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

METRO

DRAFT

May 8, 2003

Bruce Warner
Oregon Department of Transportation
355 Capitol St. NE Room
Salem, OR 97301-3871

RE: Comments on Innovative Finance Advisory Committee Report

Dear Mr. Warner:

The Joint Policy Advisory Committee on Transportation has reviewed with interest the report of the Innovative Finance Advisory Committee, "Public-Private Partnerships for Oregon Transportation Projects". We strongly support the State's effort to create a public private partnership program, which will help increase funding for, and efficiency of, construction of transportation projects. We are pleased that the State has sought advice from such an impressive group of experts in developing a program. We think that careful program development will be key to its success.

SB 772 provides the legislative framework necessary to implement the recommendations of the report. We offer the following comments as the state moves forward to develop the Oregon Innovative Partnership Program. Some of these comments have been submitted to ODOT previously in conjunction with SB 772.

The process should ensure that MPOs retain their role in project selection. We understand that a single entity (ODOT) must negotiate project financing with the private entity. However, the need for a project should be well established. This relates particularly to unsolicited proposals. The project proposed for funding through a public-private partnership should require approval of the appropriate regional MPO prior to negotiating and entering into an agreement with a private entity. Prior to proceeding with a partnership project, ODOT should consult with the appropriate

MPO to determine consistency with plans, actions needed to amend any plans and the degree to which private funding should affect project priorities.

The report also emphasizes the need to move swiftly in project development and execution. We are supportive of the need to respond to funding and other deadlines that might require legislative approval of expedited reviews (IFAC report, page 7), on a case-by-case basis. However, as with all projects in MTIPs and the STIPs, the program should make it clear that partnership projects must meet applicable environmental and land use laws and are subject to the same opportunities for public review and comment as publicly funded projects.

The report recommends that the legislature give ODOT the authority to purchase land outside of the project ROW to sell to private partners in order to leverage private investment. The program should establish rules and a process that ensures the private development on such parcels is allowed by zoning and clearly desired by local and regional governments.

The report recommends that ODOT acquire financial expertise to evaluate and negotiate private partnership proposals. We strongly encourage you, if you have not already done so, to explore the ramifications of private partnerships in states that failed to undertake adequate analysis of financial terms. The appearance and, in some cases, reality, of excess profits has led to significant political and public problems for individual projects and entire programs. ODOT needs to assess private as well as public benefit streams (IFAC, p.10) in order to ensure that the public interest is being met and the project will withstand scrutiny.

Finally, the report and related legislation call for funding of several programs and approval of a variety of bonding mechanisms. ODOT should consult with the MPOs as to the appropriate level of overall funding for the partnership program and solicit input on decisions as to commitment of current and future revenue streams. This could be done as part of the STIP process, or separately, if necessary.

JPACT looks forward to working with ODOT as it develops this exciting program and initiates partnership projects.

Sincerely,

Councilor Rod Park
JPACT Chair

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The report recommends that the legislature give ODOT the authority to purchase land outside of the project ROW to sell to private partners in order to leverage private investment. The program should establish rules and a process that ensures the private development on such parcels is allowed by zoning, ~~and~~ clearly desired by local and regional governments and support regional land use plans and policies.

The report recommends that ODOT acquire financial expertise to evaluate and negotiate private partnership proposals. We strongly encourage you, if you have not already done so, to explore the ramifications of private partnerships in states that failed to undertake adequate analysis of financial terms. The appearance and, in some cases, reality, of excess profits has led to significant political and public problems for individual projects and entire programs. ODOT needs to assess private as well as public benefit streams (IFAC, p.10) in order to ensure that the public interest is being met and the project will withstand scrutiny.

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Sincerely,

David Bragdon	Councilor Rod Park
Council President	JPACT Chair

M E M O R A N D U M

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METRO

Date: April 30, 2003

To: JPACT and Interested Parties

From: Andy Cotugno
Planning Director

Re: ***Metro Area Transportation Enhancement Projects Recommendation***

The following documents were approved by TPAC on April 25, 2003, and are enclosed for JPACT recommendation to Metro Council:

- Resolution No. 03 – 3328:
  In support of the Oregon Department of Transportation (ODOT) list of projects proposed for funding for the statewide Transportation Enhancement (TE) program, and forwarding the list of projects for Oregon Transportation Commission (OTC) consideration.
- Staff Report describing the project selection process and the following attachments:
- Attachment 1: Revised Metro Area TE Project Ranking.
- Attachment 2: ODOT List 1 – Projects Proposed for Funding.
- Attachment 3: ODOT List 2 – Alternative Projects Still Under Consideration.
- Attachment 4: ODOT List 3 – Projects Not Recommended for Funding in this Round

There are three projects from the Metro area proposed for funding, with dollar amounts subject to change by Oregon Transportation Commission (OTC) decision:

- Hillsboro Regional Center Pedestrian Project ($554,233)
- Portland Union Station Facility Improvements ($1,484,134)
- Tualatin River Bicycle/Pedestrian Bridge ($900,000)

There are two projects in the Metro area listed as "alternates" still in consideration for funding: Gresham Max Path from Cleveland Avenue to Ruby Junction Station ($592,095) and Oregon City South Metro Amtrak Station Phase I and II.

TPAC recommended approval of Resolution No. 03-3328 by JPACT. Prior to approval,

TPAC raised the following issues. Responses from Metro and ODOT staff follow each enumerated request.

1. Provide JPACT a full description of the TE selection process at ODOT in addition to the Metro selection process described in the staff report.

   The ODOT project selection process and schedule is enclosed as Attachment 5 to the Staff Report.

2. The process should have allowed for a more extensive public involvement process.

   Among the lessons learned from this process is that an opportunity to gather ODOT TE project public comments at the same time that Metro was gathering 2004-07 MTIP projects in mid-April was missed. This will be corrected in future TE allocation processes.

3. TPAC would rather see project rankings to help understand why projects were kept or cut. What ODOT provided was an alphabetical list of projects in Attachments 2, 3 and 4.

   The ODOT project lists were based upon a preliminary raw score ranking, to be followed by a final ranking by the ODOT TE Committee on May 13, 2003 after consideration of input from MPOs and ACTs. At TPAC, ODOT staff was able to report that the Tualatin River Bicycle/Pedestrian Bridge was within the top 5 of projects proposed for funding.

4. Make sure the ODOT TE Committee knows the priority ranking of the six Metro-area projects.

   The Metro-area priority project ranking was forwarded to ODOT TE Committee on March 14, 2003, and will be reiterated at the TE Committee's May 13, 2003 meeting.

5. Make sure the OTC receives a copy of JPACT input even if it differs from the ODOT TE Committee final recommendation.

   This Resolution and Staff Report serve as JPACT and Metro Council's input to the Oregon Transportation Commission. The resolution will be sent to the OTC upon adoption by JPACT and the Metro Council.

6. Note that the Oregon City South Metro Amtrak project and the Hillsboro Regional Center pedestrian project requested funding through both the ODOT TE process and the Metro MTIP process.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUPPORTING THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) LIST OF PROJECTS PROPOSED FOR FUNDING FOR THE STATEWIDE TRANSPORTATION ENHANCEMENT (TE) PROGRAM, AND FORWARDING THE LIST OF PROJECTS FOR OREGON TRANSPORTATION COMMISSION (OTC) CONSIDERATION.	)	RESOLUTION NO. 03-3328 Introduced by Councilor Rod Park

WHEREAS, in November 2002 the Oregon Department of Transportation (ODOT) requested that Metro staff and the Transportation Policy Alternates Committee (TPAC) assist in narrowing Metro area Transportation Enhancement (TE) project applications to forward to the ODOT TE Advisory Committee for funding consideration; and

WHEREAS, in February and March 2003 Metro staff, along with TPAC citizen representatives, reviewed 13 TE projects and selected six projects for approval by TPAC and further review by ODOT TE staff; and

WHEREAS, on April 9, 2003 the ODOT Transportation Enhancement (TE) program manager provided the results of 'preliminary project selection' as determined by the ODOT TE Advisory Committee; and

WHEREAS, the TE Advisory Committee sought input from JPACT, acting as the Metro Region Area Commission on Transportation (ACT) in preparation for final selection on May 13, 2003; and

WHEREAS, the Metro Council and JPACT will forward this resolution of support to the Oregon Transportation Commission (OTC) as the OTC approves projects for inclusion in the Statewide Transportation Improvement Program (STIP) in June, 2003.

WHEREAS, Metro staff recommends supporting the three Metro area projects listed in Attachment 2 for funding, and recommends considering the two Metro area projects still in consideration as alternates now therefore,

BE IT RESOLVED:

1. The recommendations shown in the Staff Report and Attachments 1, 2 and 3 of this Resolution are approved.

ADOPTED by the Metro Council this _____ day of May, 2003

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3328 FOR THE PURPOSE OF SUPPORTING THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT) LIST OF PROJECTS PROPOSED FOR FUNDING FOR THE STATEWIDE TRANSPORTATION ENHANCEMENT (TE) PROGRAM AND FORWARDING THE LIST OF PROJECTS FOR OREGON TRANSPORTATION COMMISSION (OTC) CONSIDERATION.

Date: April 17, 2003 Prepared by: Bill Barber

Resolution No. 03-3328 addresses the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council participation in the Oregon Department of Transportation (ODOT) Statewide Transportation Enhancement (TE) program process. The ODOT TE Advisory Committee proposes three projects from the Metro region for funding, with dollar amounts subject to change by Oregon Transportation Commission (OTC) decision:

- Hillsboro Regional Center Pedestrian Project ($554,233)
- Portland Union Station Facility Improvements ($1,484,134)
- Tualatin River Bicycle/Pedestrian Bridge ($900,000)

The ODOT TE Advisory Committee lists two projects in the Metro area as "alternates" still in consideration for funding: Gresham Max Path from Cleveland Avenue to Ruby Junction Station ($592,095) and Oregon City South Metro Amtrak Station Phase I and II.

Approval of this Resolution allows JPACT and Metro Council to support or modify the ODOT TE Advisory Committee recommendation, and will be submitted to the OTC for their consideration as they finalize their allocation decision. Metro staff recommends supporting the three projects listed above for funding, and considering the two projects still in consideration as Metro area alternates.

