



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION
DATE: March 18 2008
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- 2:00 PM** **1. DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, MARCH 20, 2008/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS**
- 2:15 PM** **2. REGIONAL TRANSPORTATION OPTIONS STRATEGIC PLAN UPDATE** Peck
- 2:45 PM** **3. INTEGRATING HABITAT: DEBRIEF AND NEXT STEPS** Triplet/Harlan
- 3:15 PM** **4. BREAK**
- 3:20 PM** **5. PORTLAND-MILWAUKIE LIGHT RAIL PROJECT BRIEFING** Brandman/Weighart
- 4:20 PM** **6. COUNCIL BRIEFINGS/COMMUNICATION**
- ADJOURN**

**REGIONAL TRAVEL OPTIONS
STRATEGIC PLAN UPDATE**

Metro Council Work Session
Tuesday, March 18, 2008
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: March 18, 2008 Time: 2:15 p.m. Length: 30 min

Presentation Title: Regional Travel Options Strategic Plan Update

Department: Planning

Presenters: Pam Peck

ISSUE & BACKGROUND

Background

The Regional Travel Options Program supports implementation of the Regional Transportation Plan (RTP) and carries out regional policy to increase use of travel options, reduce pollution, and improve mobility. Regional travel options include all of the alternatives to driving alone – carpooling, vanpooling, riding transit, cycling, walking and telecommuting.

In 2004, the Metro Council established a new vision for the program with adoption of the Regional Travel Options 5-Year Strategic Plan. The plan proposed a reorganized and renamed Regional Travel Options program that emphasized partner collaboration to implement an integrated program with measurable results. JPACT and the Metro Council adopted the plan through Resolution No. 04-3400, which also renamed the TDM Subcommittee the RTO Subcommittee, and was adopted in January 2004.

The plan called for Metro to assume management of the RTO program from TriMet. In this capacity, Metro administers the regional program; measures results and supports partner collaboration. Metro manages the regional Drive Less/Save More marketing campaign in partnership with the Oregon Department of Transportation (ODOT). Metro also administers the regional rideshare program, which includes the Metro VanPool incentive program, and customer service support for CarpoolMatchNW.org, the region's online ride-matching service. Public and private partners carry out RTO program objectives through agreements with Metro.

Strategic plan update

The RTO Subcommittee of TPAC provides program oversight and recommends strategic plan updates, annual work plans and budgets and RTO policies for approval by TPAC, JPACT and the Metro Council. The subcommittee also oversees the RTO Grants Program and allocates funds to local projects and programs through a competitive process that is administered by Metro.

The RTO Subcommittee developed the draft RTO 2008-2013 Strategic Plan in consultation with program partners and stakeholders, and recommended adoption of the plan at their February 13, 2008 meeting. The plan calls for Metro to continue to manage the RTO program and deliver the program and services described above.

In addition, the plan calls for Metro to enhance coordination of employer and commuter programs and services, explore the development of traveler information tools in collaboration with the Regional Mobility Program and to administer an expanded grant program that will increase the capacity of public and private partners to carry out travel options programs in local communities.

Program revenue sources

The strategic plan base budget, described in the attached Appendix B, identifies three primary program revenue sources, including federal CMAQ funds allocated through the regional MTIP process, ODOT grants to support specific projects and matching funds contributed by Metro and local agencies. The program also generates Oregon Business Energy Tax Credit (BETC) funds and revenue from sales of the Bike There! map. In addition, an agreement with C-TRAN is under development to support vanpool incentives for commuters who travel from Clark County to the Portland area.

MTIP revenues are in place for the first four years of the strategic plan, FY 09 through FY 12, and the plan will be the basis for applying for funds for FY13 and FY 14. The strategic plan calls for the program to continue to seek additional grants, sponsorships and cost-sharing partnerships to support expansion of program activities as described in the preferred program budget, also attached.

OPTIONS AVAILABLE

Staff seeks input from Council on key issues including program priorities, budget impacts to Metro and Transportation Management Association (TMA) funding.

IMPLICATIONS AND SUGGESTIONS

Strategic plan priorities 2008 to 2013

- Supports new capital investments in transit, trails and other infrastructure by marketing new options to potential riders and users.
- Reach additional employers and commuters through employer outreach programs.
- Enhance traveler information services.
- Market travel options to new residents and people who relocate in the region.
- Support development of parking management strategies in local downtowns and centers.
- Support public-private partnerships to leverage investments and increase use of travel options in local downtowns and centers.
- Apply individualized marketing strategies in select locations to increase travel options use and decrease single-person car trips.
- Continue implementation of the Drive Less/Save More campaign to increase awareness and use of travel options.

Budget Impacts

The Metro Planning Department budget for FY 08 includes MTIP and grant funds to support the current level of RTO activities carried out directly by Metro. The strategic plan base budget calls for additional Metro support for program administration and employer outreach coordination and recommends allocating additional MTIP funds to Metro for this purpose.

A Metro budget amendment to support strategic plan implementation will be forwarded to the Metro Council for consideration in March 2008. The amendment will propose .4 FTE in additional administrative support, such as the development of grant agreements and payment of vendors, and .5 FTE to support employer and commuter program activities, for a total of .9 FTE. The amendment will have a budget impact of \$30,600 in FY 08. Federal funds will support 89.73% of the cost and BETC funds will be proposed to provide the 10.27% local match. This will be described in detail in the budget amendment.

TMA funding policy

Transportation Management Associations (TMAs) are public-private partnerships. TMAs develop and implement area-specific strategies to reduce drive-alone commute trips. There are six TMAs in the region and a feasibility study is underway for a TMA in the Portland South Waterfront district. The RTO program provides yearly grants of \$25,000 to each TMA. TMAs are required to provide a 10% local match. TMAs are also eligible to compete for additional RTO grants.

The strategic plan calls for the RTO program to update TMA funding policies to better address RTO program goals and enhance local capacity to carry out RTO strategies. Issues that will be discussed in the policy update include local match requirements and development of TMA performance measures.

QUESTION(S) PRESENTED FOR CONSIDERATION

Strategic plan priorities questions:

- Does the Council agree with the priorities developed by the RTO Subcommittee?
- Should additional priorities be included?

Budget impact questions:

- Does the Council have questions for staff about the program's multi-agency budget and/or the specific impacts to Metro's budget?

TMA funding questions:

- Should local match requirements be increased to ensure that regional funds are leveraging sufficient local support?
- What level of regional support is appropriate for TMAs that are primarily involved in local policy and development advocacy activities that may enhance travel options in the future, rather than activities aimed at changing the travel behavior of commuters and residents in the short term?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION X Yes __No
DRAFT IS ATTACHED __Yes _X_No** (A resolution and staff report related to adoption of the strategic plan was submitted to Council under separate cover.)

Attachments:

Strategic Plan Executive Summary
Strategic Plan base and preferred budgets

www.metro-region.org



Draft
February 2008

2008–2013 Strategic Plan

REGIONAL TRAVEL OPTIONS

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EXECUTIVE SUMMARY

Introduction

The Regional Travel Options (RTO) Program carries out regional strategies to increase use of travel options, reduce pollution and improve mobility.

Regional travel options include all of the alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking and telecommuting.

The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand, particularly during peak commute hours.

Regional strategies offer low-cost solutions that:

- Address employer and commuter transportation needs
- Save consumers money
- Reduce vehicle emissions that contribute to air pollution and global warming
- Encourage active travel modes that enhance public health and increase physical activity
- Increase public awareness of the personal and community benefits of travel options.

Mission: The regional partners will work collaboratively to provide and actively market a range of travel options for all residents and employees of the region.

