetcar service.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		FTA Streetcar grant	$	
Interfund Transfers		$		Local Jurisdiction Match	$	
Materials & Services		$				
Consultant	$75,000					
Pmt to Other Agency	$25,000					
Miscellaneous	$5,570					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	
TOTAL	

BI-STATE COORDINATION

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro Council
- Cities of Portland and Vancouver
- Multnomah and Clark County
- Ports of Portland and Vancouver
- TriMet
- CTRAN
- RTC

OBJECTIVES

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

- Coordination of federal funding preferences for the bi-state area;
- Large land use plan amendments as they are proposed;
- Coordination with I-5 Columbia River Crossing;
- Freight rail issues;
- Economic development and environmental justice coordination where there is a bi-state interest;
- Transportation Demand Management (TDM) measures on transportation facilities of mutual interest; and
- Other issues of bi-state significance as they may emerge.

PRODUCTS/DELIVERABLES

Products/Deliverables will include:

- Making recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) or other agencies about land use and transportation issues of bi-state significance, especially the Columbia River Crossing and the Regional Transportation Council's (RTC) Transportation Corridors Visioning project which includes consideration of a third bridge across the Columbia River in the Portland-Vancouver metropolitan area and the RTC's High Capacity Transit Plan. (ONGOING)
- Completing an Annual Report. (JANUARY 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Past Year's Accomplishments:

- Provided additional time for discussion and coordination of issues concerning the I-5 Columbia River Crossing; and
- Reviewed a joint PSU/WSU Vancouver survey of business and other entities concerning bi-state issues, obstacles and opportunities.
- Reviewed 2035 RTP and provided coordination and recommendations to both MPO's proposed transportation plans.
- Reviewed proposed New Look project and implications for the bi-state area.

A detailed description of Bi-State Coordination Committee work in a month-by month format is available in the Committee's 2007 Annual Report.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		STP/ODOT Match	$	
Materials & Services		$		Metro	$	
Printing/Services	$					
Ads & Legal Notices	$					
Miscellaneous	$					
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

PROJECT DEVELOPMENT

The Project Development program implements multi-modal Regional Transportation Plan (RTP) projects and policies for major transportation corridors. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs.

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development program has focused on projects that directly relate to completion of planning and project development activities in regional transportation corridors outlined in the RTP. Project development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

Prioritization of corridor projects to be advanced is a regional decision. In 2005, Metro consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the outcome of that consultation, in Fall 2005, the Corridor Refinement Work Plan was updated to reflect current and new efforts and responsibilities. Over the next five years, the work plan, which was approved by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, calls for commencement of major new planning efforts on the East Multnomah County I-84/US 26 Connector, the Outer Southwest Area, I-205 and I-405 corridors and regional high capacity transit and tolling system plans.

STAKEHOLDERS

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

OBJECTIVES

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes as well as formal comment on proposed projects. (ONGOING)
- Implement the Corridor Initiatives Project strategy in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts. (ONGOING)
- Participate in the development of projects not yet funded by other grants or contracts, such as the I-205/Airport Way Improvement Project. (ONGOING)

PRODUCTS/DELIVERABLES

- With ODOT and local jurisdictions, developing work scopes for new projects. (DECEMBER 2008)
- Work with ODOT to develop and support a decision on which next corridor to study. (JUNE 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

- Corridor Refinement Work Plan adopted into RTP (2002);
- Received TGM grant for Phase I Powell/Foster Corridor study (2002);
- Powell Foster Phase I completed (2003);
- Completed Highway 217 Corridor study (2005);
- Travel forecasting and FTA liaison for Washington County Commuter Rail project (2001-present);
- Participation in eastside streetcar and I-405 loop studies (2004-2005);
- Scoping and grant applications for I-5/99W project (2003-present);
- Participation in scoping, funding, travel analysis and advisory committees for Sunrise Corridor (2003-present);
- Update of Corridor Priorities Work Plan (2005);
- Participated in the development of Columbia River Crossing Project (2006 – present)

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		PL	$	
Interfund Transfers		$		STP/ODOT Match	$	
Materials & Services		$		ODOT Support	$	
Printing/Supplies	$			Section 5303	$	
Miscellaneous	$			Metro	$	
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

PORTLAND STREETCAR LOOP PROJECT

This project, formerly called the Eastside Transit Alternative Analysis will secure a Record of Decision, which completes the federally mandated environmental review process. This effort will include publishing an Environmental Assessment (EA) for the locally preferred alternative, taking public comment and responding as may be needed and securing a Record of Decision from the Federal Transit Administration. The project proposes extension of the existing Portland Streetcar alignment over the Broadway Bridge to the Lloyd District, extending south through the Central Eastside to OMSI. Ultimately, the proposal is to complete the Streetcar Loop around the Central City by eventually using a new light rail bridge between the east and west sides of the Willamette in the vicinity of OMSI on the east and OHSU on the west when Milwaukie light rail is constructed.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement, outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet, documents Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly Federal Transit Administration (FTA) New Starts projects.
- The Region 2040 Plan, the Regional Transportation Plan (RTP) (projects 1105 and 1106 of the 2025 RTP's financially constrained system and projects 10176 and 10177 of the 2035 RTP's financially constrained system include extension of the Portland Streetcar to Lloyd Center and the Central Eastside Industrial District) and various City of Portland plans including the Central City Plan (1988) ("Plan and construct an inner city transit loop - possibly on Grand Ave.") and the Central City Transit Plan (1995) (Objective 5.4.4 "Identify a strategy for developing the Central City streetcar system and integrating it with other transit services") call for improved internal Central City circulation for workers, residents, and visitors.
- In July 2006, Metro Council selected a Locally Preferred Alternative to advance into the National Environmental Protection Act (NEPA) process.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.

STAKEHOLDERS

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

OBJECTIVE

Ensure that the project is properly positioned for federal review and approval to advance into the next phases of the Small Starts funding program.

PRODUCTS/DELIVERABLES

- Publish a final EA for the Portland Streetcar Loop Project and secure a Record of Decision. (MAY 2008)
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding included in SAFETEA-LU. (JULY 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in July 2001 using local funds. Streetcars run on a 7.2-mile continuous loop with 42 stops ranging from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University to a terminus at SW Moody and Gibbs.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capita provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- Portland Streetcar currently is providing over 2,500,000 rides per year. Since 1997, nearly 7,300 new units of multi-family housing have been built within two to three blocks of the streetcar and there has been over 4.6 million square feet of non-residential space developed.
- The Lowell streetcar extension is under construction.
- Extensions are planned to the Lloyd District and Central Eastside over the Broadway Bridge.
- Portland Streetcar, Inc, after two years of public outreach and development with a project steering committee, developed an alignment that was adopted by Portland City Council on June 25, 2004.
- Metro entered into a contract with Portland Streetcar, Inc. in FY 2004-05 to develop the work program and perform the federal alternatives analysis for the project.
- A FTA alternatives analysis was completed and a Locally Preferred Alternative selected in federal FY 2005-06.

Past Year's Accomplishments:

- In 2007 (September, November and December drafts), a draft Environmental Assessment was produced, including a draft historic resources (Section 106) determination of eligibility, a "no adverse effect" determination and a *de minimis* use determination (Section 4(f) as well as a biological assessment.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$		FTA Streetcar grant	$	
Interfund Transfers		$		Local match	$	
Materials & Services		$				
Consultant	$					
Pmt to Other Agency	$					
Miscellaneous	$					
Computer		$				
TOTAL		**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	
TOTAL	

NEXT CORRIDOR

This work program is designed to complete the corridor refinement planning needed on the next priority corridor as defined by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council. The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. To date, corridor refinement plans have been completed on Powell/Foster and the Highway 217 corridors with proposed projects and next steps being adopted by JPACT and the Metro Council. In 2007, Metro will commence work on the High Capacity Transit System Plan.

The RTP will update the corridor planning priorities and JPACT and the Metro Council will approve future corridor planning activities, whether led by Metro or others, prior to commencement. Based on previous work, likely candidates include the Outer Southwest Area and the East Multnomah County I-84/US 26 Connector corridors.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

In FY 2005-06, this program focused on completing the Highway 217 Corridor study and commencing the next multi-modal alternatives analysis. Work concluded in FY 2006-07 with recommendations on RTP and local plan amendments and alternatives for further study and phasing, and next steps for financing. The recommendations were adopted by JPACT and Metro Council. Next steps for that corridor include seeking funding for completion of National Environmental Protection Act (NEPA) and preliminary engineering.

In Winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in Winter 2005/06, JPACT and Metro Council approved a corridor planning work plan update, which calls for initiation of five new corridor plans in the next five years (see Project Development narrative). In Winter 2007/8, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional Transit System Plan.