BACKGROUND

In November 2002 the Oregon Department of Transportation (ODOT) requested that Metro staff and TPAC assist in narrowing Metro area Transportation Enhancement (TE) project applications to forward to the ODOT TE Advisory Committee for funding consideration. ODOT has approximately $7.5 million to award, and recommendations from the ODOT TE Committee are subject to final approval by the Oregon Transportation Commission.

On February and March 2003 Metro staff, along with TPAC citizen representatives, reviewed thirteen TE projects submitted from the Metro area and selected the following six projects for approval by TPAC and further review by ODOT TE staff:

1. Tualatin River Bicycle and Pedestrian Bridge
2. Watson Avenue Streetscape: Canyon Road to 4th Street in Beaverton
3. South Metro Amtrak Station in Oregon City
4. Hillsboro Region Center Pedestrian Project
5. Marine Drive Multi-use Trail Connections in Portland and Multnomah County
6. Union Station Facility Improvements in Portland

On March 14, 2003 TPAC recommended elevating the Gresham MAX Path project to 4th place, dropping the Union Station project out of the top six. Attachment 1 (Revised Metro Area TE Project Ranking) describes the project rankings forwarded to ODOT TE Staff by TPAC.

However, field work by ODOT staff later in March resulted in ODOT dropping the Watson Avenue Streetscape project submitted by Beaverton, and the Union Station project returned to the top six list.

On April 9, 2003 the ODOT Transportation Enhancement (TE) program manager provided the results of 'preliminary project selection' as determined by the ODOT TE Advisory Committee. The committee now seeks input from all Area Commissions on Transportation (ACT) in preparation for final selection on May 13, 2003. JPACT acts as the Metro area "ACT." ODOT TE staff provided statewide project lists of the following:

- List 1: Projects Proposed for Funding,
- List 2: Alternate Projects Still Under Consideration, and
- List 3: Projects not recommended for funding in this round.

The three project lists from ODOT are shown in Attachments 2, 3 and 4. The projects were listed in alphabetical order, and did not indicated relative ranking of projects. ODOT TE staff is looking for comments or concurrence by Friday, May 9. Of greatest value to the TE Advisory Committee will be replies that indicate priorities between competing projects from the same ACT area. The TE projects are selected on a statewide basis, with project type and regional balance considered only as tie-breaking factors.

ANALYSIS/INFORMATION

1. **Known Opposition**. There is no known opposition to the proposed legislation.

2. **Legal Antecedents**. There are no known legal antecedents to the proposed legislation.

3. **Anticipated Effects.** Approval of this Resolution allows JPACT and Metro Council to support or modify the ODOT TE Advisory Committee recommendation, and will be submitted to the OTC for their consideration as they finalize their allocation decision.

4. **Budget Impacts.** There will be no impacts on Metro's budget from this Resolution.

RECOMMENDED ACTION

Approve Resolution No. 03-3328

Attachment 1 to Staff Report of Resolution No. 03-3328

REVISED
METRO AREA TE PROJECT RANKING

APPLICANT	PROJECT	TE $ REQUEST	LOCAL $ MATCH	% LOCAL MATCH	MTIP Policy Focus	Reg. Trail Sys.	RTP Bike, Ped, Inter Modal	Local TSP	Signif.	OTC Focus	Total Points	Rank
					25 pts.	10 pts.	20 pts.	10 pts.	20 pts.	15 pts.		
Tualatin	Tualatin River Bike/Pedestrian Bridge	$ 900,000	$400,000	30.8%	20	10	20	N/A	17	11	78	1
Beaverton	Watson Ave. Streetscape: Canyon Rd -4th St.	$ 1,007,119	$143,053	12.4%	25	0	20	N/A	18	12	75	2
Oregon City	South Metro Amtrak Station Phase I and II	$ 1,009,206	$120,000	10.6%	25	0	20	N/A	20	9	74	3
Gresham	MAX path: Cleveland Ave - Ruby Jct. Station	$ 592,095	$324,200	35.4%	25	0	20	N/A	16	12	73	4
Hillsboro	Regional Center Pedestrian Project	$ 554,233	$ 97,806	15.0%	25	0	20	N/A	13	14	72	5
Portland	Marine Drive Multi-use Trail Connections	$ 952,000	$108,990	10.3%	25	10	20	N/A	10	7	72	5
Portland	Union Station Facility Improvements	$ 1,500,000	$154,000	9.3%	25	0	20	N/A	12	9	66	7
Forest Grove	Main St. Sidewalks: Pacific Ave - 19th Ave.	$ 263,000	$ 51,500	16.4%	20	0	20	N/A	10	11	61	8
Milwaukie	Main St. Multimodal Enhancement Project	$ 511,063	$ 58,493	10.3%	20	0	20	N/A	8	10	58	9
Happy Valley	129th Ave. Sidewalk and Bike Lanes: Scott Creek Lane to Mountain Creek Road	$ 706,023	$250,000	26.2%	0	0	20	N/A	12	7	39	10
West Linn	Rosemont Blvd. Stafford Basin Path	$ 295,000	$ 91,750	23.7%	0	0	20	N/A	7	7	34	11
Clackamas	Mather Rd. Sidewalks and Bike Lanes: Cranberry Loop - 97th Ave	$ 574,043	$ 65,702	10.3%	0	0	0	10	12	7	29	12
ODOT Reg1	Reg. 1 HQ Historic Bldg. Rehab	$ 835,610	$ 95,640	10.3%	0	0	0	N/A	6	10	16	13

LIST 1: PROJECTS PROPOSED FOR FUNDING

This list is in alphabetical order. It does not indicate relative ranking of projects.
Dollar amounts are those submitted by the applicant and are subject to change.

ODOT Region	APPLICANT	PROJECT	TE $$ Requested
3	Ashland	North Ashland Multi-Use Path	$ 580,000
1	Banks & OPRD	Banks-Vernonia Trail Extension (to Banks)	$ 897,000
5	Echo	Bike Lanes & Pedestrian Path: Thielson St (OR-395) and Gerone St	$ 235,000
1M	Hillsboro	Hillsboro Regional Center Pedestrian Project	$ 554,233
3	ODOT Region 3	Douglas County Fairgrounds - Shady Bridge Multi-Use Path	$ 757,505
1M	Portland General Services	Union Station Facility Improvements	$ 1,484,134
4	Redmond	Dry Canyon Trail: Undercrossing @ Hwy 126	$ 248,980
2	Springfield (Franklin/Glenwood)	Glenwood Sidewalks (Franklin Blvd/OR-126): Glenwood Blvd - Springfield Bridges	$ 250,000
1M	Tualatin	Tualatin River Bicycle/Pedestrian Bridge	$ 900,000
2	Turner & Marion County	3rd St and Denver St Sidewalks & Bike Lanes	$ 1,020,000
1	Vernonia	OR-47 Sidewalks and Bike Lanes: Texas Ave - Riverside Dr	$ 281,221
2	Waldport	US-101 Sidewalks and Streetscape	$ 1,000,000

LIST 2: ALTERNATES -- STILL IN CONSIDERATION FOR FUNDING

This list is in alphabetical order. It does not indicate relative ranking of projects.
Dollar amounts are those submitted by the applicant and are subject to change.

ODOT Region	APPLICANT	PROJECT	TE $$ Requested
1	Columbia County	Crown Zellerbach Logging Road Acquisition	$ 319,000
2	Creswell	A Street and 4th Street Bike/Ped	$ 336,238
1M	Gresham	MAX Path: Cleveland Ave - Ruby Jct Station	$ 592,095
4	N. Wasco Co. Park & Rec	The Dalles Riverfront Trail: Riverfront Park Extension	$ 545,000
1M	Oregon City	South Metro Amtrak Station Phase I & II	$ 1,009,206
2	Sheridan	W Main St Ped/Bicycle Enhancement	$ 670,057

LIST 3: NOT RECOMMENDED FOR FUNDING IN THIS ROUND

This list is in alphabetical order. It does not indicate relative ranking of projects.
Dollar amounts are those submitted by the applicant.

ODOT Region	APPLICANT	PROJECT	TE $$ Requested
4	Bend	Central Oregon Canal Trail (Trail #12): Bend Parkway - 3rd St/Hwy 97	$ 326,000
4	Conf. Tribes of Warm Springs	US-26: Water Pollution Mitigation (Wapanitia Highway - Schoolie Road)	$ 853,300
3	Eagle Point	Harnish Wayside: Upper Rogue River Tourist Info & Welcome Center	$ 318,490
2	Eugene	Spring Connector Bike Path (29th-30th Ave)	$ 431,556
2	Gearhart	Pacific Way Sidewalks and Bike Lanes: US-101 - Marion St	$ 396,060
2	Keizer Public Works	Sunset Ave Sidewalks and Bike Lanes with Drainage Swales	$ 270,323
2	Newport	Yaquina Bay Bridge Under X-ing & Naterlin Beach Access Pathway	$ 341,310
2	ODOT District 5	Sea Lion Point Rock Wall Restoration	$ 507,500
3	ODOT District 8 (Region 3)	Welcome to Oregon Signs: I-5 and OR-199	$ 314,772
4	ODOT District 9 (Region 4)	Chenoweth Creek Bridge Restoration	$ 242,000
2	Oregon Parks & Rec Dept.	Heceta Head Lighthouse Restoration	$ 420,833
5	Pilot Rock	Staircase Replacement: Alder St - Jr/Sr High School	$ 289,379
1M	Portland Parks & Recreation	Marine Drive Multi-Use Trail Connections	$ 952,000
2	Salem Public Works Dept.	Capitol Mall Area Curb Extensions	$ 426,000
2	Springfield (EWEB Trail)	EWEB Multi-Use Path Improvement Project	$ 250,000
3	Talent	Talent Ave Sidewalk & Bike Lanes: Rogue River Parkway - Creel Rd	$ 645,338