MISSION AND POLICY FRAMEWORK

Supports system management policies

Policies at the federal, state and regional level emphasize system management as a cost-effective solution to expanding the transportation system. The RTO program supports system management strategies that reduce demand on the transportation system. RTO strategies relieve congestion and support movement of freight by reducing drive-alone auto trips.

RTO strategies are expected to reduce approximately 86,600,000 vehicle miles of travel (VMT) per year from 2008 to 2013. By 2013, this represents over a 100% increase over 2006 VMT reductions produced by the program. The expected increase in VMT reductions is based upon past program performance, expected revenues, improving measurement and cost-effective investments.

On a daily basis, expected VMT reductions are the equivalent of removing 19,000 autos from the road or 59 miles of autos placed bumper-to-bumper.

Leverage Capital investments

The RTO program supports and leverages capital investments in transit, trails, and other infrastructure by marketing new options to potential riders and users and increasing trips made by transit, walking, cycling and other travel options.

Supports Development of Centers and corridors

The RTO program supports the development of local downtown centers by increasing the share of trips made with travel options and decreasing drive-alone auto trips, which reduces traffic congestion and demand for parking and enhances quality of life. RTO is one component in the effort to have half or more of all trips to centers be made by transit, walking, cycling, carpooling and other travel options.

Reduces air pollution and greenhouse gas emissions

Motor vehicles are one of the largest sources of air pollution in the Portland area. The RTO program supports federal, state and regional air quality regulations and reduces the consumption of gasoline and increases the share of trips made with less polluting modes of travel.

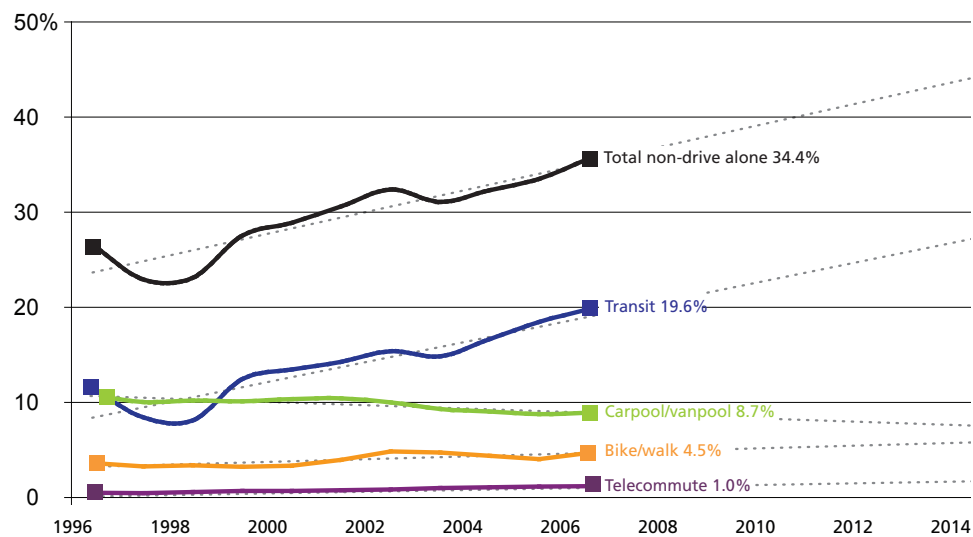


Expected emissions reductions (tons)

	2008 to 2013	Average per year
Smog producing volatile organic compounds	616	123
Oxides of nitrogen and carbon monoxide	7,600	1,500
Greenhouse gas (CO2)	214,000	42,600
Carcinogenic particulate matter (PM10 and PM2.5)	18.3	3.7
Air toxics (Benzene and four others)	24.2	4.8

Table 2. Total and average annual reduction of tailpipe emissions.
Source: Metro estimates using DEQ emission factors.

Expected increase in the share of non-drive alone commute trips



Source: Metro expectations based on past performance of employer programs that reach one-fifth of the region's employees, measured by Portland State University.

BY THE NUMBERS

4,220,000
gallons of gasoline saved yearly

\$12,660,000
yearly gas savings

123
average tons of smog producing volatile organic compounds reduced per year

42,600
average tons of greenhouse gas reduced per year

PROGRAM PRIORITIES 2008 TO 2013

- Support new capital investments in transit, trails and other infrastructure by marketing new options to potential riders and users.
- Reach additional employers and commuters through employer programs.
- Enhance traveler information services.
- Market travel options to new residents and people who relocate in the region.
- Support development of parking management strategies in local downtowns and centers.
- Support public-private partnerships to leverage investments and increase use of travel options in local downtowns and centers.
- Apply individualized marketing strategies in select locations to increase travel options use and decrease single-person car trips.
- Continue implementation of the Drive Less/Save More campaign to increase awareness and use of travel options.

PROGRAM GOALS 2008 TO 2013

Goal 1 Continue a regional collaborative marketing campaign to increase awareness and use of travel options and reduce drive-alone car trips.

Goal 2 Support employers and commuters to increase the use of travel options for commute trips.

Goal 3 Provide information and services to support increased use of travel options for all trips.

Goal 4 Promote and provide services that support increased use of travel options in local downtowns and centers.

Goal 5 Report progress to aid decision-making and encourage innovation.

Goal 6 Follow a collaborative decision-making structure that provides program oversight and advances the goals and objectives of the Regional Transportation Plan (RTP).

“The RTO Program... maximizes investments in the transportation system and relieves traffic congestion by managing travel demand, particularly during peak hours.”



PROGRAMS AND SERVICES

Metro manages and administers the regional program, measures results and provides assistance to partners. Public and private partners carry out local strategies through grant agreements. Collaboration among partners is emphasized to leverage resources, avoid duplication and maximize program impacts.

Drive Less/Save More marketing campaign The campaign encourages people to think before they drive in order to reduce single-person car trips, adopt cost-saving driving habits and use travel options for non-work trips. Campaign messages reach target audiences through advertising, publicity and community outreach.

Individualized marketing projects Individualized marketing projects (also called TravelSmart™ or Smart Trips projects) encourage reductions in drive-alone auto trips. The concept, used in more than 300 projects around the world, identifies individuals who want to change the way they travel and uses personal, individualized contact to motivate them to think about their travel options.

Portland Transportation Options Programs and activities are designed to remove barriers and provide incentives for people to choose travel options with an ultimate goal of reducing vehicle miles traveled by 10% per capita by 2020. Portland's programs include SmartTrips downtown and neighborhood programs, community outreach and Safe Routes to Schools.

Metro Regional Rideshare Services Metro works with employers to market rideshare services to employees and provides customized rideshare matching services and vanpool incentives. Incentives for commuter vanpools are provided in partnership with ODOT and C-TRAN.

Oregon Department of Environmental Quality (DEQ)

DEQ's Employee Commute Options (ECO) rules affect employers in the Portland area with more than 100 employees. Employers must survey employees and provide programs and incentives that reduce employee drive-alone trips by 10%. DEQ assists employers with the survey and program development and links them to RTO program resources.

SMART Options Employer and Community Outreach The City of Wilsonville SMART Options Outreach Program works with Wilsonville area employers and residents to promote transit and other transportation options.

Southbound Solutions Vancouver, Washington Commute Trip Reduction Program conducts marketing and outreach to Clark County residents commuting to the Portland metro area for work and assists Portland-area employers with a large Clark County employee base.



BY THE NUMBERS

86,600,000
reduction in vehicle
miles of travel (VMT)
per year

19,000
autos removed from
the road each day

TriMet Employer Outreach Program

TriMet works with employers to encourage increased use of transit and other travel options among employees, offers transit pass programs and provides one-on-one assistance to employers.