This work program will commence the next corridor plan. The corridor planning priorities will be identified by the state portion of the RTP in the fall of 2008. Work will commence on the highest priority corridor, as identified in the RTP, in the winter of 2008/9.

STAKEHOLDERS

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

OBJECTIVES

- Initiate scoping of study. (JANUARY 2009)

- With project advisory committees, establish goals and objectives for corridor. (JUNE 2008)

PRODUCTS/DELIVERABLES

- Develop and implement a public participation plan that provides opportunities for all parties to comment, employs visualization techniques, electronically accessible formats such as on-line survey instruments and the Web and other best practices to help reach potentially impacted, minority and non-English speaking, or other interested residents in the selected corridor. (MARCH 2009)
- Issue consultant contracts. (MAY 2009)
- Establish project advisory committees. (MAY 2009)
- Complete background and existing conditions analyses. (JULY 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Phase I Powell/Foster Corridor study completed and recommendations adopted by JPACT and the Metro Council. (2003)
- Highway 217 Corridor study completed and recommendations adopted by JPACT and the Metro Council. (2005)
- With Transportation Policy Alternatives Committee (TPAC) subgroup, reviewed priorities and identified potential next corridor study candidates. (2005)
- JPACT and Metro Council approved corridor planning work plan update. (January 2006)
- Commenced regional High Capacity Transit system plan. (Winter 2007/08)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		PL	$	
Interfund Transfers	$				
Materials & Services	$				
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

REGIONAL TRAVEL OPTIONS

The Regional Travel Options (RTO) program is the region's Transportation Demand Management (TDM) strategy for reducing reliance on the single-occupancy automobile. The program has been funded for nearly 20 years, and has grown to include a variety of regional partners and outreach programs proven to reduce travel demand and encourage alternatives to driving alone. Since the early 1990s, the program has provided a daily Vehicle Miles Traveled (VMT) reduction of 136,986 miles, which reduces criteria pollutants by 2.6 tons and carbon dioxide by 67 tons. The program is also central to the region's efforts to maintain "attainment" status with federal air quality requirements. The program's effectiveness in meeting these goals is monitored on an ongoing basis through a system of detailed evaluations of individual components and employer surveys, and is documented in bi-annual reports published by Metro.

The Metro Council approved a new strategic plan for the RTO program in 2008. The updated program continues work begun in the 2004 RTO Strategic Plan, which places a major emphasis on marketing and outreach. Most of the RTO program activities are carried out by public agency partners or consultant contracts, and are administered by Metro. The key components of the RTO program are:

- Policy and Funding;
- Collaborative marketing program;
- Measurement program;
- Transportation Management Association program;
- Centers Program;
- Regional Travel Options Grant program;
- Information Tools; and
- Commuter program.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The 2008 RTO Strategic Plan was approved by Metro Council resolution, and provides the framework for RTO policy development and program activities. The RTO Subcommittee of Transportation Policy Alternatives Committee (TPAC) serves as the technical committee for RTO policy development.

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

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

STAKEHOLDERS

- Metro Council
- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- RTO service providers (TriMet, Wilsonville SMART, local jurisdictions, vanpool vendors and others)
- RTO Subcommittee and TPAC
- Joint Policy Advisory Committee on Transportation (JPACT)
- Private industry and the public

OBJECTIVES

- Continued implementation of the RTO Strategic Plan. (ONGOING)
- Continued policy development in partnership with RTO Subcommittee. (ONGOING)
- Continued implementation of the Drive Less/Save More collaborative marketing campaign and coordination of partner agency marketing activities. (ONGOING)
- Continued implementation of the regional vanpool program. (ONGOING)
- Administration and monitoring of RTO grants program. (ONGOING)
- Continued implementation of an evaluation strategy that measures the outputs and outcomes of all projects and programs supported with RTO funds. (ONGOING)
- Continued implementation of the regional commuter program with a focus on new rail transit investments. (ONGOING)
- Increase the number and quality of carpool matches; and participate in multi-state online ridematching system. (ONGOING)
- Distribute 2007 Bike There! map via local bike shops and other retailers. (ONGOING)

PRODUCTS/DELIVERABLES

- Develop and distribute a walking guide publication and web resource to encourage walking for local trips and support area walking programs. (2008-2009)
- Regional Travel Options Strategic Plan update to support implementation of 2007 Regional Transportation Plan. (2008)
- Select locations for individualized marketing projects in the Portland metropolitan region and begin project implementation. (2008-2009)
- Update regional Transportation Management Association Program policy and funding structure (2008)
- 2006-2007 Evaluation Report. (2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Completion of 2002 RTO Annual Report;
- Completion of 2004 RTO Strategic Plan;
- Completion of 2003 RTO Annual Evaluation Report;
- Completion of 2004 Travel Behavior Barriers and Benefits Research;
- Completion of 2005 Rideshare Market Research and Implementation Plan;
- Development and implementation of the Drive Less/Save More marketing campaign, 2006;
- Completion of the 2004-2005 Annual Evaluation Report;
- Award of RTO grants to local projects for 2007-2009;
- Launch of the regional vanpool program, 2007; and
- Update of the Bike There! map, 2007;
- Completion of 2008 RTO Strategic Plan.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		CMAQ*	$	
Interfund Transfers	$		ODOT Transit	$	
Materials & Services	$		BETC Match	$	
			Metro	$	
			Bike There	$	
			Local Match	$	
			C-Tran	$	
				$	
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	

*CMAQ Allocated through 08-11 MTIP Process.

CITY OF DAMASCUS - HIGHWAY 212 SUB-AREA AND SUNRISE PARKWAY REFINEMENT PLAN (EAST OF ROCK CREEK JUNCTION TO US26)

The Highway 212 land use and transportation sub-area plan will form the basis for the Comprehensive Plan, zoning designations, and the Transportation System Plan (TSP) for a portion of the City of Damascus. The City of Damascus has divided the new city into several plan segments. This land use and transportation plan will focus on the portion of Damascus that is around existing Highway 212, from about 172nd Avenue to the eastern edge of the city. The purpose of the plan will be to establish the most desirable mix of land use designations, conceptual highway design (consistent with Metro Street and Boulevard designations), and a local transportation network for this segment of the city. The transportation elements will build off the guidance that was established in the Damascus-Boring Concept Plan Implementation Strategies and Action Measures Report and the Regional Transportation Plan (RTP). The plan will address the need to convert Highway 212 from a through traffic and freight function to a Main Street with design characteristics that slow traffic and create an attractive streetscape for the land uses with frontage along the facility. It is estimated that about 60 percent of the funds will be dedicated to this portion of the planning project.

The Sunrise Parkway Refinement Plan will build off the transportation direction that was established in the Damascus-Boring Concept Plan Implementation Strategies and Action Measures Report and the RTP. The alignment for the Sunrise Parkway has not been established. As currently planned, the Sunrise Parkway would be an expressway and parkway facility that replaces the existing through and freight route on Highway 212 from east of the Rock Creek Junction (Highway 212/224) through Boring and east to US26. The purpose of the plan will be to narrow or select the alignment of the Sunrise Parkway as it traverses through the City of Damascus, and to establish the number and location of limited access points that connect the parkway to the local street network in Damascus. Goals for the Sunrise Parkway Project would include providing a route and facility design that is an attractive alternative to a Highway 212 that has been converted to a Main Street, and to avoid significant environmental and community impact. It is estimated that about 40 percent of the funds will be dedicated to this portion of the planning project.

These two plans will be coordinated with each other and recognize that development of the Sunrise Parkway prior to developing new design characteristics along Highway 212 may make it difficult to attract the appropriate land uses for a Main Street.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the State Transportation Planning Rule (TPR), the RTP calls for completion of 17 specific corridor refinements and studies. Chapter 6 of the RTP, section 6.7.5 identifies elements to be considered for the Sunrise Corridor that require further analysis before a specific project can be developed. The Damascus Boring Concept Plan Implementation Strategies and Action Measures Report separates the Sunrise Project from the Sunrise Parkway, addresses planning guidance for Highway 212 and Highway 224, and also recommends amending Sunrise Corridor refinement planning requirements (section 6.7.5) to recognize the separation of these projects, including the concept plan vision for a “parkway” design.