Transportation Enhancement
PROJECT SELECTION SCHEDULE

October 2002	**ODOT:** Announce the TE application period via letters and articles. **Applicants:** Begin defining project proposals. Identify local funding. Initiate coordination with potential partners and contributors.
November 2002 – February 2003	**Applicants:** Prepare the application form and attachments. Obtain endorsements needed for "Supporting Documents"
FEB 07, 2003	Applications due – 4 copies (+ one set of Supporting Documents)
Feb. 10 – Mar. 14	**ODOT:** Check applications for content, format and eligibility. Remove any that aren't eligible or didn't follow submittal instructions. Conduct technical review. Assess feasibility and readiness. Cut to about $20 M worth of projects (25 to 35 applications) These will advance to TE committee for scoring.
Mar. 14 – Apr. 08	**TE Advisory Committee:** Mar. 17–Apr. 3: Score and rank applications Apr. 8: Select $12 M to $13 M worth of projects for Preliminary Selection list (about 70% over the $7.5 M available for this round). Apr. 9 – May 9: Solicit comment from Area Commissions on Transportation and Community Solutions Teams. Concurrent review by ODOT Director, FHWA, and other ODOT advisory committees.
May - June 2003	**TE Advisory Committee:** May 13: Prepare final selection list for $7.5 million in funding plus $2 M to $3 M (3 to 5 projects) on a "reserve list" Forward the recommendations to ODOT Director. **FHWA:** Review eligibility of projects proposed for funding. **ODOT Director:** Review the final selection list. Submit list and funding recommendations to Transportation Commission (OTC). **OTC:** Approve projects for inclusion in the FY 2004-2007 Statewide Transportation Improvement Program (STIP).
June – Oct. 2003	**Applicants:** Complete a Project Prospectus and Intergovernmental Agreement for approved projects.
October 2003	**OTC:** Adopt the FY 2004-07 STIP. **ODOT:** Notify all applicants

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METRO

April 10, 2003

Steven Corey, Chair
Oregon Transportation Commission
355 Capitol St. NE Room 101
Salem, OR 97301-3871

Dear Mr. Corey:

Metro recently learned of ODOT's decision to publish the updated Oregon Highway Design Manual (OHDM) without the benefit of review by the Oregon Transportation Commission. Metro has participated to the limited extent allowed in the update to the OHDM, which has been underway for more than two years, though not to an acceptable degree.

We are concerned that the new urban provisions in Chapter 8 of the OHDM, in particular, have not received adequate peer review by practicing professionals from our region, or from other urban areas of the state. These new provisions will be the basis for advancing a number of projects in the Metro region that are central to leveraging development of the main streets, light rail station communities, town centers, regional centers and Portland's central city, as envisioned in our 2040 Growth Concept.

A number of street improvements in these areas have already been funded through Metro's transportation improvement program, yet they have met opposition by ODOT officials accustomed to measuring designs against a highway standard, and not for land use and community benefits. The new urban chapter of the OHDM could remedy this conflict, but local engineers in the Metro region have raised concerns that the manual will actually make such projects more difficult to design and build, instead of streamlining the process.

Compounding our concerns over the direction of the new OHDM is the link to the Special Transportation Area (STA) designation in the Oregon Highway Plan (OHP). Metro strongly supports the STA designation as a tool for implementing the main streets and centers envisioned in our 2040 plan, but thus far have been unable to find a way to designate STAs in our region. The OHDM only amplifies the need to solve the STA problem, since the new urban designs are explicitly limited to designated STAs in the OHDM.

This situation is complicated by the fact that ODOT has applied OHDM standards to ~~all~~ federally funded projects, regardless of whether a project is located on an ODOT facility. This means that some mechanism for establishing STA-like status on non-ODOT facilities will also be needed in order for our planned improvements to proceed.

We propose the following actions for moving these programs forward, and developing the necessary consensus for the OHDM to be accepted by local jurisdictions:

1. For the purpose of the Metro region, we propose that the Oregon Highway Plan be amended to include an STA map for the ~~areas~~ODOT facilities covered by our 2040 Growth Concept ~~and~~that have the "boulevard" street design classification in the 2000 Regional Transportation Plan. Such an amendment would recognize that the level of planning and public outreach used to develop the 2040 Growth Concept and 2000 RTP, and local plans to implement these regional plans far exceeds the amount of effort that could be afforded by designating each STA separately, as currently called for in the OHP. The 2000 RTP was approved by the OTC in December 2000 and acknowledged by the Land Conservation and Development Commission in June 2001 as consistent with statewide planning goals and the Oregon Highway Plan. These recommendations stem from regional designations that have already been found to be consistent with state plans. The RTP designations, in turn, were based on early Region 2040 designations that were acknowledged by the state as part of the 2040 Growth Concept.

   Based on these existing plans, the Metro region includes 60 STA candidates, with more than a third of these located on state-owned facilities. The rest are on local facilities that may require state design approval where federal funds are used. In ~~each~~most cases, local governments have adopted the necessary local planning provisions needed to comply with our 2040 planning requirements, which greatly exceeds those set forth in the STA provisions of the OHP. Metro requests that ODOT staff define and clarify a process for allowing application of STA provisions in the OHP and OHDM to federally funded projects on Boulevard segments of non-ODOT facilities. The attached draft maps of the ~~proposed~~potential STAs~~,~~ and STA-like designations on non-ODOT facilities are derived from the 2000 RTP. Map 1 identifies all of the ~~proposed~~potential STAs in the Metro region and Map 2 illustrates ~~proposed~~potential STAs located on the National Highway System (NHS).

   Metro has worked with ODOT Region 1 staff to develop a process to designate STA's in the Metro region, in accordance with the "Category # 2" (MPO designations) process and criteria outlined in the proposed amendments to OHP Action 1B11. This process recognizes that there will likely be three scenarios:

   - Many Boulevard segments will have local plans in place, thus meeting the category 2 criteria. They will therefore immediately be eligible for STA designation through an MOU between ODOT, Metro, and the local jurisdictions.

   - Some Boulevard segments will need additional local land use and transportation planning to be adopted before an MOU can be developed and an STA can be

designated. An example is Tigard Town Center, where a Town Center Plan has not yet been completed.

- Some Boulevard segments require application of the Ceategory # 1 process, such that a full STA management plan must be adopted prior to STA designation. This may the case where the Boulevard segment is located on ~~an~~ NHS route (as shown on Map 2), OHP-designated Freight Route~~,~~ or Statewide Highway. The STA designation process should be coordinated with a review of NHS routes, which is expected to occur as part of an RTP update over the next nine months.

Metro and ODOT will work with our local partners to refine and finalize the attached maps over the next few months for the purpose of a possible OHP amendment in September 2003. As part of this effort, Metro ~~would also~~will work with ODOT and the Port of Portland to ensure that freight movement is factored into any proposals that are forwarded to the Commission. We request that the Commission take this action ~~be taken~~ soon, in order to advance a number of projects that are currently in the preliminary engineering stage.

2. We recommend that ODOT conduct a formal peer review of the OHDM prior to the final publication that is scheduled for this summer. Our understanding is that a metric edition ~~will be~~was published in limited quantities in March, but that a final publication with English dimensions will occur in June or July, and will include some technical editing. This provides an ideal opportunity for ODOT to build the necessary acceptance of the new OHDM urban standards at the local level, and for fine-tuning where the current draft does not adequately anticipate urban design needs. Metro would welcome the opportunity partner with ODOT to coordinate such a review in our region. However, we strongly urge that such a review also be undertaken with cities outside the Metro region.

3. Finally, we recommend that your Commission review the final OHDM before it is adopted, preferably in tandem with the Metro region STA designations recommendation in September as described above. While some past editions ~~has~~ have been developed and adopted administratively, our belief is that transportation engineering is an increasingly important part of the larger planning process, sets important statewide policy and thus must be conducted in full view of the public.

We have previously shared many of these concerns and comments in a January 10, 2002 letter to Bruce Warner. We now look forward to working with the Oregon Transportation Commission and ODOT to advance these proposals, and begin to realize the broader vision contained in both state and regional plans.

Sincerely,

Rod Park, Chair
Joint Policy Advisory Committee on Transportation

David Bragdon, President
Metro Council

cc: *Pat Egan, Office of the Governor*
Randy Franke, Chair, Land Conservation and Development Commission
Bruce Warner, Director, Oregon Department of Transportation
Ken Strobeck, League of Oregon Cities
Xavier Falconi, President, Oregon Institute of Transportation Engineers

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METRO

April 10, 2003

Steven Corey, Chair
Oregon Transportation Commission
355 Capitol St. NE Room 101
Salem, OR 97301-3871

Dear Mr. Corey:

Metro recently learned of ODOT's decision to publish the updated Oregon Highway Design Manual (OHDM) without the benefit of review by the Oregon Transportation Commission. Metro has participated to the limited extent allowed in the update to the OHDM, which has been underway for more than two years, though not to an acceptable degree.

We are concerned that the new urban provisions in Chapter 8 of the OHDM, in particular, have not received adequate peer review by practicing professionals from our region, or from other urban areas of the state. These new provisions will be the basis for advancing a number of projects in the Metro region that are central to leveraging development of the main streets, light rail station communities, town centers, regional centers and Portland's central city, as envisioned in our 2040 Growth Concept.

A number of street improvements in these areas have already been funded through Metro's transportation improvement program, yet they have met opposition by ODOT officials accustomed to measuring designs against a highway standard, and not for land use and community benefits. The new urban chapter of the OHDM could remedy this conflict, but local engineers in the Metro region have raised concerns that the manual will actually make such projects more difficult to design and build, instead of streamlining the process.

Compounding our concerns over the direction of the new OHDM is the link to the Special Transportation Area (STA) designation in the Oregon Highway Plan (OHP). Metro strongly supports the STA designation as a tool for implementing the main streets and centers envisioned in our 2040 plan, but thus far have been unable to find a way to designate STAs in our region. The OHDM only amplifies the need to solve the STA problem, since the new urban designs are explicitly limited to designated STAs in the OHDM.

This situation is complicated by the fact that ODOT has applied OHDM standards to federally funded projects, regardless of whether a project is located on an ODOT facility. This means that some mechanism for establishing STA-like status on non-ODOT facilities will also be needed in order for our planned improvements to proceed.