Transportation Management Association (TMA) Program The RTO program supports regional traveler information tools and services, provides grants for the development of local cycling and walking maps and pedestrian and cycling way-finding signs.

- Clackamas Regional Center TMA
- Gresham Regional Center TMA
- Lloyd TMA
- Swan Island TMA
- Troutdale TMA
- WTA (Westside Transportation Alliance)

Traveler information tools and services

Carpool Match Northwest.org CarpoolMatchNW is the carpool and rideshare-matching site serving Oregon and SW Washington with over 8,800 commuters registered. CarpoolMatchNW.org is an easy convenient way to find someone to share a ride for trips to work or school or one-time trips to recreation destinations and events.

Bike There! Metro's Bike There! map rates selected throughstreets where bicyclists share the road with motorists and is sold in area bike shops and retail outlets. Map information is available at ByCycle.org, an on-line bicycle route-finding tool.

Walk There! 50 Urban Treks in Neighborhoods, Natural Areas and Cities The guidebook features 50 walking routes and will be published in partnership with Kaiser Permanente in April 2008 to encourage walking for transportation purposes. Guides will be distributed through Kaiser health education classes, walking events and local walking programs.

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B. Base and preferred program budgets

From RTO Strategic Plan, adopted February 2008

RTO STRATEGIC PLAN BUDGET 2008-2013					
Revenues	(PROPOSED) FY 08-09	(PROJECTED) FY 09-10	(PROJECTED) FY 10-11	(PROJECTED) FY 11-12	(PROJECTED) FY 12-13
a. MTIP	1,988,790	1,800,000	2,397,000	2,000,000	2,500,000
MTIP Individualized Marketing	500,000				
b. ODOT Marketing	600,000	500,000	500,000	500,000	500,000
BETC	34,000	40,000	41,200	42,436	43,709
Bike There!	30,000	30,000	30,000	30,000	30,000
C-Tran	100,000	100,000	103,000	103,000	106,090
ODOT Vanpool	125,268	150,000	154,500	154,500	159,135
Metro match	63,069	64,960	66,908	68,915	70,982
Partners match	226,504	200,265	262,039	221,267	273,093
Total revenues	3,667,631	2,885,225	3,554,647	3,120,118	3,683,009
Expenditures					
Program Admin & Marketing Coordination	55,684	57,355	59,075	60,847	62,672
Collaborative Marketing	825,443	850,206	875,712	901,983	929,042
RTO Grants	607,948	365,397	467,721	610,288	489,585
c. TMA	311,553	284,500	173,500	173,250	173,250
Commuter	231,294	238,232	245,378	252,739	260,321
TriMet	412,409	424,781	437,524	450,649	464,168
SMART	66,713	68,714	70,775	72,898	75,084
d. Information Tools/Bike There!	60,000	80,000	80,000	50,000	50,000
Regional Vanpool	296,916	305,823	314,997	324,446	334,179
Individualized Marketing	595,575		613,442		615,000
Evaluation & Measurement	204,095	210,217	216,523	223,018	229,708
Total expenditures	3,667,631	2,885,225	3,554,647	3,120,118	3,683,009

All expenditures include required matching funds.

- a. 10-11 MTIP includes \$500,000 for ind. mktg. Also projected \$500,000 for 12-13.
- b. Assumes ongoing funding from ODOT.
- c. Assumes six existing TMAs plus a seventh (S. Waterfront) in start-up phase until FY 11-12. No inflation factored.
- d. Includes cost of participation in WSDOT ridematching system, plus partial funding for enhanced trip planning capabilities.

DRAFT RTO Preferred Budget

Purpose: The purpose of the following list to form the basis of the RTO programs preferred budget. The 5-Year RTO Strategic Plan meets the current RTO budget for the years 2008-2013. RTO partners and staff aspire to grow the program. The following is a list of promising ways to allocate \$3 million in additional revenue annually.

Rank*	Short Name	Draft Strategy Description	Increase to Annual Budget
1	Employer Outreach	<ul style="list-style-type: none"> - Double the effort on employer outreach: <ul style="list-style-type: none"> - Approximately 200,000 employees are served by the employer outreach program (around 1/4 of employees in the region). - Approximately 2,000 employment sites are served (possibly only 1/20th of all employment sites). - Increase rideshare services. - Explore and implement individualized marketing to employees. 	\$900,000
2	Information Tools	<ul style="list-style-type: none"> - Implement a multi-modal trip planner strategy that makes the best use of public resources. Most likely, public resources are best spent on data collection while private partners create the interface and features (e.g., Traffic.com). - 50/50 bike/walk map program offered to local jurisdictions interested in matching 50% of the design, production, marketing and distribution costs. - 30/70 walking guide program where RTO would offer map making and measurement service up to 30% of the cost to design, produce, market and distribute a walking guide program. 	\$400,000
3	Region-wide New Resident Program	<ul style="list-style-type: none"> - Depending on the availability and prices for specialized lists of who new residents are (e.g., relocated within the region, relocated to "bedroom community," young, retired, etc.) - Reach ALL new residents in the region – if there is 1% growth per year, that is approximately 13,000 new residents. - Provide 6 months of individualized marketing services to help new residents make efficient use of their location and options. - Offer TODs and other location-efficient developments a slightly customizable version of the new resident program. - Emphasize sustainability and financial savings. 	\$400,000
3	Region-wide Parking Management Implementation	<ul style="list-style-type: none"> - Hire or contract with a parking planner to lead implementation of context-sensitive solutions across the region. This effort follows the TGM for Beaverton and Hillsboro. To constitute a region-wide project, the effort would simultaneously cover 10 additional centers. One central issue would be addressed by rolling out parking management in a concentrated effort: business competition between centers. - Offer to study feasibility of carsharing in center and implement a program to locate several cars in publicly accessible areas. 	\$300,000
4	Centers Infrastructure and Marketing	<ul style="list-style-type: none"> - Increase public private partnerships. - Bike rack cost share program (Minneapolis offers 50/50 for certain locations). Interested Local jurisdictions would apply and install racks. Projects would encourage using a car parking space in prominent, accessible areas of the center. Project could include elements such as the "bike oases" on SE Hawthorne Blvd. in Portland – sheltering roof, etc. - 50/50 way-finding cost sharing program would fund projects that connect walkers and bicyclists to public facilities (libraries, parks, transit centers, government services), historic sites and key shopping/service areas. Way finding elements could include signage, kiosks and sidewalk or bike lane treatments to designate route (e.g., Boston's bricked Freedom Trail). - Provide a package of marketing and outreach services to build ridership on new circulator transit service in centers. Circulator service should be available at least 12 hours per day. - Offer to study feasibility of carsharing in center and implement a program to locate several cars in publically accessible spaces. 	\$400,000
5	Regional Roll-out of Individualized Marketing	<ul style="list-style-type: none"> - Increase to 1 project per year. Base program now offers one project every two years. 	\$250,000

6	Options Before, During and After Construction	<ul style="list-style-type: none"> - Engage road users during construction projects of all sizes. Promote options before, during and after. - Leverage media and messaging campaigns initiated by ODOT or other jurisdiction. Evidence from Seattle's recent I-5 project shows that people make a lot of individual decisions that add up to no congestion. Media and messaging of transportation options allows people to make these individual decisions. - While projects have a role for Community/Public Affairs, they often suggest how to avoid delay but do not suggest other options. RTO would coordinate travel options messaging region-wide. 	\$150,000
7	New Methods to Reach New Markets	<ul style="list-style-type: none"> - Staff to interact daily in blogosphere and be media-liaison. RTO's commuter/traveler blog could be run like an ongoing focus group on options and related issues. - Run promotions such as commute challenges. This could be a year-round race with a structured incentive/rewards program. - Continue building DLSSM brand. 	\$150,000
(not ranked)	Reduce Idling	<ul style="list-style-type: none"> - Explore and implement a program to reduce idling. For example, place signage on lift bridges. Measure before and after. 	\$50,000
<p>*In all cases, ranks are the overall rank given by stakeholders at the 2nd workshop for at least one element of the strategy. Two strategies tied for 3rd. Most but not all strategies are included within these add packages. "Less idling" was added by staff for consideration.</p>			

**INTEGRATING HABITATS: DEBRIEF AND NEXT
STEPS**

Metro Council Work Session
Tuesday, March 18, 2008
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: 3/18/2008 Time: 2 p.m. Length: 30 min.