STAKEHOLDERS

Stakeholders include, but are not limited to:

- City of Damascus
- Oregon Department of Transportation (ODOT)
- Federal Highways Administration (FHWA)
- Clackamas County
- City of Boring
- City of Happy Valley
- Metro

OBJECTIVES

The goals of the Highway 212 Sub-Area and Sunrise Parkway Refinement Plan are the following:

- Enhance the through movement function of the Sunrise Highway and Sunrise Parkway;
- Provide a desirable mix of land use designations and a conceptual highway design on Highway 212 through Damascus that facilitates Main Street type development and discourages through traffic;
- Maintain and improve freight mobility [illegible] to the Clackamas Industrial Area;
- Provide regional access from the Portland area to the US26 corridor that links the metropolitan area to central and eastern Oregon;
- Provide an adequate and efficient level of multi-modal transportation improvements in the corridor;
- Provide access to the Damascus and Boring areas; and
- Increase efficient use of land. Particular attention will be given to supporting developments within Damascus, Happy Valley, Clackamas Regional Center and the Clackamas Industrial area.

PRODUCTS AND DELIVERABLES

The scope of work for the Highway 212 Land Use and Transportation Sub-area Plan and Sunrise Parkway Refinement Plan is currently being developed. Products and deliverables will be developed as part of this scoping process.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The Damascus Concept Plan has been completed that looks at a potential alignment for the Sunrise Parkway from the Rock Creek Junction, through Damascus and Boring, and east to US26. A scope of work for the Highway 212 Sub-area and Sunrise Parkway Refinement Plans is currently being developed by the City of Damascus.

BUDGET SUMMARY

Requirements:			**Resources:**		
City of Damascus	$		Federal earmark	$	
Consultant	$		Damascus Local Match	$	
ODOT	$		STP	$	
Metro	$		Metro	$	
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

CITY OF PORTLAND - EASTSIDE STREETCAR: NW 10TH AVE. (LOVEJOY ST. OMSI)

The Eastside Streetcar project seeks to support and encourage redevelopment of under-utilized land on the eastside, much as it did on the west side of the river. The streetcar is important as a Central City circulator providing new service and supporting the regional transit system through connections with existing and planned bus and rail lines. Since the streetcar operates in mixed traffic, it will add new person-trip capacity without reducing auto traffic capacity. It will provide direct service between the new residential communities emerging in the River District and South Waterfront to activities at OHSU, Portland State University, the Oregon Convention Center, to shopping and restaurants in the Lloyd District and Central Eastside and to the attractions at OMSI. The intent is to tie the implementation of the Eastside streetcar project to Development Agreement(s) with property owners along the alignment, so that the public investment in the streetcar results in the kinds of development called for in local and regional plans. Density, design provisions for affordable housing and other public rights-of-way improvements will all be included in the agreement(s).

Placeholder

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The City of Portland, Office of Transportation, is the lead agency to develop and manage the Eastside Streetcar project. Mandates include:

1988 – Central City Plan
2002 – Transportation System Plan
2004 – Update to the Central City Transportation Management Plan
2004 – City Council adoption of the Eastside Streetcar Alignment Study
2006 – City Council and Metro adoption of the Eastside Transit Alternatives Analysis Locally Preferred Alternative

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Portland Development Commission
- Lloyd District Business Improvement District
- Central Eastside Industrial Council
- Ashforth Pacific
- Oregon Convention Center
- Portland Trailblazers
- OMSI
- Buckman Neighborhood Association
- Hosford-Abernethy Neighborhood Development
- Kaiser Permanente
- Lloyd Transportation Management Association
- Metro Council
- TriMet
- FTA

OBJECTIVES

The objective is to fully meet the requirements of the FTA Small Starts Program and qualify for a Project Development Grant Agreement.

PRODUCTS/DELIVERABLES

- Conceptual Planning - completed

- Alternatives Analysis – completed
- Locally Preferred Alternative – completed
- Project Development Grant Agreement – FTA Small Starts Program – submittal 1st quarter 2007
- Environmental Analysis & Engineering – on-going during 2007
- Project Construction Grant Agreement – FTA Small Starts Program – submittal 4th quarter 2007

Placeholder

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the late 1990s, the City constructed the initial operating segment for the Portland Streetcar Loop project. This alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown, and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations. Two additional extensions have been completed, from Portland State University to RiverPlace and from RiverPlace to SW Gibbs Street in South Waterfront. Another extension from SW Gibbs Street to SW Lowell Street is under construction and expected to open in September 2007. When the Lowell extension is completed the line will be 4 miles end-to-end with 47 stops.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$		FTA (Metro/City IGA)	$	
Outside Contracts	$		Local Match	$	
Total	**$**	**0**	**Total**	**$**	**0**

CITY OF WILSONVILLE – SOUTH METRO AREA RAPID TRANSIT

The Transit Master Plan is before City Council and is expected to be adopted in FY 06/07. With continuing growth and development in Wilsonville, South Metro Area Rapid Transit (SMART) recognizes the need to examine the nature, frequency and scope of its service. In particular, advent of commuter rail in Wilsonville, and the Villebois site, a 2,500-unit mixed-use development, will greatly increase demand for transit service. At the same time, the nature of the demand will be different than what it has been in the past. The Transit Master plan will address these changes and plan for future service over the next 20 years.

SMART provides fixed-route service within the City of Wilsonville and provides connecting service to Portland, Canby and Salem. SMART also provides transportation to medical appointments in the Portland area for Wilsonville seniors and people with disabilities. All service within the City of Wilsonville is free of charge. SMART's TDM program (formerly SMART Options) continues to promote transportation alternatives, primarily to single-occupant vehicles, and assists local employers in establishing transportation worksite programs.

SMART coordinates its service with TriMet, Canby Area Transit (CAT) and Cherriots in Salem. The SMART Options program takes part in coordinated regional travel planning processes through Metro's Regional Travel Options Subcommittee and works closely with other area transit agencies and jurisdictions in planning outreach and employer programs. SMART also participates in coordinated regional planning processes with other transit agencies and jurisdictions for the elderly and disabled.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by grant funding from Federal Transit Administration (FTA) earmarked funds, Job Access & Reverse Commute (JARC), Section 5307, Elderly and Disabled, and Congestion Mitigation and Air Quality (CMAQ). With the exception of the SMART Options program, SMART does not currently receive grant funding for planning; all of the grants are for capital and operations. The SMART Options program is currently funded at a biennial rate of $121,000 in CMAQ funds through the FTA.

STAKEHOLDERS

- FTA
- Oregon Department of Transportation
- TriMet
- Cities of Wilsonville, Portland, Canby, and Salem
- CAT
- Cherriots
- Metro

OBJECTIVES/PRODUCTS/DELIVERABLES

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

Budget Summary

The City of Wilsonville is expecting to adopt the Transit Master Plan in spring 2007. There are no local funds budgeted for Master Planning activities for FY07-08 and there will be no Federal funds used in FY07-08 for Master Planning activities.

Placeholder

Requirements:			**Resources:**		
Personal Services	$		CMAQ	$	
Material & Services	$		Local Payroll Tax	$	
TOTAL	**$**	**0**	**TOTAL**	**$**	**0**

CLACKAMAS COUNTY – SUNRISE PROJECT SDEIS AND FEIS (I-205 TO ROCK CREEK JUNCTION)

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

A Draft Environmental Impact Statement (DEIS) was released in July 1993 for a Sunrise Corridor Project with a proposed new roadway alignment of Oregon Highway 212/224, between I-205 and US26. The Sunrise Corridor was one of 15 state projects that were included in the Access Oregon Highway (AOH) funding program. The program goals and objectives were to connect economic centers in the state, to improve travel time, to improve capacity and to improve safety conditions. The objective of the Sunrise Corridor was to connect a major north-south interstate highway (I-205) with a regional east–west highway that connects Portland to central and eastern Oregon. In 1996, the Clackamas County Board of County Commissioners approved a preferred alternative for the Sunrise Corridor. Clackamas County in cooperation with Oregon Department of Transportation (ODOT) obtained permission from the Federal Highway Administration (FHWA) to complete a Supplemental Draft Environmental Impact Statement (SDEIS) for a project from I-205 to the Rock Creek Junction. The SDEIS will update previous alternatives and likely add or modify alternatives based on current traffic data, addressing the corridor between I-205 and the Rock Creek Junction. A Sunrise Project SDEIS is appropriate since the purpose and need for the project has not changed since the release of the DEIS and the opportunity for alternatives remain the same with some variations. The Sunrise Project is an existing transportation need that has independent utility and does not preclude any alternatives from Rock Creek Junction to US26. Some of the alternatives will be addressed in FY 2007-08 with a federal earmark as part of the Highway 212 Sub-area and Sunrise Parkway Refinement Plan (East of Rock Creek Junction to US26).

The SDEIS will be completed by late spring of 2008, and the Final Environmental Impact Statement (FEIS) will start in January or February of 2009.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the State Transportation Planning Rule (TPR), the Regional Transportation Plan (RTP) calls for completion of 17 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas that require further analysis before a specific project can be developed.