We propose the following actions for moving these programs forward, and developing the necessary consensus for the OHDM to be accepted by local jurisdictions:

1. For the purpose of the Metro region, we propose that the Oregon Highway Plan be amended to include an STA map for the ODOT facilities covered by our 2040 Growth Concept that have the "boulevard" street design classification in the 2000 Regional Transportation Plan. Such an amendment would recognize that the level of planning and public outreach used to develop the 2040 Growth Concept and 2000 RTP, and local plans to implement these regional plans, far exceeds the amount of effort that could be afforded by designating each STA separately, as currently called for in the OHP. The 2000 RTP was approved by the OTC in December 2000 and acknowledged by the Land Conservation and Development Commission in June 2001 as consistent with statewide planning goals and the Oregon Highway Plan. These recommendations stem from regional designations that have already been found to be consistent with state plans. The RTP designations, in turn, were based on early Region 2040 designations that were acknowledged by the state as part of the 2040 Growth Concept.

   Based on these existing plans, the Metro region includes 60 STA candidates, with more than a third of these located on state-owned facilities. The rest are on local facilities that may require state design approval where federal funds are used. In most cases, local governments have adopted the necessary local planning provisions needed to comply with our 2040 planning requirements, which greatly exceed those set forth in the STA provisions of the OHP. Metro requests that ODOT staff define and clarify a process for allowing application of STA provisions in the OHP and OHDM to federally funded projects on Boulevard segments of non-ODOT facilities. The attached draft maps of the potential STAs and STA-like designations on non-ODOT facilities are derived from the 2000 RTP. Map 1 identifies all of the potential STAs in the Metro region and Map 2 illustrates potential STAs located on the National Highway System (NHS).

   Metro has worked with ODOT Region 1 staff to develop a process to designate STA's in the Metro region, in accordance with the "Category # 2" (MPO designations) process and criteria outlined in the proposed amendments to OHP Action 1B11. This process recognizes that there will likely be three scenarios:

   - Many Boulevard segments will have local plans in place, thus meeting the category 2 criteria. They will therefore immediately be eligible for STA designation through an MOU between ODOT, Metro, and the local jurisdictions.

   - Some Boulevard segments will need additional local land use and transportation planning to be adopted before an MOU can be developed and an STA can be

designated. An example is Tigard Town Center, where a Town Center Plan has not yet been completed.

- Some Boulevard segments require application of the Category # 1 process, such that a full STA management plan must be adopted prior to STA designation. This may be the case where the Boulevard segment is located on a NHS route (as shown on Map 2), OHP-designated Freight Route or Statewide Highway. The STA designation process should be coordinated with a review of NHS routes, which is expected to occur as part of an RTP update over the next nine months.

Metro and ODOT will work with our local partners to refine and finalize the attached maps over the next few months for the purpose of a possible OHP amendment in September 2003. As part of this effort, Metro will work with ODOT and the Port of Portland to ensure that freight movement is factored into any proposals that are forwarded to the Commission. We request that the Commission take this action soon, in order to advance a number of projects that are currently in the preliminary engineering stage.

2. We recommend that ODOT conduct a formal peer review of the OHDM prior to the final publication that is scheduled for this summer. Our understanding is that a metric edition was published in limited quantities in March, but that a final publication with English dimensions will occur in June or July, and will include some technical editing. This provides an ideal opportunity for ODOT to build the necessary acceptance of the new OHDM urban standards at the local level, and for fine-tuning where the current draft does not adequately anticipate urban design needs. Metro would welcome the opportunity partner with ODOT to coordinate such a review in our region. However, we strongly urge that such a review also be undertaken with cities outside the Metro region.

3. Finally, we recommend that your Commission review the final OHDM before it is adopted, preferably in tandem with the Metro region STA designations recommendation in September as described above. While some past editions have been developed and adopted administratively, our belief is that transportation engineering is an increasingly important part of the larger planning process, sets important statewide policy and thus must be conducted in full view of the public.

We have previously shared many of these concerns and comments in a January 10, 2002 letter to Bruce Warner. We now look forward to working with the Oregon Transportation Commission and ODOT to advance these proposals, and begin to realize the broader vision contained in both state and regional plans.

Sincerely,

Rod Park, Chair
Joint Policy Advisory Committee on Transportation

David Bragdon, President
Metro Council

cc: *Pat Egan, Office of the Governor*
Randy Franke, Chair, Land Conservation and Development Commission
Bruce Warner, Director, Oregon Department of Transportation
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M E M O R A N D U M

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METRO

Date: May 1, 2003

To: JPACT and Interested Parties

From: Andy Cotugno, Planning Director

Subject: Regional Travel Options Program Presentation

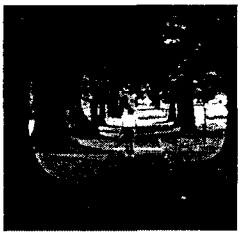
At the May 8, 2003 JPACT meeting Metro staff will give a short presentation on the Regional Travel Options (RTO) Program. A copy of the presentation outline is attached. The RTO presentation will provide highlights from the *2002 Regional Transportation Demand Management Program Evaluation Report*. The *Report*, which will be handed out at the meeting, is also available on Metro's web site at www.metro-region.org.

Regional Travel Options Program

Transportation Priorities 2004-2007

April 2003

What are regional travel options?



- Carpool
- Vanpool
- Telework
- Bus/MAX/Streetcar
- Bike
- Walk
- Compressed work week
- Flex Car

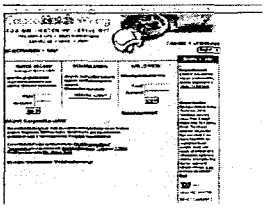
Providing travel options is just as important as making people aware that these options are available to them.

Why provide travel options?

- Reducing drive-alone trips
  - Improve air and water quality
  - Reduce energy use
  - Reduce the need to expand road system
- Meeting regional non-drive alone modal targets

By removing over 4.5 million pounds of pollutants, we help to prevent adverse health impacts due to air pollution

What are the components of the RTO program?



- Core TriMet Program
  - Outreach
  - Administration
  - Evaluation
  - Rideshare
- Region 2040 Initiatives
  - Travelsmart
  - Nimbus Shuttle
  - CarpoolMatchNW
  - Marquam Hill
- DEQ Information Clearinghouse

Over 827 employment sites in the region have transportation programs in place.

What are the components of the RTO program?

- TMAs
  - Westside Transportation Alliance
  - Lloyd District
  - Swan Island Industrial Area
  - Gresham Regional Center
  - Clackamas Regional Center
- Wilsonville/SMART travel options program
- Oregon Office of Energy
  - Telework Program
  - BETC

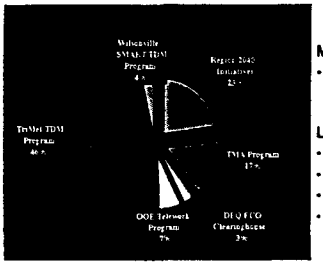
Over $9.5 million in tax credits were given to businesses that provided transportation options to their employees in 2002.

Who works on regional travel options?

Portland Transportation Options
C-TRAN
Multnomah County
Clackamas County
SMART
TRIMET
METRO
PORT OF PORTLAND
DEQ

Regional coordination is critical to implementing a cost effective program.

How are we funded?



MTIP Funding
- federal flexible funds returned to the region

Leveraged funds
- private
- federal
- state
- local

For every regional dollar invested, four dollars is leveraged from the private sector.

How do we measure performance?

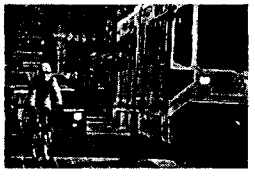
Tools
- ECO survey
  - Auto trip reduction
  - Air quality
- Centers analysis
  - Employee travel behavior

Annual report

The ECO survey is an excellent tool for measuring annual travel behavior changes.

2002 Results

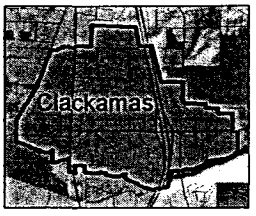
With $1.424 million annual program budget we



- Maintained a 7% reduction in drive-alone trips
  - Removed 47.5 million pounds of pollutants from the air
  - Saved $5.25 million in new lane miles

The RTO program more than pays for itself through savings in infrastructure expansion.

Travel options in 2040 Centers



- Evaluated 19 centers
- 5 TMAs that cover 8 centers
  - 2/3 of employers are making progress towards goals
  - More employer participation
  - Most have more than 20% non-drive alone mode share

Most centers have many small employers that are not affected by the ECO rule, making it difficult to implement a cost effective program.

Opportunities for the future

- Making the land use-transportation-health connection
  - Health and mobility for aging population
  - Improve education on health benefits, safety of walking and biking to school
- Regional education and outreach campaign
- Ongoing emphasis on 2040 centers
- Enhanced evaluation and monitoring tools
- Connect with TOD program

Work related trips account for a small percentage of all trips in 2040 centers.

The Bottom Line

- RTO is working
- RTO is cost effective
- RTO is a critical part of the centers strategy
- We are a national leader
- Continued investment is needed

The Portland Regional TDM program is one of the most cost effective programs in the nation.

M E M O R A N D U M

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METRO

Date: May 1, 2003

To: JPACT and Interested Parties

From: Andy Cotugno, Planning Director

Subject: Additional Information on Regional Travel Options Program Components

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This memorandum describes components of the Regional Travel Options (RTO) Program funding request for Transportation Priorities 2004 – 07, and provides additional detail on Regional TMA Assistance funding from 2002 to 2007. The program application was crafted by a TDM Subcommittee working group composed of staff from Metro, TriMet, City of Portland, SMART/Wilsonville, and the Oregon Departments of Transportation, Energy, and Environmental Quality. The RTO Program funding request has been endorsed by the TDM Subcommittee of TPAC and is in the MTIP first cut list. Table 1 describes the various components of the Program, along with estimated costs. The 2006/07 funding request includes 3% annual inflation since 2000. On the following page, Table 2 shows a more detailed breakdown of the Regional TMA Assistance component of the RTO program.