Presentation Title: Integrating Habitats: Debrief and next steps

Department: Nature in Neighborhoods/Parks

Presenters: Stacey Triplett, Corie Harlan

ISSUE & BACKGROUND

Integrating Habitats: Debrief on Portland Art Museum work session and Award Celebration. Discuss next steps for the competition's designs, ideas and momentum.

OPTIONS AVAILABLE

Present a list of 10+ potential Integrating Habitats post-event actions, projects or activities to Council, as well as capture Council's ideas.

IMPLICATIONS AND SUGGESTIONS

QUESTION(S) PRESENTED FOR CONSIDERATION

Which options would the Council like to see implemented? How would the Council like to be involved in future activities and what are the desired goals and outcomes of these activities?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes **X**No
DRAFT IS ATTACHED __Yes **X**No

Agenda Item Number 5.0

**PORTLAND-MILWAUKIE LIGHT RAIL PROJECT
BRIEFING**

Metro Council Work Session
Tuesday, March 18, 2008
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: March 18,2008 Time: 3:20 Length: 1hour

Presentation Title: Portland-Milwaukie Light Rail Project Briefing

Department: Planning

Presenters: Richard Brandman and Bridget Wieghart.

ISSUE & BACKGROUND

This is an update on the Portland to Milwaukie Light Rail Project. The project is currently in the process of completing a Supplemental Draft Environmental Impact Statement (SDEIS). The SDEIS is expected to be published this spring. Staff briefed the Council about the project and alternatives for study prior to commencement of the SDEIS. Staff will brief the Council on the project status and preliminary results at this worksession. Additional briefings are scheduled for later this spring.

OPTIONS AVAILABLE

The alternatives under study and additional project background are described on the attached newsletter, fact sheets and maps. At the briefing, preliminary results about the effects of the light rail alternative and alignment options will be presented. Staff will review high level findings about the impacts and benefits of the alternatives and options in terms of transportation, capital costs, ecosystems, parks, land use, acquisition and displacement and safety and security. The initial project financial analysis will also be discussed.

IMPLICATIONS AND SUGGESTIONS

The SDEIS is expected to be published in April or May. At that time, a 45 day public comment period will commence. At the end of the public comment period, selection of a new Locally Preferred Alternative (LPA) will begin. This process is expected to take an additional 45 days and will conclude with adoption by the Metro Council. The LPA adoption is expected to take place in summer 2008.

QUESTION(S) PRESENTED FOR CONSIDERATION

No questions are being submitted at this time. This is an informal update. Councilor questions and comments about the process and initial results are welcome.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION Yes No
DRAFT IS ATTACHED Yes No

No action is requested at this time. Adoption of a new LPA is anticipated in summer 2008. Legislation would be required for that action.



Portland–Milwaukie

LIGHT RAIL PROJECT

PROJECT PARTNERS

Cities of Milwaukie,
Oregon City and Portland
Clackamas and Multnomah
counties
Oregon Department
of Transportation
TriMet
Metro



Keeping your neighborhood a great place to call home

Having choices about how we get around – on bike, foot, buses, streetcar, light rail and in cars – is an important part of keeping the Portland metropolitan region, and your neighborhood, a great place to call home. The Portland to Milwaukie Light Rail Project, selected by the region in 2003 as the second part of a two-phased plan to bring light rail to the southeast portion of the region, would offer a new, efficient and economical way to travel between neighborhoods in North Clackamas County, Milwaukie, Southeast Portland, the South Waterfront area, RiverPlace and downtown Portland.

Metro is leading the Portland to Milwaukie Light Rail project in partnership with TriMet, the Oregon Department of Transportation (ODOT), the cities of Milwaukie, Oregon City and Portland, and Clackamas and Multnomah counties. The SDEIS project team currently is completing a federally-required environmental analysis that will document the costs, impacts and benefits of the project.

This environmental analysis, called a Supplemental Draft Environmental Impact Statement (SDEIS), will update a prior SDEIS for the South Corridor that was completed in 2003. The results of the analysis will be available for public review and comment in spring 2008.



METRO
PEOPLE PLACES
OPEN SPACES

Project Decision-making



Portland to Milwaukie Light Rail

The purpose of the SDEIS is to evaluate the alignment and station options shown on the project map on page one.

The SDEIS considers nearby land uses, economic development opportunities, effects on surrounding communities, visual and aesthetic effects, use of parkland or historic sites, future transit connections and potential traffic impacts. It evaluates environmental factors like air and water quality, noise and vibration and construction impacts. A financial analysis focuses on capital, operations and maintenance costs, potential funding sources and project phasing.

The Portland to Milwaukie Light Rail Project would result in:

- A new 6.5-mile light rail route between Portland and Milwaukie with a terminus at Lake Road in Milwaukie or Park Avenue in the Oak Grove community of Clackamas County. In Portland, the route would connect to the existing light rail system at the south end of the new Portland Mall at Portland State University.
- Eleven to 13 new light rail stations.
- Three to four new park and-ride facilities with approximately 2000 new parking spaces.
- A new bridge across the Willamette River between the Marquam and Ross Island bridges.

To view project maps, visit www.metro-region.org/southcorridor.

For the purposes of the SDEIS, the proposed light rail project will be compared to a no-build alternative. The no-build alternative serves as a reference point to gauge the benefits costs and impacts of the light rail project. The no-build alternative

A project Steering Committee comprised of elected and appointed officials from Metro, TriMet, the Oregon Department of Transportation, the cities of Milwaukie, Oregon City and Portland, and Clackamas and Multnomah counties provides on-going policy-level guidance to the project team. The Metro Council, after reviewing recommendations from the Steering Committee, local jurisdictions and the public, is responsible for making final project decisions.

The project's Citizen Advisory Committee, made up of community and business leaders and advocacy group representatives, makes recommendations, along with the Project Management Group, to the Steering Committee. All interested community members are invited to attend Steering Committee and Citizen Advisory Committee meetings to learn about the project and provide input. A calendar of project meetings is available at www.metro-region.org

Steering Committee members:

Brian Newman,
Metro Councilor District 2, Chair

Robert Liberty,
Metro Councilor District 6

Jim Bernard,
Mayor of Milwaukie

Alice Norris,
Mayor of Oregon City

Sam Adams,
City of Portland Commissioner

Lynn Peterson,
Clackamas County Commissioner

Maria Rojo DeSteffey,
Multnomah County Commissioner

Fred Hansen,
TriMet General Manager

Jason Tell,
Region 1 Director, Oregon
Department of Transportation

Rick Williams,
Citizen Advisory Committee Chair

Citizen Advisory Committee members:

Rick Williams, Chair, Portland

David Aschenbrenner, Milwaukie

Mike Bolliger, Portland

Valerie Chapman, Clackamas County

Barbara Dimick, Clackamas County

David Edwards, Clackamas County

Lisa Ferguson, Milwaukie

Michael Gebhardt, Portland

Susan Hartnett, Portland

Christopher Heaps, Portland

Greg Hemer, Milwaukie

Gary Hunt, Milwaukie

Joanna Jenkins, Portland

Michole Jensen, Clackamas County

Theresa Langdon, Portland

Susan Pearce, Portland

Nicole Peterson, Portland

Valeria Ramirez, Portland

Dan Zalkow, Portland

includes existing transit service and improvements to the transit and road system that are anticipated for construction by the year 2030 without new sources of transportation funds.