As mentioned, a Sunrise Corridor DEIS was prepared in 1993, however, a Supplemental EIS is needed to update the design and update the environmental information. In addition, when an alternative is selected and a funding plan is in place, the RTP will need to be amended to add this alternative to the RTP and to the financially constrained system.

STAKEHOLDERS

Stakeholders include, but are not limited to:

- ODOT
- FWHA
- Clackamas County
- City of Happy Valley
- City of Damascus
- Metro
- TriMet

OBJECTIVES

Following are the goals of the Supplemental EIS:

- Enhance the through movement function of the highway;

- Maintain and improve freight mobility and access to the Clackamas Industrial Area;
- Provide regional access from the Portland area to the US-26 corridor that links the metropolitan area to central and eastern Oregon;
- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay;
- Provide an adequate and efficient level of multi-modal transportation improvements in the corridor;
- Provide access to the Damascus and Boring areas;
- Determine any environmental concerns and determine mitigation measures (if needed);
- Complete the public comment period for the SDEIS by Summer of 2008; and
- Increase efficient use of land. Particular attention will be given to supporting developments within the Clackamas Regional Center, Clackamas Industrial area, Happy Valley and Damascus.

Following are the goals for the Final EIS:

- Develop the preferred alternative as part of the FEIS;
- Address the need for phasing the project as part of the preferred alternative; and
- Complete a funding plan as part of the FEIS and amend the RTP to include a project for the preferred alternative.

PRODUCTS AND DELIVERABLES

Major deliverables for the Final EIS include:

- Determine the preferred alternative to carry into the FEIS. (December 2008)
- Move preferred alternative into the RTP with an amendment. (March 2009)
- Finish final environmental impact statement. (Spring 2009)
- Obtain a Record of Decision (ROD). (Fall 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The project has completed the alternative development phase and the technical reports for the SDEIS. The SDEIS is expected to be published by spring 2008. Three alternatives are being analyzed for the SDEIS phase of the project. By spring of 2008, the environmental analysis of impacts, the tolling analysis, and a draft phasing plan will be completed.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal services	$	TBD	STP	$	TBD
Materials & Services	$	TBD	Clackamas County	$	TBD
			ODOT	$	TBD
			Federal earmark	$	TBD
TOTAL	**$**	**2,500,000**	**TOTAL**	**$**	**2,500,000**

MULTNOMAH COUNTY - SELLWOOD BRIDGE

The purpose of the Sellwood Bridge project is to either: (1) perform a major rehabilitation of the existing Sellwood Bridge and/or (2) construct a new replacement bridge, and provide this east-west link to the public with a 75-year service lifespan. This work is needed because the existing bridge is deteriorating badly and is at the end of its structural life.

The existing bridge is functionally obsolete, creating a barrier to all modes of traffic, including pedestrians and bicyclists. The Sellwood Bridge currently carries over 30,000 vehicles per day, with a weight restriction of ten tons. Buses and all but the lightest trucks must use alternate, inconvenient routes. Emergency vehicles are limited in their access to the bridge. Current provisions for bike and pedestrian use of the bridge are minimal and constitute a danger for all bridge users. A rehabilitated/ replacement bridge must serve the travel demand of vehicles between Highways 99E and 43 and freight, public transit, pedestrians, and bicyclists.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires Metropolitan Planning Organizations (MPOs) to meet eight planning factors, including planning for people and freight and supporting economic vitality by enabling global competition, productivity and equity.

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

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

The Sellwood Bridge currently scores a sufficiency rating of 2 out of 100. Typically a score below 50 requires either replacement or rehabilitation. Prior to its current rating, the bridge already had a weight restriction of 32 tons (down from 40 tons). The current weight restriction for the bridge is ten tons, thereby closing the bridge to buses, emergency vehicles and heavy freight movement.

STAKEHOLDERS

- Metro
- City of Portland
- Transportation Policy Alternatives Committee (TPAC)
- JPACT
- Metro Planning Update of RTP
- Oregon Department of Transportation (ODOT)
- TriMet
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Sellwood-Moreland Improvement League (SMILE neighborhoods)
- South Portland Neighborhood Association
- Cities of Lake Oswego, Milwaukie and Portland
- Sellwood commercial and industrial users
- Portland Freight Committee
- Multnomah County
- Clackamas County

OBJECTIVES

Metro will assist the City of Portland and Multnomah County in developing alternatives necessary for the replacement or rehabilitation of the current Sellwood Bridge and associated transportation network. Metro, in coordination with the City of Portland will develop travel demand forecasts (2035). Metro will also provide the City with screen line travel analysis and provide assistance to the project's technical advisory committee on the transit, freight, pedestrian/bike and vehicular plans and coordinate efforts with concurrent transit planning on the Lake Oswego Trolley and the South Corridor Phase II extension of LRT between the cities of Portland and Milwaukie. (ONGOING)

Multnomah County will be leading a consulting team in the preparation of an alternatives analysis (AA) report and Environmental Impact Statement (EIS) for the Sellwood Bridge project. ODOT, FHWA, TriMet, the Cities of Portland and Milwaukie, Clackamas County and Metro participate on various committees of the project structure. (FIRST AND SECOND QUARTERS)

In addition Metro will provide technical assistance in the evaluation of alternatives. Metro, in coordination with the City of Portland, will develop travel demand forecasts (2035) for two or three alternatives. Metro will also provide the City with screen line travel analysis for more detailed vehicle simulations. The AA and National Environmental Protection Act (NEPA) process began in Spring 2006 and is expected to last 24 months. (SECOND QUARTER)

Selection of a Preferred Alternative(s) – At the close of the evaluation of the candidate alternatives and the projects goals, five alternative designs were selected. Public testimony will be provided during the course of this selection process and all participating agencies will provide their input on the selection process. (SECOND AND THIRD QUARTERS)

Preparation of the Draft Environmental Impact Statement (DEIS) – Following the selection of Preferred Alternatives the project's consultant will begin the formal NEPA process for establishing and assessing the impact on the social, economic and environmental consequences of all Preferred Alternatives. This information will be reviewed by the project's management teams and with the public. State and federal resources agencies will assist in the review of information regarding the various alternatives. (THIRD QUARTER)

Review, Coordination and Public Comment on the DEIS – The findings of the DEIS will be presented at public meetings and the public comments from those meetings will be considered by the City of Portland, Multnomah County, and Metro. Additionally, ODOT, FHWA and the participating state and federal reviewing agencies will assist in the review of alternatives. (FOURTH QUARTER)

Selection of a Preferred Alternative – Following the completion of the DEIS and the public testimony phase of the project, the city, county and Metro will select a single preferred alternative. (FOURTH QUARTER)

Metro participates on the Project Management Team, the Senior Advisory Staff, and the Policy Advisory Group that provides agency overview and coordination for the Sellwood Bridge Project. (ONGOING)

PRODUCTS/DELIVERABLES

Draft Environmental Impact Statement for Sellwood Bridge Alternative Alignments/Configurations. (AUGUST 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Project Management – The project has identified a three level management structure to:

(1) manage the ongoing schedule and technical aspects of the study;

(2) focus the assets of the study to address essential design elements of any alternative; and

(3) coordinate the efforts of the consultants to maintain the established project schedule.

The Project Management Team, Senior Advisory Staff and Policy Advisory Group provide the management function for the Sellwood Bridge project.

Public Involvement: Community organizations, the business community, and citizens have been recruited to participate in a Citizens Task Force (CTF) to provide community insight into the elements of the project. Prior to the draft EIS phase, this group met on a monthly basis to review issues that are critical to the project. Their recommendations are forwarded to the Policy Advisory Group.

Definition of Purpose and Need: A set of transportation statements have been reviewed and approved for the project, additional criteria and measures have been selected. During the course of this work, significant effort has been made to maintain the viability of all design alternatives.

Definition of Draft Goals, Evaluation Criteria, and Measures: A set of non-transportation goals, criteria and measures has been developed (e.g., aesthetics, bike and pedestrian, community quality of life. commuter, freight and emergency services, etc.). This set of goals will be used to evaluate candidate alternatives that clear the threshold criteria.

Establishing Travel Demand (2035): Preliminary estimates have been prepared for two-lane and two-plus lane Sellwood Bridge designs and alternative bridgehead designs. The findings of this analysis include estimates of vehicular, bike and pedestrian demand; this information will be essential in evaluating alternative designs and alignments.

Development of Potential Alternative Designs and Alignments: A set of preliminary alternative alignments was developed. Threshold evaluation of these options was completed and the EIS process has begun, including evaluation of the project's transportation and non-transportation goals.