TABLE 1
REGIONAL TRAVEL OPTIONS PROGRAM COMPONENTS

Component	2004/05 MTIP Funded	2006/07 MTIP Request	Notes
Regional "Core" Program	$1,400,000	$1,700,000	The core program includes outreach and marketing, program evaluation, rideshare program, TMA program administration and Region 2040 Initiatives program administration.
TMA Assistance Program (not funded)	$250,000 ($250,000)	$600,000	This program provides funding to support current TMAs and for starting new TMAs. The program was reduced by 50% from current funding levels in the 2004/05 MTIP.
TMA Innovative Projects	N/A	$280,000	Metro Res. No. 02-3183 resolved to proceed with MTIP funding recommendation for innovative TMA projects up to an annual cost of $150,000, subject to review through the MTIP allocation process.
Region 2040 Initiatives Program (not funded)	$284,000 ($250,000)	$600,000	This program funds innovative TDM strategies at local jurisdictions and TMAs. Examples include the Nimbus Shuttle, NW Rideshare and the Car Free Carefree Event. The program was reduced by 50% from current funding levels in the 2004/05 MTIP.
BETC and Telework	0	$60,000	BETC is the Business Energy Tax Credit Program through Oregon Department of Energy (ODOE). Funding for telework would continue initiatives started by ODOE
SMART TDM Program	$110,000	$133,000	Continues funding for TDM program initiated through SMART / Wilsonville.
Regional Clearinghouse	$94,000	$114,000	This program, currently the ECO Clearinghouse at DEQ, would consider a "travel options" clearinghouse for TDM information, tools and resources.
TOTALS + add back	**$2,138,000**	**$3,487,000 $500,000**	

TABLE 2
REGIONAL TMA ASSISTANCE
FUNDING AND FUTURE NEEDS
BI-ANNUAL: 2002 T0 2007

TMA Assistance Components	FY 2002 – 2003	FY 2004 – 2005	FY 2006 – 2007 Funding Request
TMA Start-up Res. No. 98-2676 Res. No. 99-2864	$500,000	$250,000* (add back request)	$300,000*
TMA Stabilization Res. No. 02-3178	N/A	$250,000 (funded)	$300,000**
TMA Innovative Projects Res. No. 02-3183***	N/A	N/A	$280,000
Add-Back Request	N/A		
Total Annual Funding	**$500,000 funded**	**$250,000 funded $250,000 requested**	**$880,000 requested**

* Based on the cost of two exploratory TMAs ($64,000 per MTIP cycle) and two start-up TMAs in the implementation phase ($186,000 in the 2004 – 05 MTIP cycle and $236,000 in the 2006 – 07 MTIP cycle).

** Based on $25,000 in annual stabilization funding for 6 TMAs ($150,000 per year). This component represents minimum regional funding to keep the existing TMAs healthy. The funding allocation would be based on TMA performance measures determined and monitored by the TDM Subcommittee of TPAC.

*** Resolution No. 02-3183 components include the following:

- Resolves that the TDM Subcommittee of TPAC proceed with developing TMA program recommendations for each MTIP cycle as follows:

  1. Balance support of existing TMAs with the start-up of new TMAs, based on an annual average MTIP cost of $250,000 and subject to review through the MTIP/STIP allocation process. Resolution No. 02-3183 Exhibit B – Table 1 describes a range of menu selections for regional funding of on-going TMA support.

  2. Proceed with MTIP funding recommendation for innovative TMA programs up to an annual cost of $150,000, subject to review through the MTIP/STIP allocation process. (NOTE: This component represents maximum regional funding to allow TMAs to grow and prosper. The funding allocation would be based on TMA performance measures determined and monitored by the TDM Subcommittee of TPAC.)

- Resolves that the policies and target MTIP funding amounts identified above are reviewed as necessary, as part of each RTP update.

Presentation to JPACT: Regional Transit System MTIP Investments

FY 2002 through 2005
Looking ahead through 2007

TRIMET

The Need for MTIP Support

- MTIP funds have helped transit respond to the RTP and 2040 Concept expectations.
- Build service, increase ridership, improve the transit user's experience – focused in corridors and centers.
- Funded projects are targeted to specific corridors and tied to the five-year Transit Investment Plan.
- The plan calls for collaboration from regional partners to maximize community benefits from investments.

TRIMET

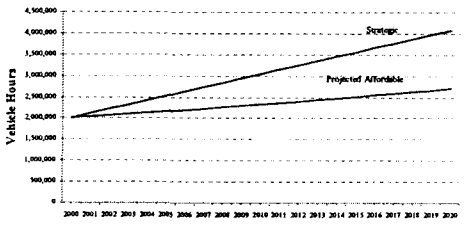
Transit Investment Plan

Building the Total Transit System

- Increase the number of frequent routes in principal corridors from 14 to 22.
- Improve local service in the Interstate, East County/Gresham, Tigard/Tualatin, Lake Oswego, Hillsboro and North Macadam focus areas.
- Attracts riders with shelters and improved signage.
- Improve safe access to bus stops.
- Provide useful customer information.
- Improve service reliability and travel times.

TRIMET

Service Development Needs



We need to grow service faster than 1.5% a year to meet regional goals.

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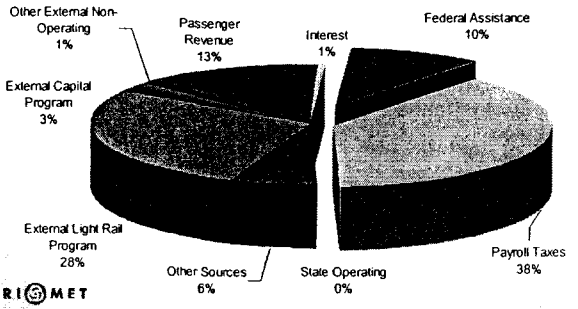
Managing Resources to Meet the Needs

- General funds will focus on service development.
- TriMet is seeking the region's help to secure expanded funding sources for operations.
- A stable source of revenue is required for complimentary capital development needs.
- STP and CMAQ funds are the best way to support the capital development program.

TRIMET

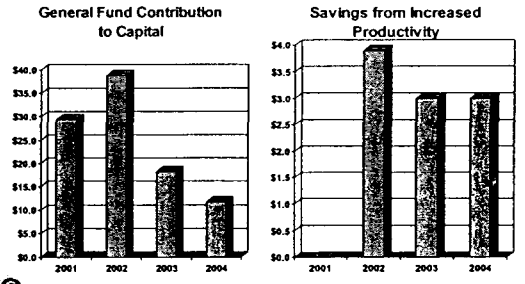
General Fund Resources

Budget 03 / 04



TRIMET

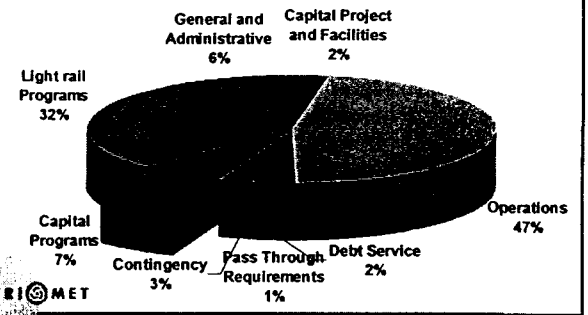
Maintaining Fiscal Stability



TRIMET

General Fund Requirements

Budget 03 / 04



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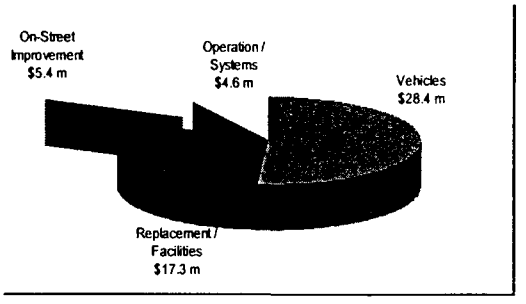
Capital Improvement Program

Average Annual Expenditures FY 02 through FY06



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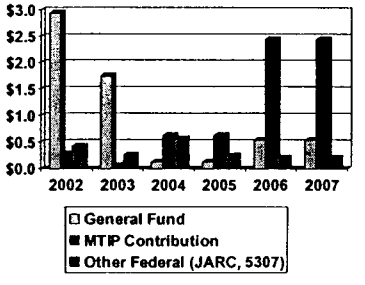
Contributions to On-street Capital Improvements



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The Regional Commitment to Transit Through the MTIP

- Regional rail development
- Build corridor bus service
- Improve bus stops and rider amenities
- Improve pedestrian access and safety

TRIMET

MTIP funds are helping build the regional rail system

- $6 million for 10 years has helped to construct Interstate light rail.
- The commitment has been increased to $8 million beginning in 2006 and extended from 2010 to the year 2015:
  - close the funding gap for I-205 light rail
  - North Macadam infrastructure development
  - strengthen the local funding contribution to commuter rail

TRIMET

....and bus corridor service and important on-street improvements

- $1.4 million was allocated from 2000 through 2005 to build frequent service in the SE McLoughlin and SW Barbur corridors.
- 2004 and 2005 contributions begin to shift the MTIP focus to on-street capital improvements with $625,000 in each year.
- 2006 and 2007 contributions will be fully focused on on-street transit and transit-related pedestrian capital improvements.

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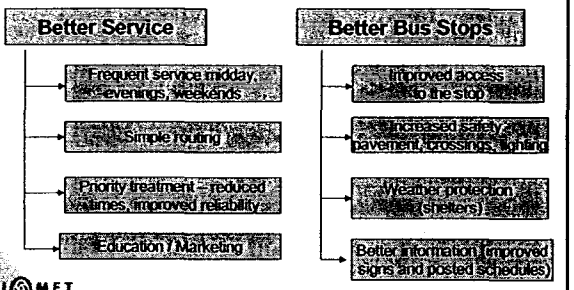
Building Service and Ridership



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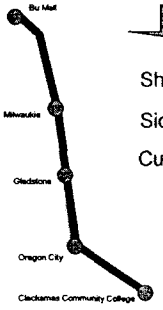
McLoughlin Boulevard

Service

15-minute service



Capital

Shelters and amenities

Sidewalk improvements

Customer information

TRIMET

McLoughlin Boulevard

Amenities and Access Improvements

- 36 construction sites
- 20 new shelters
- 32 new bus zones
- 34 re-spaced stops

TRIMET

McLoughlin Boulevard

Customer Information

- 54 new schedule displays
  - 25 transit schedule display tubes
  - 29 in-shelter schedule displays

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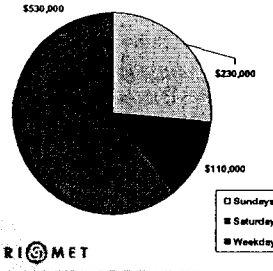
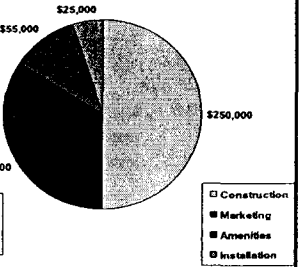
McLoughlin Boulevard

Expenditures

Annual Cost Service of



One-Time Capital Cost



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McLoughlin Improvements

Ridership increased between 1998 and 2001!