Message from

Lynn Peterson

Clackamas County Commissioner



Clackamas County is excited to be part of planning the Portland-Milwaukie light rail line, the second light rail line that will more

closely tie our County to important destinations such as Gresham, Hillsboro, downtown Portland, the Expo Center and the airport.

We are all seeking more environmentally friendly, sustainable ways to live our lives and conduct our business. Light rail is a significant part of a sustainable transportation system, and we are confident that this option will benefit our citizens and businesses. Light rail will allow the increasing amount of traffic anticipated in the future to flow more safely and smoothly in the McLoughlin Boulevard corridor.

The I-205 light rail line between Portland and Clackamas Town Center is under construction and scheduled to open in 2009. The planned line to Milwaukie will provide even more opportunities for people to work, play and shop in our vibrant, growing County. We are pleased to be working with all of our regional partners on this important expansion of light rail.

There have been, and will continue to be, many opportunities for citizens to help design this investment to create a more livable, safe and vibrant community. I encourage all citizens to stay informed and be a part of this step forward for transportation options in Clackamas County.

New Willamette River bridge

In 2003 the Metro Council directed staff to include a new Willamette River bridge as part of the Portland to Milwaukie Light Rail project. The project team is still working to determine the bridge alignment that will be studied in the SDEIS.

In addition to the previously studied location located between OMSI and RiverPlace, the team is considering four possible locations for the new Willamette River bridge, between the Marquam and Ross Island bridges, that will connect to the growing South Waterfront neighborhood. With the new options, the east bridgeheads would be near either SE Sherman Street or SE Caruthers Street. The west bridgeheads would be near SW Porter Street or SW Meade Street. The new bridge would accommodate bikes, pedestrians, streetcar, light rail and, possibly, buses.

Message from

Sam Adams

City of Portland Commissioner



The City of Portland is excited to be part of the planning for a new light rail line that will connect downtown Portland to southeast Portland neighborhoods and the City of Milwaukie. Making this connection will require a new bridge across the Willamette River. The new bridge will be located between the Marquam and Ross Island bridges in the South Waterfront district.

The new bridge will help create a unique linkage between the Oregon Museum of Science and Industry (OMSI) and Oregon Health Science University (OHSU). Both institutions are of statewide and regional significance and are currently preparing master plans to guide their future development. The proposed light rail bridge

could create unique opportunities for public-private partnerships. Connecting these two institutions will involve planning for light rail, streetcar, buses, pedestrians and bicycles on the bridge as well as integrating these modes with greenway connections and roadway systems on both sides of the river.

To help address these issues in a coherent fashion, I asked our regional partners — TriMet and Metro — to join with the City and area property owners to evaluate land use and transportation impacts. This group — the Willamette River Crossing Partnership — is charged with advising the Mayor and me on the transportation infrastructure needed to support the bridge and new development on both sides of the river.

The Partnership will also advise me, as the City's representative on the light rail project Steering Committee, on the river crossing alignment options. The committee's work is expected to conclude by February 2008.

There have been and will be many opportunities for citizen input, including efforts to analyze station locations and improvements in southeast neighborhoods along the corridor. I encourage all citizens to stay informed, ask questions, attend meetings and be a part of this move toward to sustainability.

We stand, along with our partners, ready to move toward the goal of providing safe and efficient transportation alternatives to those living along and in the south corridor –

Jim Bernard, Milwaukie Mayor



Message from
Jim Bernard
Milwaukie Mayor



Milwaukie has been engaged in a community conversation about light rail for more than a decade. We have taken care to make sure our

citizens are informed and engaged in this discussion. As a partner in the Portland to Milwaukie light rail project, we look forward to participating in the SDEIS process that has just begun.

Over the years our community has changed. We're not the same Milwaukie we were ten years ago, and we're excited by the prospect that, in another ten years, we will have changed even more. I've seen the kinds of opportunities and investment light rail has brought to other parts of the region and I believe the same will follow right here in Milwaukie.

In the next six to nine months, TriMet, Metro and our jurisdictional partners will work together to complete the SDEIS. Milwaukie City Council, and our citizens, are eager to participate in discussions regarding station locations, safety and security and all of the other aspects of the various alignments. We stand, along with our partners, ready to move toward the goal of providing safe and efficient transportation alternatives to those living along and in the south corridor.

Safety and Security Task Force

Because safety and security has emerged as a significant issue related to the study of light rail alternatives, the project team has determined that these issues should be addressed during the SDEIS rather than during preliminary engineering and final design as in past practices. This approach offers community members and safety and security professionals an opportunity to be proactive in identifying principles for safety and security.

Participation is open to the general public. Those interested in, and able to make a commitment to participate for the duration of the project, may choose to be members of the Task Force. The project team is seeking a manageable-sized group comprised of members that represent a balance of perspectives and a cross-section of the project area. Anyone interested in safety and security is welcome to attend task force meetings on a drop-in basis. Meetings are expected to occur between September 2007 and February 2008.



Imagining station communities

Imagine what a light rail station in your community might look like. Is the station a distinctive center with housing, restaurants, shops and offices? Does the station blend so seamlessly into your neighborhood that passers-by would think that it had always been there?

Light rail stations can serve different purposes based on their location. In some locations, communities use light rail stations as a catalyst to encourage new development or redevelopment. In other areas, light rail stations serve existing businesses and residents.

This phase of the Portland to Milwaukie Light Rail project will include a preliminary evaluation of station areas. This evaluation will start with defining a community vision for each station area – what should stay the same about the station area and what could be improved – and end with identifying action steps to help cities create the station areas envisioned by community members.

The first set of community meetings for this station-by-station process will focus on Southeast Portland stations: Clinton Street, Rhine Street, Holgate Street, Bybee Boulevard and the proposed station at Harold Street.

If you are interested in the future of these station areas, there are several ways to participate.

You can go to www.metro-region.org/south-corridor to download materials to complete a self-guided station area tour. You'll find aerial photos of station areas, information about guiding principles for station area development and an online comment form. You can complete the station assessment on your own or with your neighborhood association, business group, book club, neighbors or school group. It will be available through November 2007.

Or, plan to attend one of the Southeast Portland station community kick-off workshops:

Clinton, Rhine and Holgate Station Workshop

6 - 8:30 p.m. Tuesday, Oct. 2

Cleveland High School
3400 SE 26th Ave., Portland

Harold, Bybee and Tacoma Station Workshop

6 - 8:30 p.m. Thursday, Oct. 11

Sellwood Middle School
8300 SE 15th Ave., Portland

These workshops are your opportunity to shape a vision for future station areas and identify opportunities for positive community change in the station areas.

Open houses to share and obtain input on the draft plans resulting from the workshops will be held in November 2007.

Station area planning workshops will be held at the southern end of the alignment over the winter.

Message from

Brian Newman,
Portland-Milwaukie Light Rail Steering Committee chair and Metro Councilor, District 2



Metro is thrilled to see the Portland-Milwaukie Light Rail project continue to advance. From a regional perspective, this light rail line completes a long-envisioned high capacity transit connection between the central city and an important town center. And, the new Willamette river crossing will make new east-west links possible, not just for light rail but also for streetcar, pedestrians, bicycles and maybe even buses.