BUDGET SUMMARY*

Requirements:			**Resources:**		
Personal Services	$	17,468	Other grants	$	25,000
Interfund Transfers	$	7,348			
Materials & Services	$	184			
TOTAL	**$**	**25,000**	**TOTAL**	**$**	**25,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.14			
TOTAL		**0.14**			

*Budget Summary reflects only Metro budget for this project.

WASHINGTON COUNTY - I-5/99W CONNECTOR STUDY

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The OTC has recognized the I-5 to Highway 99W Connector as a "Project of Statewide Significance." Metro included the project, along with potential corridor alignments, in the 1996, 2000, 2004 and 2008 RTPs. The project is also referenced in the most recent Transportation System Plans (TSP) of Washington County and the cities of Sherwood and Tualatin.

Other actions and authorizations include the following:

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

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Residents and officials of Washington County, possibly Clackamas County (depending on the alignment selected), ODOT, Metro, LCDC, cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, and McMinnville;
- Rural and farm land owners in the area;
- Industrial and other employers within the Tigard/Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees;
- Travelers and freight hauling operators to and from the Oregon central coast area;
- Other State agencies including Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), Department of Fish and Wildlife, Corrections, State Lands; and
- Federal agencies including FHWA, EPA, US Army Corps of Engineers, US Fish and Wildlife, National Oceanic and Atmospheric Administration, Fisheries, US Department of Interior.

OBJECTIVES/PRODUCTS/DELIVERABLES

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

By Summer 2008, an alternative will be selected from a wide range of alternatives including:

1) A No Build alternative,
2) A Transportation Demand Management/Transportation System Management alternative,
3) An Enhance the Existing System Alternative, and;
4) Several geographically different connector corridors.

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

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the past fiscal year, the project has created and activated a Project Management Team, a Executive Management Team, a Project Steering Committee (elected and ODOT and FHWA representatives) and a Stakeholder Working Group (citizen committee). A purpose and need statement was drafted, reviewed by all advisory committees, and approved by the Project Steering Committee. An Environmental Reconnaissance Report and Existing Transportation Conditions Report were prepared and reviewed by all advisory committees. Year 2005 and 2030 no-build transportation model runs were completed and presented. Public open houses were held November 29 and 30 and December 6, 2006. Over 600 people attended these open houses where the public was invited to identify potential improvements to existing roadways, constraints to be avoided and potential corridors for new transportation facilities. From the public open houses, the Stakeholder Working Group and technical staffs, over 200 ideas were generated for transportation solutions in the area. These ideas were reviewed and screened, resulting in a range of alternatives

noted above being approved by the Project Steering Committee. In addition, a set of evaluation criteria was approved to assess the range of alternatives.

BUDGET SUMMARY

Requirements:			**Resources:**		
Washington County	$		Metro STP	$	
ODOT	$		ODOT Highway Trust Fund	$	
Metro	$				
Consultant Contract	$				
Total	**$**	**0**	**Total**	**$**	**0**

METRO - LAKE OSWEGO TO MILWAUKIE TRAIL MASTER PLAN

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro
- City of Milwaukie
- City of Lake Oswego
- Clackamas County
- Portland and Western Railroad
- Oregon Department of Transportation (ODOT) Rail Division
- North Clackamas Parks and Recreation District

OBJECTIVES/PRODUCTS/DELIVERABLES

The Master Plan would complete planning work to determine a more precise route for the trail that would connect the Trolley Trail in Milwaukie and Oak Grove, the Willamette River Greenway, Willamette Shoreline Corridor and downtown Lake Oswego. The crossing of the Willamette River could potentially utilize the Portland and Western railroad bridge. A new trail bridge will also be studied. Trail widths, surface materials, signage, and street-crossing designs would be proposed and associated costs estimated. In developing these alignment and design recommendations, Metro's guidelines for Green Trails will be employed.

The Master Plan may include:

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Placeholder

Requirements:		**Resources:**	
Materials & Services		Regional STP	$
		Metro match	$
Total	**$ 0**	**Total**	**$ 0**

REGIONAL JOB ACCESS AND REVERSE COMMUTE PROGRAM

OR-37-X001-09 of the Job Access and Reverse Commute (JARC) funds will be applied to the Portland Area-Wide Job Access Program administered by TriMet. According to the 2000 Census, 236,000 (or 15.7 percent) of the 1.5 million people that live in the Portland metropolitan region live below 150 percent of the federal poverty level. Funds will be used to support and promote programs in the urbanized Portland region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.

JARC Regional Funding Allocation and Project Evaluation Process

The Portland regional allocation and distribution of JARC funds under SAFETEA-LU is very similar to the process under TEA-21. A region-wide solicitation takes place every two years for projects that provide transportation services designed to transport welfare recipients and low-income individuals to and from jobs and activities related to employment in a cost-effective manner. This is a competitive process and existing grant sub-recipients are encouraged to reapply for funds.

A regional committee comprised of social service and transportation providers, known as the Job Access Advisory Committee (JAC), assists TriMet with the planning and allocation of funding among regional-wide urbanized projects. Projects seeking funding present their proposals to TriMet and the JAC, which will objectively evaluate applicants seeking grant funds.

TriMet will continue to lead JARC evaluation efforts and will be responsible for providing status reports to the Federal Transit Administration. TriMet meets with all grant sub-recipients at least once a year to review both project performance and compliance requirements as recipients of federal grant funds.

TriMet fulfills the requirement for a Coordinated Human Services Transportation Plan by combining the results of the Special Transportation Fund Advisory Committee's work on New Freedom funds and the Job Access Advisory Committee's work.

Current Program

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

- Swan Island Evening Shuttle
- Non-commute taxi voucher program
- Tualatin employer vanpool shuttle
- Create-a-Commuter bike program
- Alternative Commute Center
- Portland Community College Joblink Program
- Clackamas County Catch-A-Ride service
- MHCC Steps to Success shuttle
- Metropolitan Family Services' Ways-to-Work program
- Improved bike and pedestrian access to Swan Island
- Travel training programs
- Trainings and presentations for case managers and their clients regarding transportation options
- Free transit schedules and maps
- Increased fixed route transit service in targeted areas
- Free Commuter Choices brochures, available in English and Spanish
- How to Ride brochures and videos available in seven languages

STAKEHOLDERS

The Job Access program works to improve access to areas that provide a high number of entry-level employment opportunities. In the Portland metropolitan region these areas include, but are not limited to, the following:

- Tigard/N Tualatin
- Airport/Columbia Corridor
- NW Front Ave
- Swan Island
- Airport Way
- Tualatin
- Clackamas
- Rivergate/N Columbia Blvd
- N Hillsboro
- N Gladstone

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

- Oregon Department of Human Services (DHS)
- Clackamas County Social Services Division
- Metropolitan Family Services
- Multnomah County Aging and Disabilities Services
- Washington County Health and Human Services
- Steps to Success (Mt Hood and Portland Community colleges)
- Worksystem Inc. (Southeast One Stop, Northeast One Stop, East County One Stop and Capital Career Center)
- City of Portland
- Dress for Success
- Tualatin Chamber of Commerce
- Westside Transportation Management Association
- Swan Island Transportation Management Association
- Ride Connection
- Oregon Department of Employment
- Community Cycling Center
- Portland Impact
- Metro
- TriMet
- Federal Transit Administration

OBJECTIVES/PRODUCTS/DELIVERABLES

Compliance with JARC Program Objectives:

Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include access to childcare and acquiring job skills and training.

Rides provided by Job Access funded programs and services total over 6.2 million between September 2000 and September 2007.

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the FTA and regional match dollars. Elements of the work program for TriMet fiscal year 2009 totaling an estimated $608,000 are shown below.

Work Program Line Item	JARC Funds
Commute Services	$230,984
Travel Training & Job Retention Support Services	$252,476
Alternative & Non-Commute Services	$124,540
Total: Job Access Reverse Commute Funds	**$608,000**

Match Programs	Local funds
TriMet Operating Costs (Fixed Route Bus Service)	$608,000

This budget reflects Federal FY08 Jobs Access Reverse Commute funds carried into TriMet's FY 2008-09 program. Work Program funds are estimated at this time.

TRIMET- BUS STOP DEVELOPMENT PROGRAM

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

Bus Stop Sign and Pole Replacement with Information Displays

- Deployment of two-sided bus stop signs and poles continues. Multi-part signs are a unique shape and the poles are dedicated and colored to make the stop more distinguishable in the streetscape.
- Bus stop identification numbers with route map and frequency are being installed on each bus stop pole, which is a significant convenience for riders. Shelters are receiving place names. The improved stop identification will compliment on-board automated stop audio and reader board announcements.
- These signs are being deployed on a route basis throughout the system with a priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. The changeover should be complete in FY 2009-10.
- The FY 2008 program investment of $238,000 will be repeated for an additional year and $75,000 in the fourth and final year to complete all bus stops.