- **Weekdays** **59%**
- **Saturdays** **92%**
- **Sundays** **144%**

40% said the bus stop improvements caused them to ride more often.

TRIMET

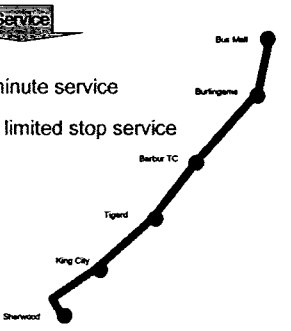
Barbur / 99W Corridor

Service quality, accessibility and efficiency

Service

15-minute service

New limited stop service



Capital

Transit Priority Treatments

Curb ramps & sections of sidewalk

Amenities

Better accessibility

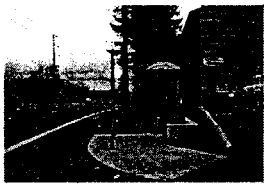
TRIMET

Barbur / 99W Corridor

53 Construction Sites

Before....

Improved customer comfort...



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Barbur / 99W Corridor

Creating a safer waiting place...

New bus shelters

Improved access

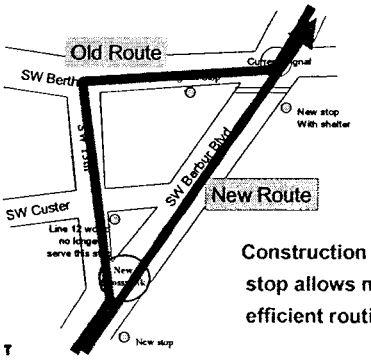
TRIMET

Customer Information Introduced on Barbur / 99W

- Replacement of all bus stop signs and poles
- New printed schedule information displays
- Additional in-shelter schedule displays
- Transit Tracker sites identified

TRIMET

Service Efficiency on Barbur / 99W



Construction of a new stop allows more efficient routing

TRIMET

Taking Advantage of Bus Priority Treatment Benefits

- Same trips, same headway, fewer buses.
- A bus is saved by:
  - Time savings equal to or greater than the headway.
  - Reduced running time variability.

Results

- Average run time savings = 2.5 minutes
- Improved on time performance 14.2%
- Average minutes late fell from 5.7 to 3.5 minutes
- Percentage of overloads decreased from 8.5% to 5.8%

TRIMET

Barbur / 99W Corridor Improvements

Ridership again responded:

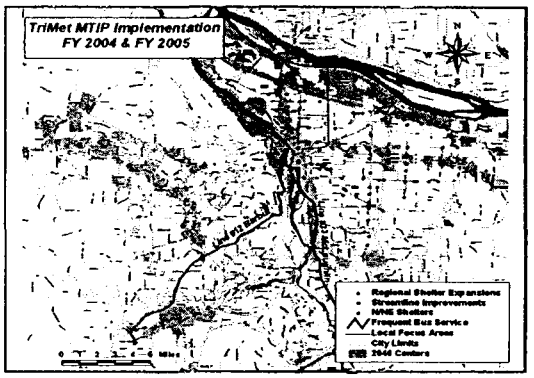
	Fall 2000 to 2001
Weekdays	**10%**
Saturdays	**37%**
Sundays	**38%**
Overall	**14%**

TRIMET

FY 2004 / 2005 Annual On-Street Capital Improvements

- **Continued Streamline treatment** - **$348,451 / year**
  - Signal priority treatment - $65,000
  - Curb extensions and bus zones - $150,000
  - Other priority treatments - $133,451
- **Bus Stop Development** - **$348,451 / year**
  - Bus stop sign replacement project - $238,000
  - Bus shelter expansion - $75,000
  - Access / ADA improvements - $35,451
- **Transit Tracker** - **funded from FTA Section 5307**
- **Other Bus Stop and Access Improvements** - **supported by Washington County MTIP funds**

TRIMET



TRIMET

FY 2006 / 2007 On-Street Capital Improvements

- MTIP capital program support increases as TriMet's operating budget picks up corridor service cost.
- Improvements are grounded in the TIP, but balanced among the three counties and focused in Regional Centers and Industrial Areas.
- The application with a $13.8 million program has been reduced to $4.9 million on the first cut list.
- Adds priority pedestrian crossing improvements, Transit Tracker and high capacity bus stops.

TRIMET

FY 2006 / 2007 On-Street Capital Improvements

(first cut list)

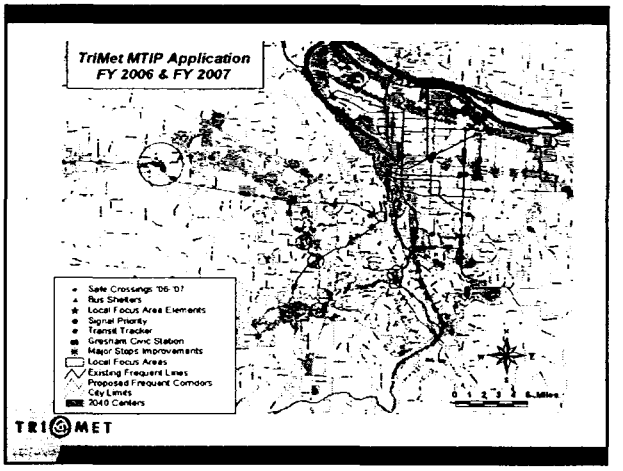
- Completion of the bus stop sign replacement project
- 32 new bus shelters in regional and industrial centers
- 42 Transit Tracker installations
- 20 hot spots to receive transit priority treatment
- 5 pedestrian crossing improvements at major stops
- 7 high capacity shelter installations

TRIMET

FY 2006 / 2007 Other Transit Improvements

- Focus area improvements totaling $500,000 include on-street treatments to increase the visibility of transit at town centers.
- North Macadam access improvements totaling $449,000 would coordinate with the development plan and the streetcar extension.
- In addition to these transit programs, the MTIP would construct the next phase of the Gresham Civic MAX Station.

TRIMET



TRIMET

Implementation of on-street transit improvements is dependent on local partnerships

- Permitting and planning coordination
- Priority and traffic management strategies
- Pedestrian access improvements
- Continued "heads up" development review
- Project and "opportunity" coordination
- Funding continuity through the MTIP process

TRIMET

T R A N S I T - O R I E N T E D D E V E L O P M E N T

IMPLEMENTATION PROGRAM

The Portland metropolitan region's adopted growth management plan calls for the region to grow "up" rather than "out" into farm and forest land. Specifically, the plan limits urban development to areas within the Urban Growth Boundary and focuses growth around transit station areas and other mixed use centers.

The Transit-Oriented Development (TOD) Implementation Program helps stimulate the construction of "transit villages" and projects that demonstrate TOD concepts at light rail transit stations on the East and Westside Light Rail and will be expanded to Interstate MAX and the South Corridor.

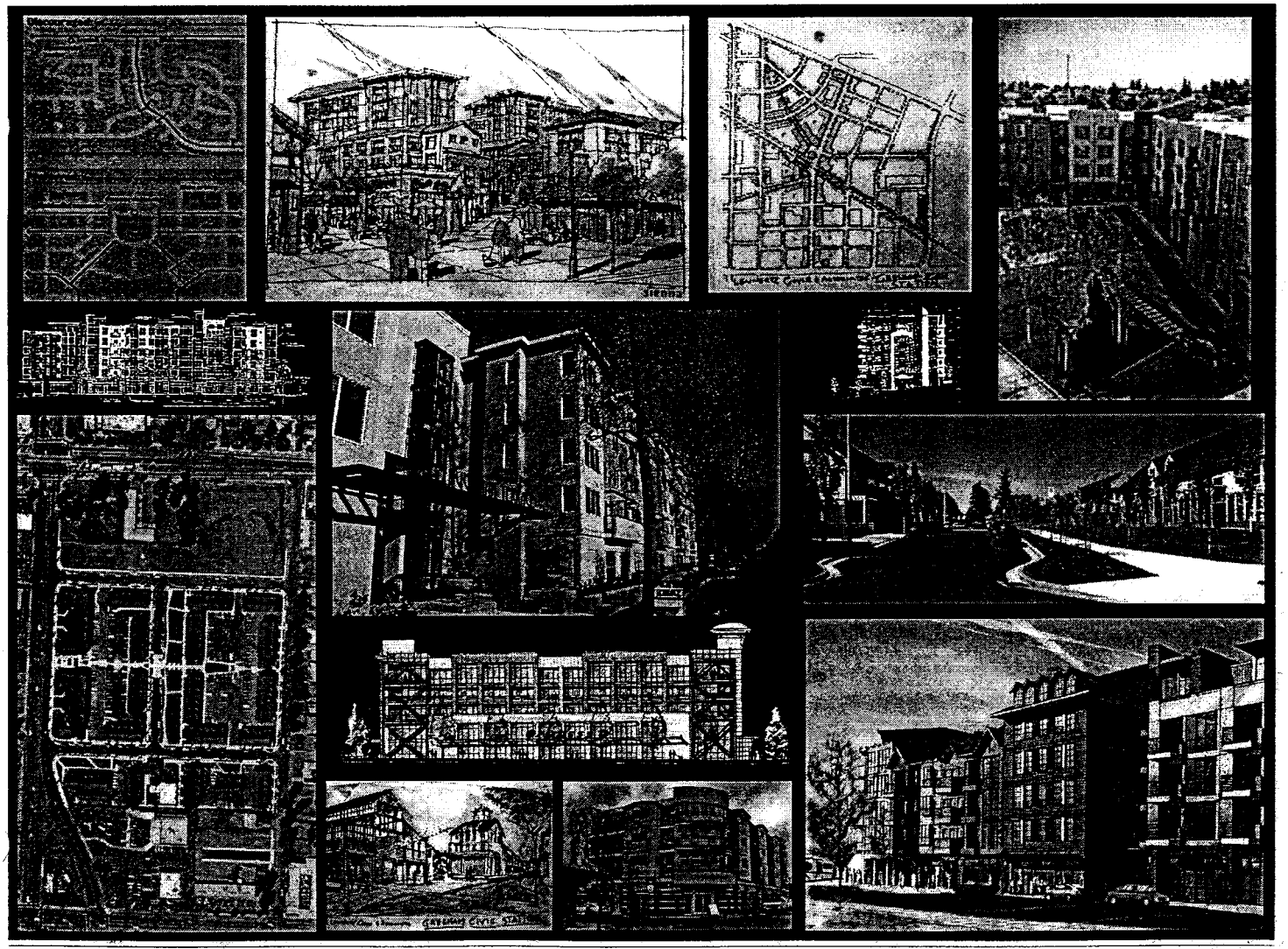
These compact, relatively dense, mixed-use, mixed-income developments concentrate retail, housing and jobs in pedestrian-scaled urban centers, increase non-auto use (transit, biking, walking) and decrease congestion and air pollution. The Program has been operational since March 1998.