As a former Milwaukie City Councilor, I am excited at the prospect of what this new line can do for the

City of Milwaukie and southeast Portland neighborhoods. A new connection to the existing transit system - light rail, streetcar and buses - will give people new travel choices and even make walking and biking more feasible for some.

Metro will work with project partners to complete the environmental analysis and ensure that residents and business owners along the line, as well as commuters across the region, will have ample opportunity to review results and share their advice and opinions about the project.

During my tenure at Metro, I have been proud to be involved with this light rail project.

Despite the fact that I am leaving the Metro Council in early October, I will continue to be a strong advocate for the project and I encourage all citizens to stay informed and participate as well.

Get involved

Web site

Visit www.metro-region.org/south-corridor for the latest project information and meeting schedule. You may also place your name on the mailing list and provide comments.

Small group briefings

If you belong to an organization that is interested in learning more about the project please call Phillip Kennedy-Wong at 503-797-1755 to schedule a briefing.

Newsletters

Newsletters, like this one, will be distributed periodically throughout the project. Place your name on the mailing list to continue receiving newsletters. Steering Committee and Citizen Advisory Committee meetings will be advertised on the web site and are open to the public.

Community open houses

Open houses will be held after the draft environmental analysis is complete to give you the opportunity to review and discuss the costs, benefits and impacts with project staff and offer comments.

Public hearing and comment period

Community members will be invited to provide input on which alternative and design options should move forward during a public hearing held after the SDEIS is published. The Steering Committee will host a public hearing during the comment period and review public comments as they deliberate about which alternative should be advanced as the Locally Preferred Alternative.

During my tenure at Metro, I have been proud to be involved with this light rail project. Despite the fact that I am leaving the Metro Council in early October, I will continue to be a strong advocate for the project and I encourage all citizens to stay informed and participate as well.—

Brian Newman,
Metro Councilor District 2

Contact information

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Ellen Rogalin, 503-353-4274

Multnomah County

Ed Abrahamson,
503-998-5050 x 29620

TriMet

Claudia Steinberg, 503-962-2154

Oregon Department of Transportation

Ralph Drewfs, 503-731-3359

Metro

Phillip Kennedy Wong,
503-797-1755



Project Timeline

Fall 2007	Winter 2007/2008	Spring-Summer 2008	Fall-Winter 2008/2009
<ul style="list-style-type: none"> Define alternatives for environmental analysis (SDEIS) Commence station area assessment 	<ul style="list-style-type: none"> Complete environmental analysis Complete station area assessment 	<ul style="list-style-type: none"> SDEIS available for public review Hold public open house and hearing Select Locally Preferred Alternative (LPA) 	<ul style="list-style-type: none"> Complete Final Environmental Impact Statement (FEIS). Complete preliminary engineering on the LPA



Portland – Milwaukie

LIGHT RAIL PROJECT

www.metro-region.org/southcorridor

Linking communities, commerce, industry and science

What do Portland State University, OHSU, and OMSI have in common with Central Eastside, Sellwood/Moreland and Milwaukie? In the future, all will be linked by a new MAX light rail line from downtown Portland through southeast neighborhoods and into north Clackamas County. The Portland to Milwaukie Light Rail project - the second part of a two-phased plan to bring light rail to the southeast portion of the region – is in the final phase of environmental analysis, a supplemental draft Environmental Impact Statement (SDEIS).

Metro is leading the project in partnership with TriMet, ODOT, Multnomah and Clackamas counties, and the cities of Portland, Milwaukie and Oregon City.

The project will extend the region’s popular light rail system on a new 6.5 mile alignment from downtown Portland, across the Willamette River, and south to Milwaukie or possibly Oak Grove. Project planning will continue – with opportunities for public input – through summer 2008. Construction could occur as soon as 2011.

A Brief History

The Portland to Milwaukie light rail alignment has been studied and evaluated several times over the past 25 years. In fact, it was one of the first corridors considered at the onset of regional light rail planning in the 1980s. The current project is Phase II of the South Corridor Study. Phase I resulted in the light rail project currently under construction on the downtown Portland transit mall and I-205.

The current study is re-evaluating the 2003 Locally Preferred Alternative (LPA), the light rail alignment recommended by the public. The SDEIS is updating the LPA for environmental changes since 2003 and consulting with communities about additional design options to consider. A growing regional population, changing land uses and emerging development opportuni-

ties in South Waterfront, the Central Eastside and downtown Milwaukie require a fresh look.

Alternatives

- No Build
- Light Rail Alternative

Alignment Options

- 2003 LPA, plus:
- Four Willamette River crossing options
- Tillamook Branch alignment option
- Park Avenue extension option

Alternatives and Alignment Options

The SDEIS is considering two alternatives – the No Build and the Light Rail alternative. Basically this means looking at what the southeast region’s transportation options will be in the future with and without light rail. The No Build alternative provides a basis for comparing the benefits, costs and impacts for the 2003 LPA and alignment options.

The No Build considers existing transit services and facilities as well as planned improvements from the Regional Transportation Plan by 2025. It includes modest upgrades for existing bus service and additional park and ride facilities in the corridor, such as the already-planned 330-space park and ride at the former Southgate Cinema. The No Build alternative also includes current and planned road improvements, such as street network improvements and better I-5 access for South Waterfront.

The Light Rail alternative is a new 6.5-mile light rail line extending from the MAX network under construction on Portland’s downtown transit mall at SW Jackson Street to a southern terminus at either SE Lake Road in Milwaukie or SE Park Avenue near Oak Grove. The line features 11-13 new light rail stations and three

Continued

Alignment Overview

PROJECT PARTNERS
 Metro
 Oregon Department of Transportation
 TriMet
 Clackamas County
 Multnomah County
 City of Portland
 City of Milwaukie
 City of Oregon City



METRO
PEOPLE PLACES
OPEN SPACES

600 NE Grand Ave.
Portland, OR
97232-2736
(503) 797-1700

www.metro-region.org

For more information

To learn more about the project or get on the mailing list, call 503 -797-1755 or send e-mail to trans@metro.dst.or.us. For information on Phase I of the South Corridor Project, visit www.metro-region.org.

Metro
People places • open spaces

Your Metro representatives
Metro Council President – David Bragdon

Metro Councilors –
Rod Park, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Robert Liberty, District 6
Auditor – Suzanne Flynn

Metro's web site
www.metro-region.org

to four new park and ride facilities with up to 2,600 new parking spaces. A key feature of the line will be a new bridge across the Willamette River between the Marquam and Ross Island bridges. The bridge would accommodate bikes, pedestrians, streetcar, light rail and possibly buses.