Bus Stop Enhancements

- This program improves bus stops by constructing wheelchair access, strategic sidewalk connections and other improvements that integrate stops with the streetscape. The cost can vary greatly, but approximately 30 locations supported through a mix of funding programs can be addressed annually.
- These improvements must be closely integrated with other streetscape improvements (sidewalks and crosswalks) and will be programmed in support of Transit Investment Plan focus areas and frequent corridors and where jurisdictions are making other improvements that can support these improvements.

Shelter Expansion

- TriMet continues to increase the number of bus shelters from a total of 885 five years ago to approximately 1,134 as of January 2008. TriMet expects to sustain the shelter expansion effort with approximately 35 new shelters in FY 2009 using primarily CMAQ funds.
- With the help of other grant funds, additional bus stop access improvements are being made in Washington County including Tualatin Valley Highway (19 sites), which has been the focus of pedestrian safety concerns.
- TriMet has expanded the use of solar lighting installations (over 250 installations) in new and existing shelters where direct power connections are difficult and/or expensive. Upgrade efforts will continue in FY 2009 at over 100 additional bus stops.

This is a capital development program using CMAQ funds, but the program is presented in this Unified Planning Work Program given the planning activities that support the on-going program. The program is at the core of TriMet's service development program and is represented in the 5-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. They are integrated with other streetscape, ITS and traffic management projects throughout TriMet's service area.

STAKEHOLDERS

This program is closely coordinated with internal TriMet departments – primarily marketing (customer information) and operations. Benefits of the program clearly accrue to the general public and transit users. TriMet research has demonstrated that on-street amenities are important considerations as riders choose to use the service. The program is closely coordinated with the street jurisdictions – often through permits. Integration with local streetscape projects is also fostered to achieve the greatest mutual program benefits. Recent examples include Hawthorne Boulevard (City of Portland), Powell Boulevard (ODOT) and City of Gresham (Stark Street).

OBJECTIVES / PRODUCTS / DELIVERABLES

Objectives of this program include:

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

PRODUCTS AND TARGETS OF THE PROGRAM INCLUDE:

- Preparation of work programs, schedule and budget for each sub-program.
- Community outreach to assess needs and coordinate implementation.
- Supporting intergovernmental agreements, property transactions and permits.
- Construction drawings and documents.
- User notification and response to comments.
- Construction of on-street capital facilities investments.
- Coordination of capital improvements with related roadway improvements managed by local jurisdictions and ODOT.
- Monitoring and adjustment as appropriate.

ACCOMPLISHMENTS TO DATE

These programs build on prior work. Program priorities are identified in the Transit Investment Plan (TIP). The on-street programs are coordinated to achieve the greatest combined effect that will contribute to new transit ridership. Where possible they are being combined with service improvements. The program will continue to expand with a focus on Frequent Service bus routes. The installation of new signs is proceeding on a route-by-route basis, again with priority given to Frequent Service routes and the focus areas identified in the TIP.

BUDGET SUMMARY

Reflects FY08 Allocation of $1,739.5 Mil

Requirements:		**Resources:**	
Bus shelter expansion	$ 500,000	CMAQ	$ 1,560,847
Pavement and ADA improvements	$ 150,500	TriMet	$ 141,213
Bus stop signs and poles	$ 350,000		
Solar lights in bus shelters	$ 250,000		
Streamline treatments	$ 451,560		
TOTAL	$1,702,060	Total	$ 1,702,060

Full-Time Equivalent Staffing	
Planning and Design	3.0
Installation	2.0

WASHINGTON COUNTY COMMUTER RAIL BEFORE AND AFTER EVALUATION

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

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

The project is divided into seven tasks as follows:

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

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

- Project scope
- Service levels
- Capital costs
- Operating and maintenance costs
- Ridership and fare revenue

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In August 2001 the Federal Transit Administration (FTA) instituted Section 611.7(c)(4) of the Final Rule on Major Capital Investment Projects (New Starts) (published on December 7, 2000, and effective as of April 7, 2001) whereby Section 5309 New Starts Full Funding Grant Agreement grantees must submit a plan for collection and analysis of information to identify project impacts and to determine the accuracy of forecasts prepared during project development. FTA requires that grantees report on five project characteristics:

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

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

1. Predictions – predictions for the five characteristics developed at the conclusion of preliminary engineering, along with any changes made to those estimates during final design;

2. Prior conditions – transit service levels, operating/maintenance costs, and ridership/fare box revenues that prevail immediately prior to any significant changes in transit service levels caused by either construction or opening of the project;
3. After conditions – actual outcomes for the five characteristics of the project two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor.

STAKEHOLDERS

Internal (TriMet) - The Project Sponsor for the Washington County Commuter Rail project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The Washington County Commuter Rail Before and After Study will be the responsibility of the Capital Projects and Facilities Division (CPFD).

The CPFD will:

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

Primary TriMet responsibilities related to the project include:

- Capital Projects – Development, monitoring and reporting of the Project Scope, Ridership and Capital Costs of the plan.
- Operations – Development, monitoring and reporting of the Services Levels sections of the plan. The Traffic and Parking sections will rely heavily on assistance from Washington County, local jurisdictions along the route, and Oregon Department of Transportation.
- Finance – Development, monitoring and reporting of the Fare Revenue and Operating and Maintenance Costs sections of the plan.
- Marketing and Customer Services – Management of the rider surveys.

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

- Provide documentation for key planning data and methods used for the Commuter Rail project;
- Collect/assemble demographic and economic data for the Commuter Rail corridor before project initiation and after project opening;
- Identify and analyze potential model refinements.

Other Local Agencies

- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-5 freeway and for Highway 217;
- The Washington County Department of Planning and Clackamas County Department of Planning along with local agencies under their jurisdiction (Cities of Beaverton, Tigard, Tualatin and Wilsonville) will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the communities along the Commuter Rail Corridor;
- South Metro Area Regional Transit will provide ridership counts for their routes serving the Corridor.

FTA: FTA has reviewed and approved the Before and After Study work program. FTA will also review project interim and final reports.

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

OBJECTIVES/PRODUCTS/DELIVERABLES

This study will in large measure validate the goal of the Washington County Commuter Rail project:

Develop a more diverse and balanced transportation system, specifically by providing another transit option for commuters in the Wilsonville-to-Beaverton corridor, better link regional centers, town centers and employment areas and to capitalize on the public investment in the existing light rail system and contribute to the implementation of a series of state, regional and local planning policies.

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; and rider characteristics. The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

The project will produce the following products:

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

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

ACCOMPLISHMENTS TO DATE

As noted above, this program builds on corridor work to date, principally that contained in the Washington County Wilsonville to Beaverton Commuter Rail Environmental Assessment and other relevant project documents. It will also draw on origin-destination surveys and systems statistics maintained by the transit and road jurisdictions.

TriMet submitted the draft study plan to the FTA in November 2005. The FTA approved the inclusion of the study work scope into the Washington County Commuter Rail project. All tasks and subtasks will be assigned and executed as outlined in the draft work plan. Specifically, the following accomplishments to date and expected in FY 2009 are summarized below:

Tasks 1 & 2: Ongoing tasks through 2008 include documenting changes in project scope, capital costs, and service levels.

Task 3: Data collection for pre-project implementation will occur in spring 2008, including origin/destination surveys of transit riders, parking utilization observations where such impacts may occur, and traffic conditions at impacted intersections/roadways.

Task 4: Post-project implementation data collection will include a new-rider survey for commuter rail riders to occur one month after project opening in fall 2008, while the data collection methods described under Task 3 will be repeated in fall 2009 to analyze post-project impacts.

Tasks 5, 6 & 7: The tasks of evaluating the ridership model, analyzing the results of the data collection and preparing a report will occur following the completion of Task 4 and continue through FY 2010.