The primary use of TOD Program funds is acquisition of sites and TOD easements. When property is acquired, it is planned and reparceled, then sold with conditions to private developers for constructing transit-oriented development. In some projects, a TOD Easement is acquired to offset the added costs resulting from higher density, mixed-use and higher quality pedestrian environment.

In many cases the land value is written down to help offset the extraordinary development costs required to construct a specific TOD project. In such instances, a "highest and best transit use" appraisal is used to establish the value.

The TOD Program operates through a Steering Committee comprised of representatives from the Governor's office, five State agencies (DEQ, ODOT, LCDC, HCS, and OECDD), TriMet, Portland Development Commission, and Metro and uses cooperative agreements with local jurisdictions and development agreements with developers to ensure the projects are transit supportive.

Below: TOD project design is supported by Metro's 1994 Travel Behavior Study which indicates that mixed-use with higher levels of transit service result in a ten-fold increase in transit use compared to the rest of the region.



Why have a TOD Program?

Metro's Travel Behavior Survey of 1994 indicated that mixed-use development (MXD) with good transit service had nearly 10 times more transit ridership than the balance of the region and nearly two and one half times more walking and biking. Total VMT reduction in MXDs was 45%. However, because of real estate development economics, these kinds of projects are not feasible in most of the region. The rule of thumb is that projects are built over parking and uses are stacked when land is more expensive than structure. In Portland, this occurs at $50 – $60/sq. ft. Property next to most of the transit stations outside downtown Portland is valued at $6 – 10 sq. ft. The TOD Program helps close the funding gap on these projects.

Program Operation

The TOD Program attempts to push the envelope for the kind of project that would otherwise be developed on a given site. Prior to funding, each project is evaluated to determine the appropriate level of funding and the public benefit received.

For example, a five-story project with podium parking and ground floor retail may have 4 - 5 times more dwelling units and significantly more transit ridership than a three-story apartment with surface parking and no retail.

A base case is established for the development that would have occurred without TOD funding. This is compared to the TOD funded project in terms of building cost, cost penalties (added costs of a building resulting from higher density and mixed-use), and capitalized value of added fare box revenue. The maximum amount of TOD funds that can be invested through write-down of the land value is the lower of these two numbers: cost penalties or new fare box revenue. In the example above, the denser project, as compared to the base case, may generate $350,000 of added farebox revenue which will partially offset cost penalties of $500,000 resulting from structured parking, larger foundations and stem walls and more expensive fire systems. The maximum TOD Program funding in the example would be $350,000.

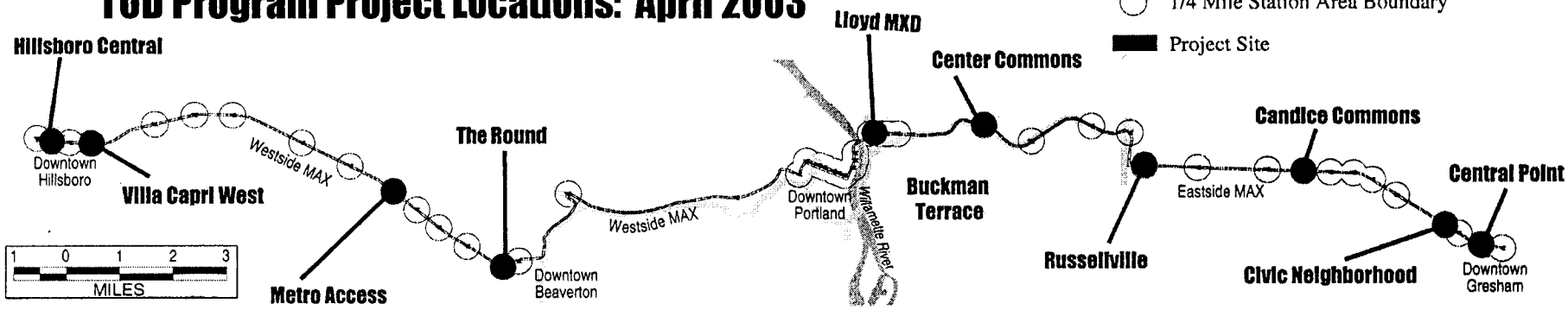
Program Effectiveness

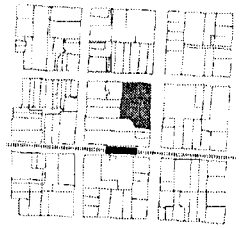
In comparing TOD Program investments with more conventional transportation projects, TOD projects measure up well. On costs per induced transit rider (C/IR), TOD projects to date averaged $0.73 and ranged from $0.28 to $1.84. To underscore the cost-effectiveness of transit-oriented development, the projected C/IR for two multi-modal capital projects in St. Louis were $12.61 and $18.08, while the cost to operate the Seattle region vanpool program is $3.82.

TOD Program Projects to Date: April 2003

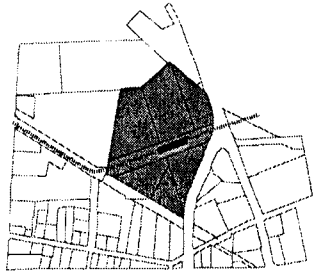
Project, Location & Status	*Description*	*Size (acres)*	*Total Costs*
Hillsboro Central 350 E. Main St., Hillsboro (site acquired, awaiting RFP)	former bank building between MAX station and Main Street; proposed 4-5 story mixed-use development to link traditional main street district to transit station.	1.10	$5-8M
Villa Capri West 12th & Washington., Hillsboro (under construction)	3-story, moderate income, fully ADA accessible 20-unit apartment building; represents max density achievable (45 du/acre) with simple layout and low parking ratio (1 to 1): Purchased TOD Easement to offset elevator costs.	0.45	$2.4M
Metro Access Millikan Way & Schottky Rd., Beaverton (design)	mixed-use building: office with ground floor restaurant and day care in transit station area of truck and storage facilities.	2.80	$7.6M
The Round at Beaverton Central (under construction)	4-5 story MXD with 164 housing units, 336K office and 123K retail on 5.5 acres – former sewage plant. Entire project organized around "round" transit plaza.	5.5	$100M
Lloyd District MXD NE MLK at NE Multnomah (under construction)	6-story MXD with 185 rental units with 15K retail on .9 acres, two levels of parking, 198 du/acre.	0.9	$28.2M
Buckman Terrace NE 16th & NE Sandy Blvd., Portland (complete).	mixed-use building: 122 apts with podium parking and ground floor restaurant, noteworthy pedestrian-scaled architectural details, 137 units/acre, .7 parking ratio.	0.83	$ 7.2M
Center Commons NE 60th & NE Glisan, Portland (complete).	mixed-use, mixed-income project organized around a central woonerf or plaza: 172 senior apts., 60 affordable family apts., 56 market rate apts., 24 for sale row houses; ground floor retail and child care center, strong site plan mitigates freeway noise.	4.88	$30.4M
Russellville Commons SE 102nd & E. Burnside; Portland (construction)	mixed-use, 4-5 story, 510 market rate apts. with ground floor restaurant and child-care center; community center; organized around a Central Commons or green that connects the entire project to the station.	8.10	$65 M
Candice Commons 176th Place & East Burnside; Portland (pre-construction)	four-story, 24-unit condominium project with podium parking, 58 units/acre.	0.44	$2.2 M
Gresham Civic SW & NW Civic Drive & MAX tracks, Gresham (conceptual design)	Two sites acquired for 4 – 5 story; mixed-use developments of housing and retail that connect a neo-traditional main street to the transit station.	11.6	TBD
Gresham Civic SE Civic Drive & MAX tracks, Gresham(final design)	5-story mixed-use project: designed as a series of 7 – 9 individual bldgs., 81 market rate apts.; 22K sq. ft. retail, 20K office; structured parking below grade; FAR of 1.37.	2.10	$8.1M
Central Point 302 NE Roberts St., Gresham (complete)	4-story, mixed-use building, 82 units/acre: 22 market rate apartments; 3k sq. ft. class A retail; tuck-under parking; innovative steel frame building system; condo quality exterior details; reinforces pedestrian link between downtown Gresham and transit.	0.28	$2.3M

TOD Program Project Locations: April 2003

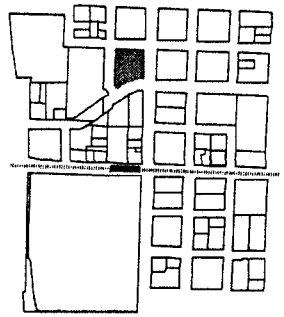




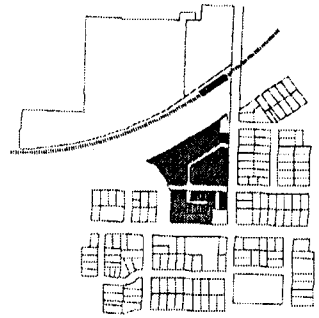
Hillsboro Central
Hillsboro Central MAX Station



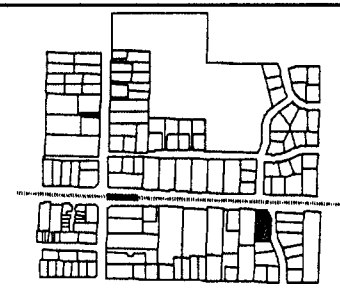
The Round At Beaverton Central
Beaverton Central MAX Station



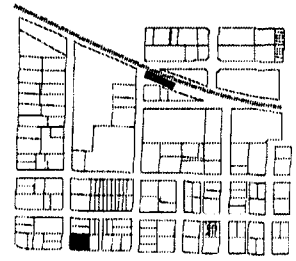
Lloyd District MXD
Convention Center MAX Station



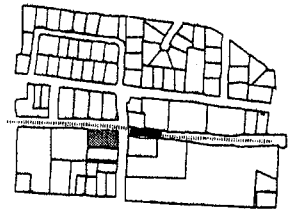
Center Commons
NE 60th & NE Glisan St.