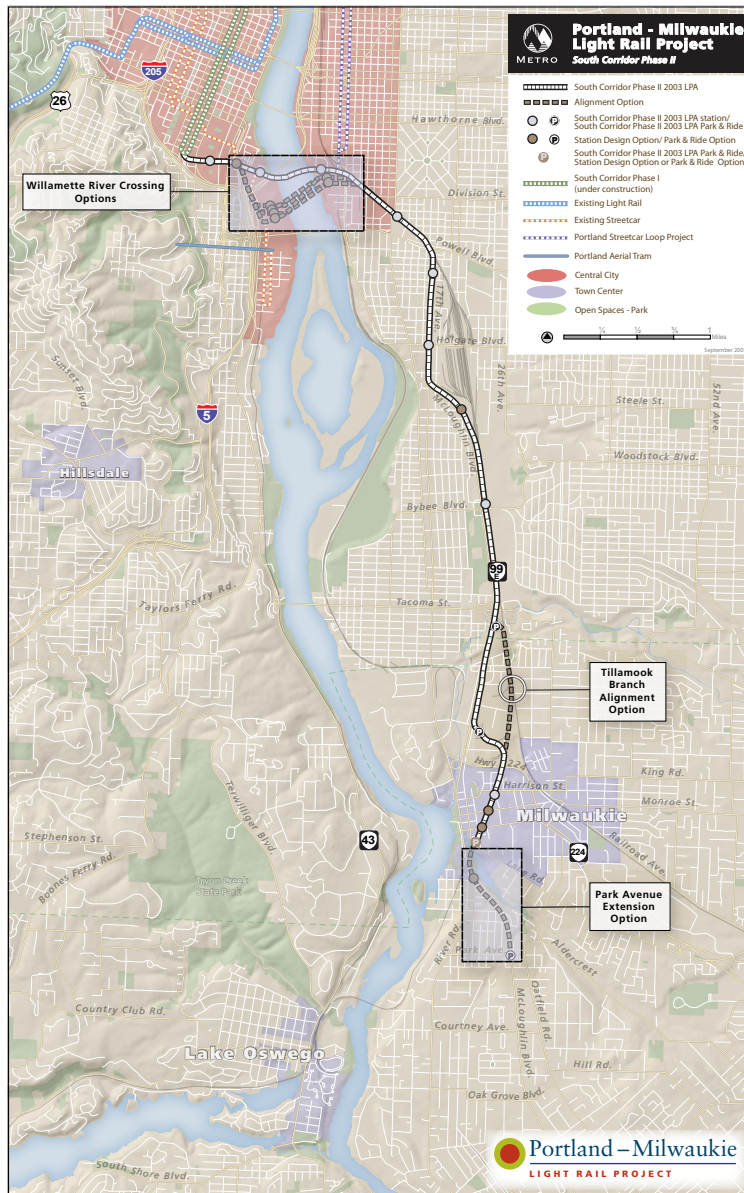
The Light Rail alternative generally follows the 2003 LPA alignment with three notable exceptions – at the river crossing and two areas south of SE Tacoma Street.

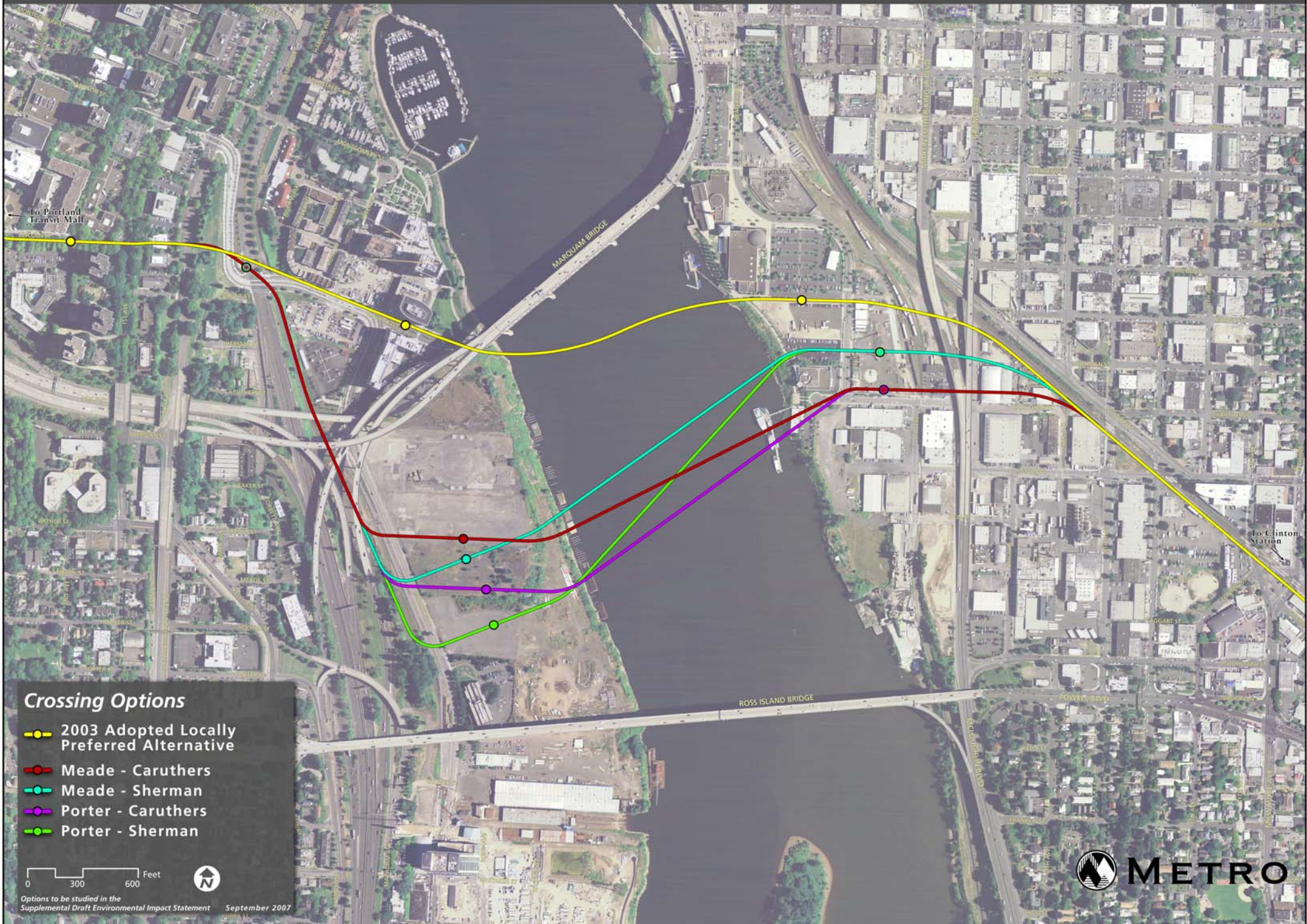
The Willamette River crossing location is being evaluated because of the desire to serve the growing South Waterfront district, which has evolved greatly since 2003. The LPA alignment extends from Harbor Drive to RiverPlace

before crossing the river to OMSI. Four new crossing locations are also being studied. Each would extend the alignment further south along Harbor Drive before turning east to a new station in the future OHSU Schnitzer campus and crossing the river to station locations just south of OMSI.

In addition to the 2003 LPA, the Light Rail alternative also will examine two new options – the Tillamook Branch alignment and the SE Park Road extension. The LPA alignment parallels McLoughlin Boulevard south of Holgate before turning east at a Milwaukie park and ride station and turning south through downtown Milwaukie. The 2005 Milwaukie Working Group suggested another option using the Tillamook Branch alignment to the east of McLoughlin Boulevard south of SE Tacoma Street.

The Working Group also suggested a southern terminus of the line at a site on Kellogg Lake. This site is no longer viable for transit use so the exact location of the terminus and park and ride facility was reviewed. As a result, a proposal to extend the alignment further south of Milwaukie along McLoughlin Boulevard to a terminus at SE Park Avenue also will be studied in the SDEIS.