BUDGET SUMMARY

This work program is partially funded with federal funds though the Washington County Commuter Rail Full Funding Grant Agreement in the total amount of $50,000. The entire budget for this project evaluation is summarized as follows:

Task 3 – Pre-Implementation Data Collection	
Origin/Destination Survey	
• April 2008	$ 60,000
Parking and Traffic Conditions	
• April 2008	$15,000
Task 4 – Post-Implementation Data Collection	
On-Board Surveys	
• New Rider Survey, Fall 2008	$20,000
• Origin/Destination Survey April 2009	$60,000
Parking and Traffic Conditions	
• April 2009	$15,000
Tasks 5 – Proposed Analyses	
Ridership Model Evaluation (spring 2009)	$10,000
Tasks 6 & 7 – Proposed Analyses	
Report writing	$10,000
TOTAL	**$190,000**

SOUTH CORRIDOR I-205/PORTLAND MALL LIGHT RAIL BEFORE AND AFTER EVALUATION

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

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

The project is divided into seven tasks as follows:

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

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

- Project scope
- Service levels
- Capital costs
- Operating and maintenance costs
- Ridership and fare revenue

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In August 2001 the Federal Transit Administration (FTA) instituted Section 611.7(c)(4) of the Final Rule on Major Capital Investment Projects (New Starts) (published on December 7, 2000, and effective as of April 7, 2001) whereby Section 5309 New Starts Full Funding Grant Agreement grantees must submit a plan for collection and analysis of information to identify project impacts and to determine the accuracy of forecasts prepared during project development. FTA requires that grantees report on five project characteristics:

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

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

1. Predictions – predictions for the five characteristics developed at the conclusion of preliminary engineering, along with any changes made to those estimates during final design;

2. Prior conditions – transit service levels, operating/maintenance costs, and ridership/fare box revenues that prevail immediately prior to any significant changes in transit service levels caused by either construction or opening of the project;
3. After conditions – actual outcomes for the five characteristics of the project two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor.

STAKEHOLDERS

Internal (TriMet): The Project Sponsor for the South Corridor I-205/Portland Mall Light Rail Project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The South Corridor I-205/Portland Mall Light Rail Before and After Study will be the responsibility of the Capital Projects and Facilities Division (CPFD).

The CPFD will:

- Oversee the activities of the various TriMet departments, public agencies and consultants participating in the South Corridor I-205/Portland Mall Light Rail Before and After Study;
- With supporting staff, assemble and maintain key reports, studies and other records related to the Study;
- Direct staff and consultant resources applied to the Before and After Study;
- Coordinate all study activities and will have responsibility for preparation and submission of both regular progress reports and all other identified interim and final reports.

Primary TriMet responsibilities related to the project include:

- Capital Projects – Development, monitoring and reporting of the Project Scope, Capital Costs, Development, monitoring and reporting of the Ridership and Fare Revenue, and Recommendations sections of the plan.
- Operations – Development, monitoring and reporting of the Services Levels sections of the plan. The Traffic and Parking sections will rely heavily on assistance from the City of Portland, Clackamas County and Oregon Department of Transportation.
- Finance – Development, monitoring and reporting of the Operating and Maintenance Costs sections of the plan.
- Marketing and Customer Services – Management of the rider surveys.

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

- Provide documentation for key planning data and methods used for the South Corridor I-205/Portland Mall Light Rail project;
- Collect/assemble demographic and economic data for the South Corridor I-205/Portland Mall Light Rail corridor before project initiation and after project opening;
- Identify and analyze potential model refinements.

Other Local Agencies:

- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-205 and I-84 freeways;
- The City of Portland Bureau of Planning and Clackamas County Department of Planning will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the communities along the South Corridor I-205/Portland Mall Light Rail Corridor;

FTA: FTA has reviewed and approved the Before and After Study work program. FTA will also review project interim and final reports.

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

OBJECTIVES/PRODUCTS/DELIVERABLES

This study will in large measure validate the objectives of the South Corridor I-205/Portland Mall Light Rail project:

- To provide transportation options for the fast-growing I-205 corridor.
- Ensure effective transit system operations in the South Corridor.
- Maximize the ability of the transit system to accommodate future growth in travel demand in the South Corridor.
- Minimize traffic congestion and traffic infiltration through neighborhoods in the South Corridor.
- Promote desired land use patterns and developments in the South Corridor.
- Provide for fiscally stable and financially efficient transit system.
- Maximize the efficiency and environmental sensitivity of the engineering design of the proposed project.

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make more effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; and rider characteristics. The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

The project will produce the following products:

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

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

ACCOMPLISHMENTS TO DATE

As noted above, this program builds on corridor work to date, principally that contained in the Alternatives Analysis (AA), Supplemental Draft Environmental Impact Statement (SDEIS), Preliminary Engineering (PE), Final Environmental Impact Statement (FEIS) and other project documents, as applicable. It will also draw on origin-destination surveys and systems statistics maintained by the transit and road jurisdictions.

TriMet submitted the draft study plan to the FTA in March 2006. The FTA approved the inclusion of the study work scope into the South Corridor I-205/Portland Mall Light Rail project. All tasks and subtasks will be assigned and executed as outlined in the draft work plan. Specifically, the following accomplishments to date and expected in FY 2009 are summarized below:

Tasks 1 & 2: Ongoing tasks through 2008 and 2009 include documenting changes in project scope, capital costs, and service levels.

Task 3: Data collection for pre-project implementation will occur in two phases prior to anticipated impacts of project's construction schedule. The first phase included an origin/destination rider survey for all buslines impacted by the transit mall construction and was conducted in spring 2006. The second phase will occur in spring 2009 and includes all remaining data collection, such as origin/destination surveys of transit riders on buslines in the I-205 corridor, parking utilization observations where such impacts may occur, and traffic conditions at impacted intersections/roadways.

Task 4: Post-project implementation data collection is scheduled to occur in spring 2011 and will replicate all data collection methods conducted in Task 3 to analyze post-project impacts.

Tasks 5, 6 & 7: The tasks of evaluating the ridership model, analyzing the results of the data collection and preparing a report will occur following the completion of Task 4 and continue through FY 2012.

BUDGET SUMMARY

This work program is partially funded with federal funds through the South Corridor I-205/Portland Mall Light Rail Full Funding Grant Agreement in the amount of $510,000 of which 60% is Federal and 40% is from the project's matching funds. The balance of funds is from TriMet's General Fund. The entire budget for this project evaluation is summarized as follows:

Task 2 – Documentation of Forecast	
Ridership Modeling	$10,000
Task 3 – Pre-Implementation Data Collection	
Origin/Destination Survey	
• Mall Portion – Spring 2006	$ 170,000
• I-205 Portion – Spring 2009	$30,000
Parking and Traffic Data Collection	
• Spring 2011	$15,000
Task 4 – Post-Implementation Data Collection	
Origin/Destination Survey	
• New Rider Survey	$50,000
• Spring 2011	$200,000
Parking and Traffic Data Collection	
• Spring 2011	$15,000
Task 5 – Proposed Analyses	
Ridership Modeling	$20,000
Tasks 6 & 7 – Proposed Analyses	
Report Writing	$20,000
TOTAL	**$530,000**

ODOT - I-5 / COLUMBIA RIVER CROSSING

The I-5 Columbia River Crossing project is a bridge, transit and highway improvement project of the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT). The goal of the project is to find viable solutions to the congestion, safety and mobility problems on I-5 between Portland and Vancouver.

The project area - State Route 500 in Vancouver to Columbia Boulevard in Portland - currently suffers between four and six hours of traffic congestion a day. If no improvements are made, congestion will increase to 15 hours a day by the year 2030 for all I-5 travelers.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Columbia River Crossing project is the result of recommendations made by the Portland/ Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan in 2002. Organized by Oregon Governor John Kitzhaber and Washington Governor Gary Locke in 1998, the partnership brought residents and leaders together to respond to concerns about congestion on I-5 between Portland and Vancouver. Between January 2001 and June 2002, the partnership worked to develop a long-range strategic plan to manage and improve transportation in the I-5 corridor between I-405 in Portland and I-205 north of Vancouver.

STAKEHOLDERS

ODOT and WSDOT are leading the project. The City of Vancouver, the City of Portland, Metro, Southwest Washington Regional Transportation Council, C-Tran and TriMet are the local agency project partners.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are co-lead agencies for the National Environmental Policy Act (NEPA) process that governs proposed actions requiring federal funding, federal permits, or federal approvals. FHWA and FTA will sign the Environmental Impact Statement and the Record of Decision, affirming the selection of project alternatives, and allowing it to move forward into design and construction.

OBJECTIVES/PRODUCTS/DELIVERABLES

In seeking a long-term comprehensive solution to the safety, congestion and mobility problems on I-5 between Portland and Vancouver, a Problem Definition document was written in Winter 2005. Based on data from the I-5 Transportation and Trade Partnership and work with the public, Tribal governments, and local agency partners, the Columbia River Crossing project defined the current problems in the I-5 Bridge Influence Area this way:

1. Travel demand exceeds capacity in the I-5 Bridge Influence Area, causing heavy congestion and delay during peak travel periods for automobile, transit, and freight traffic. This limits mobility within the region and access to major activity centers.
2. Transit service between Vancouver and Portland is constrained by the limited capacity in the I-5 corridor and is subject to the same congestion as other vehicles, affecting transit reliability and operations.
3. The access of truck-hauled freight to nationally and regionally significant industrial and commercial districts, as well as connections to marine, rail, and air freight facilities, is impaired by congestion in the I-5 Bridge Influence Area.
4. The I-5 bridge crossing area and its approach sections experience crash rates over two times higher than statewide averages for comparable urban freeways in Oregon and Washington, largely due to outdated designs. Incident evaluations attribute crashes to congestion, closely spaced interchanges, short weave and merge sections, vertical grade changes in the bridge span and narrow shoulders. In addition, the configuration of the existing I-5 bridges relative to the downstream BNSF rail bridge contributes to hazardous navigation conditions for commercial and recreational boat traffic.

5. Bicycle and pedestrian facilities crossing the Columbia River in the I-5 Bridge Influence Area are not designed to promote non-motorized access and connectivity across the river. In addition, "low speed vehicles" are not allowed to use the I-5 bridge to cross the river.
6. The I-5 bridges across the Columbia River do not meet current seismic standards, leaving them vulnerable to failure in an earthquake.
7. The current configuration of I-5 within the I-5 Bridge Influence Area limits east-west connectivity across the highway for all users.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The CRC Environmental Impact Statement (EIS) analysis began mid-2005, in accordance with the I-5 Transportation and Trade Partnership Final Strategic Plan. The CRC project is analyzing five alternatives for the Draft EIS. This document will be published in February 2008, followed by a 60-day public comment period.

The five alternatives in the Draft EIS are the result of extensive input from project sponsors, technical staff and the project's Task Force and advisory groups. The alternatives include:

1. No Build
2. Replacement bridge with bus rapid transit
3. Replacement bridge with light rail
4. Supplemental bridge with bus rapid transit
5. Supplemental bridge with light rail

A Draft Locally Preferred Alternative will be released for formal public comment at the same time the Draft EIS is released. Sponsor agencies will consider public feedback and technical analysis before taking formal action on the recommendation in June 2008.

BUDGET SUMMARY

ODOT Funding Sources

Date	Source	Amount Committed
Prior to 2004	Federal Earmark*	$1,300,000
2005	SAFETEA-LU Federal	$6,220,000
2005-2007	OTIA III (State Funds)	$5,000,000
2006	Federal Earmark*	$800,000
2007	Other (State Funds)	$4,600,000
	TOTAL	**$17,920,000**

* Original Earmark of $2.2M - $3.5M spent on Pre-EIS Work

WSDOT Funding Sources

Date	Source	Amount Committed
2004	Federal Earmark	$3,000,000
2004	Match (State Funds)	$70,000
2005	Federal Earmark	$2,000,000
2005	Match (State Funds)	$40,000
2005-2007	TPA (State Funds)	$10,000,000
2005	SAFETEA-LU Federal	$7,000,000
2005	SAFETEA-LU Federal	$1,000,000
2007 - 2009	TPA (State Funds)	$20,000,000
2009 - 2011	TPA (State Funds)	$20,000,000
	TOTAL	**$63,110,000**

ODOT PLANNING PROGRAM

The Oregon Department of Transportation (ODOT), Region 1 works on a number of planning projects. These projects are funded through a variety of sources, including federal and state programs. Annually ODOT applies for federal State Planning and Research (SPR) monies to address some of the planning related needs within the regions' boundary.

ODOT Regions' planning budgets are required to operate within the funding budget limitations that the State Legislature approves on a biennial cycle. ODOT is also required to operate the planning program funded by SPR under the federal regulatory requirements that pertain to the SPR program.

STAKEHOLDERS

External
Local governments and agencies
Regional governments and agencies
Federal agencies
Washington State Department of Transportation
State Legislature
Business community
General Public

Internal
Region 1 Technical Center
ODOT – Transportation Development Division
ODOT – Rail Division
ODOT – Public Transit Division
ODOT – Safety Division
ODOT – Central Services Division

As of January 15, 2008, ODOT – Region 1 is still in the process of working through its application for SPR fund approval related to the 2009 state fiscal year, which starts on July 1, 2008. ODOT Proposed Projects include the following:

System and Facility Plans

- Metro - Regional Transportation Plan and New Look Coordination: ODOT is participating in policy analysis, traffic analysis, project scoping and prioritization, development of performance measures, and other work associated with Metro's Regional Transportation Plan, Freight Master Plan, High Capacity Transit Plan, and New Look projects.
- Mobility Corridors: ODOT, Metro, and other appropriate regional and local governments will work together on planning for multimodal Mobility Corridors as part of the State element of the RTP. This work may be followed by a refinement plan for a transportation corridor identified as the next priority for planning by JPACT.
- Local Jurisdictions' Transportation System Plans: ODOT will coordinate with and provide technical assistance to local jurisdictions as they develop their transportation system plans, refinement plans, or elements of transportation system plans
- Local Jurisdictions Legislative Plan Amendments: ODOT will coordinate with and provide technical assistance to local jurisdictions as they develop concept plans, sub-area land use plans, and other legislative plan amendments to determine consistency with the Transportation Planning Rule and with State Transportation Plans, policies, and standards.
- Mt. Hood Multi-modal Plan: Develop a transportation system plan for the Mt. Hood area in conjunction with the United States Forest Service, Federal Highway Administration – Western Forest lands Highway Division and Clackamas County. The Mt. Hood Stewardship Legacy Act, currently introduced in Congress, requires development of a transportation plan for this area. The Forest Service made a request to secure Alternative Transportation in Parks and Public Lands program funds ($100,000), to aid with this work. ODOT has, and depending on availability of other funding (e.g., from the Mt. Hood Legacy bill), will continue to propose the use of SPR funds in its efforts toward this work item. (Note: This project is not within the Metro MPO Boundary.)
- Oregon Highway 212/Sunrise Parkway Corridor Refinement Plan: Work with City of Damascus, Clackamas County and Metro on a facility management and improvement and land

use plan for segment of OR 212 within the City of Damascus, and for potential alignments of a future Sunrise Parkway from Rock Creek Junction to US 26.

- Interstate 5 to Highway 99W Connector Corridor Planning Effort: Corridor plan to select a preferred alternative for a proposed connection and/or other transportation improvements between the I-5 and 99W facilities. Begin NEPA on the selected alternative after adoption in local TSPs and the RTP.

Facility Refinement Planning/Environmental Documentation

- Columbia River Crossing Project: ODOT is working with the State of Washington to design additional freeway and transit capacity where I-5 crosses the Columbia River and complete and Environmental Impact Statement. ODOT and the CRC project team are also developing Interchange Area Management Plans for the Hayden Island, Marine Drive, and Delta Park interchanges.
- Sunrise Project Supplemental Environmental Impact Statement and Interchange Area Management Plans: ODOT is working with Clackamas County to complete an SEIS and develop two to four Interchange Area Management Plans. Expect to have a Record of Decision and FEIS in spring 2009
- Interstate 5/Wilsonville Interchange Area Management Plan: ODOT will work with the City of Wilsonville to develop an Interchange Area Management Plan prior to an interchange improvement project proposed in the 2008-11 Draft Statewide Transportation Improvement Program (STIP).
- US 26 at Springwater Interchange Area Management Plan: ODOT will work with the City of Gresham to develop an Interchange Area Management Plan for a future interchange on US 26. The funds for this effort are proposed to come from STIP approved project budget.
- Interstate 84/Troutdale Interchange Area Management Plan: ODOT will work with the City of Troutdale to develop an Interchange Area Management Plan prior to the Marine Drive extension road project. Region 1 proposed to use funds from a STIP approved budget.
- Interstate 5/Interstate 84 Concept Plan: This area has been identified as one of the top ten congestion points within the State of Oregon. Region 1 will work with the City of Portland to identify alternative solutions to relieve congestion and safety problems in this area. It should be noted that this area has received preliminary designation by the Federal Highway Administration as a "Corridor of the Future."
- Oregon Highway Route 47/Forest Grove Facility Plan: ODOT will work with the City of Forest Grove on a highway facility management and improvement plan for a segment of OR 47 in Forest Grove.
- Interstate 5/North Macadam Interchange Planning Effort: Work with the City of Portland on identifying improvements to an exit ramp in this area and completing NEPA for the recommended project.
- Interstate 205/Airport Way Refinement Plan: ODOT will work with the Port of Portland and the City of Portland at and around the I-205/Airport Way interchange to find transportation solutions consistent with the Portland International Center Environmental Assessment. The Port, ODOT, and city will work together from the planning phase, through NEPA and into Design to find a project able to be constructed by 2014.

ODOT Region 1's estimated state Transportation and Program Development (TPD) program budget for the 2009 fiscal year is $2.86 million. Some projects would be funded with STIP funding or local funding that is outside the TPD budget.