Crossing Options

- 2003 Adopted Locally Preferred Alternative
- Meade - Caruthers
- Meade - Sherman
- Porter - Caruthers
- Porter - Sherman

0 300 600 Feet



Options to be studied in the Supplemental Draft Environmental Impact Statement September 2007

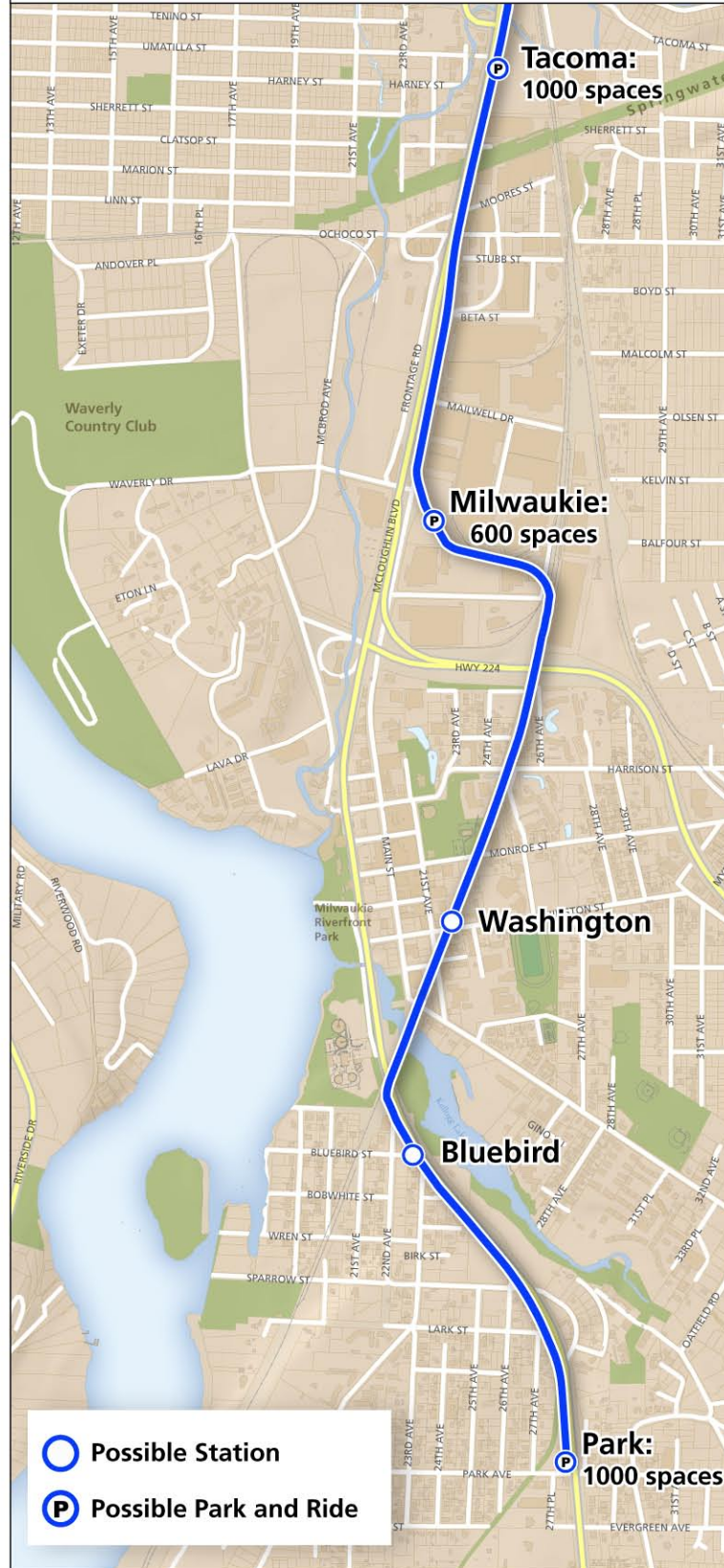


**Locally Preferred Alternative
(adopted by Milwaukie City Council April 2003)**



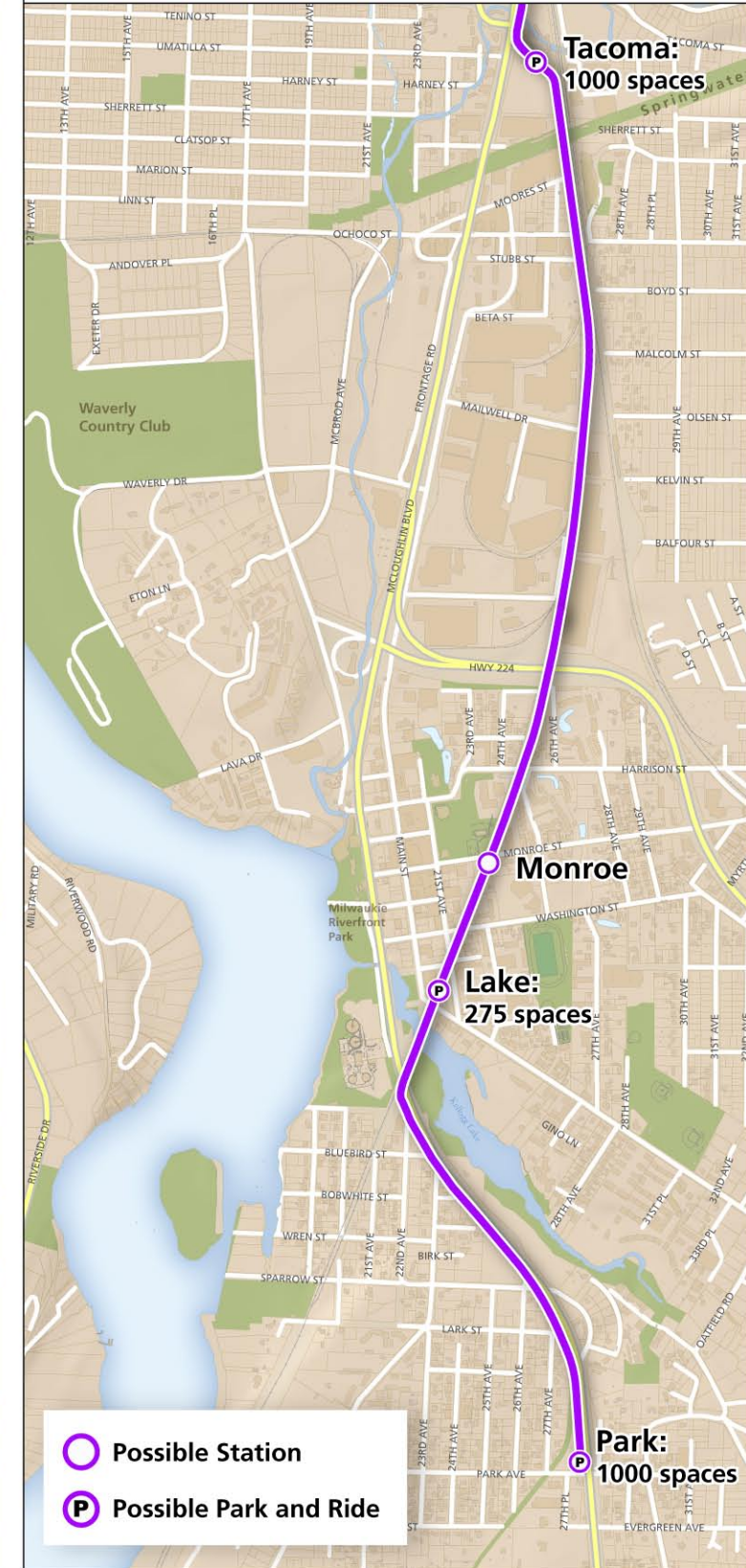
Total Park and Ride: 1475

**Locally Preferred Alternative
with Extension to Park Avenue**



Total Park and Ride: 2600

**Tillamook Branch
with Extension to Park Avenue**



Total Park and Ride: 2275

These station and park and ride locations are being studied in a SDEIS. The final alternative could incorporate elements from several options.