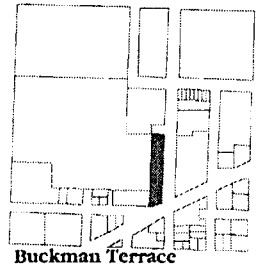
Candice Commons
E 172nd Ave. MAX Station



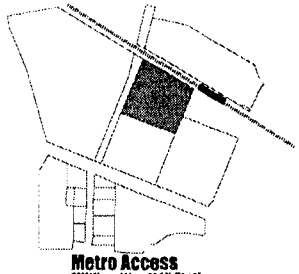
Central Point
Third & Roberts, Downtown Gresham



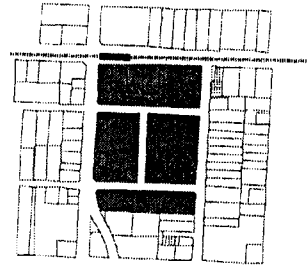
Villa Capri West
12th Ave./Washington MAX Station



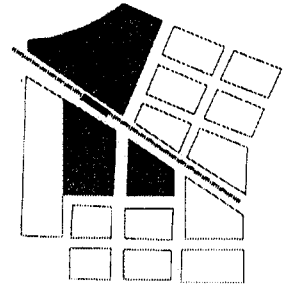
Buckman Terrace
NE 16th Ave. at Sandy Blvd., Portland



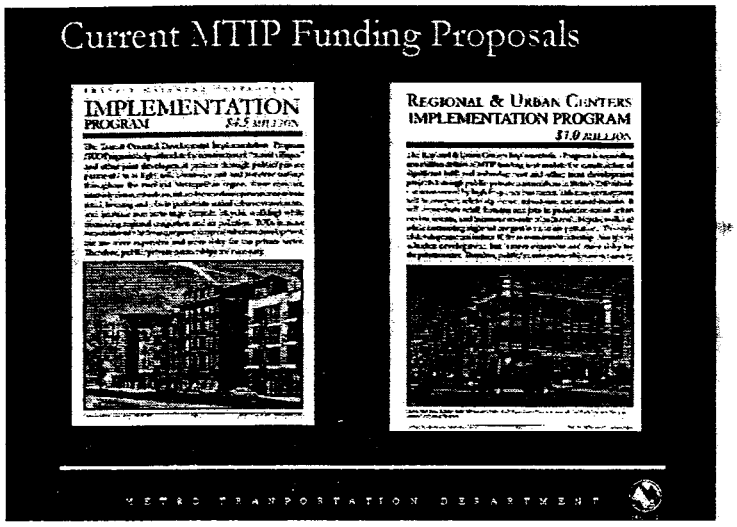
Metro Access
Millikan Way MAX Station



Russellville Apartments
102nd & E. Burnside St.

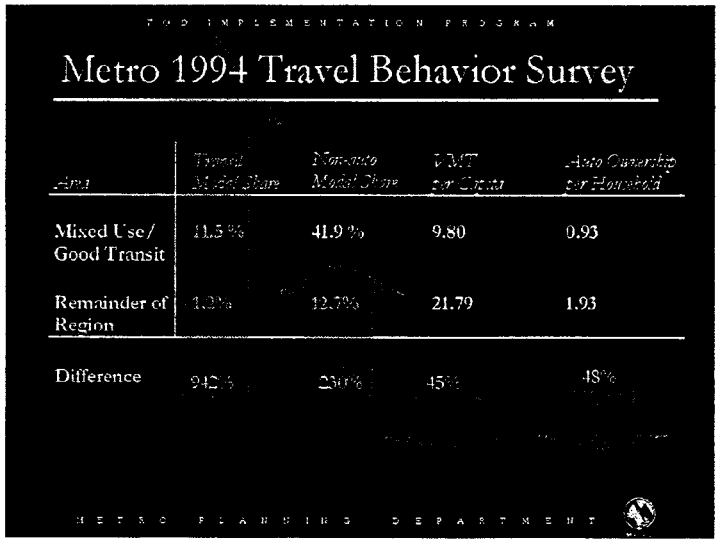


Gresham Civic Neighborhood
Gresham Civic MAX Station



Regional and Urban Centers Program

The Regional & Urban Centers Implementation Program (Centers Program) will be based on Metro's TOD Program and will use joint development tools to encourage the construction of higher density and mixed-use projects by the private sector within Regional Centers, Town Centers, Main Streets and Corridors. These development projects will be compact, relatively dense, mixed-use, mixed-income developments that concentrate retail, housing and jobs in pedestrian-scaled urban environments, and increase non-auto trips (transit, bicycle, walking) while decreasing regional congestion and air pollution. These MXD projects decrease the use of autos due to their urban form, provide improved access to alternate modes, and shorten auto trips by locating housing near jobs.

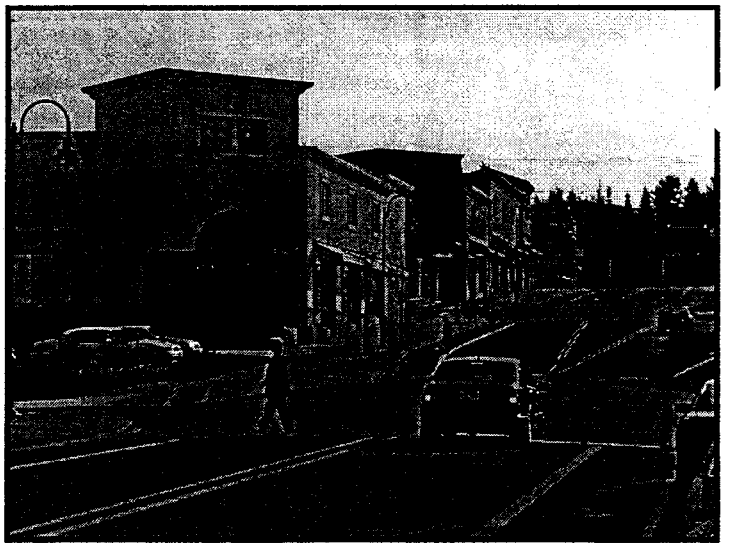


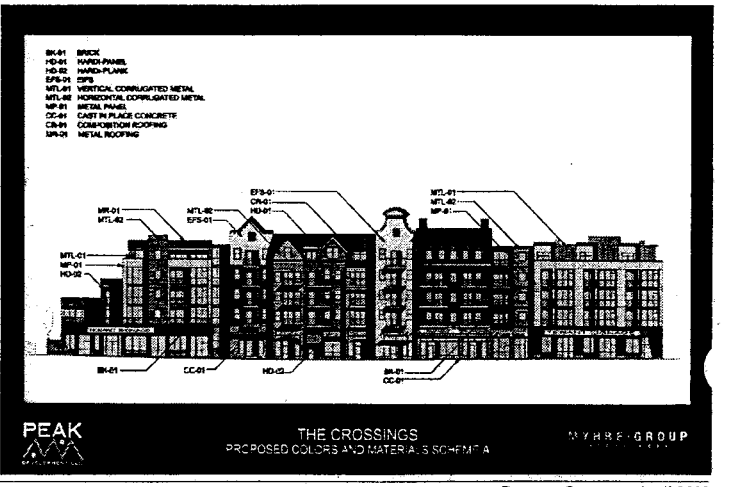
In Gresham, the TOD Program acquired most of the land surrounding a future light rail station. This land is adjacent to a new commercial town center called Gresham Station which includes a neo-traditional "main street." The vision is to develop these sites with five-story mixed-use projects with housing above retail so the station becomes the center of the development.

On right top to bottom, transit station, main street, and first phase of TOD project.

Program Contacts

Phone:	Phil Whitmore	(503) 797-1931
	Marc Guichard	(503)797-1944
Email:	guichardm@metro.dst.or.us	
Mail:	TOD Implementation Program Planning Department	
	Metro Regional Government 600 NE Grand Avenue Portland, OR 97232	





Regional Travel Options Program

April 2003

The primary purpose of the Regional Travel Options Program (RTO) is to reduce drive-alone trips, improve air quality and reduce the need to expand existing transportation infrastructure. Metro's Regional Transportation Plan (RTP) has clear policy goals and objectives for reducing drive alone trips and meeting 2040 non-SOV modal targets in centers. In order to implement and measure progress toward these targets, the TDM Subcommittee of the Transportation Policy Alternatives Committee was formed to allocate regional funding to cost-effective programs and strategies for reducing drive-alone trips and improving air quality.

2040 Regional Non-SOV Modal Targets

2040 Design Type	Non-SOV Modal Target
City center	**60-70 percent**
Regional centers Town centers **Station communities** Main streets **Corridors**	**45-55 percent**
Industrial areas Intermodal facilities **Employment areas** Inner neighborhoods **Outer neighborhoods**	**40-45 percent**

Source: Regional Transportation Plan 2000

What are regional travel options?

- Carpool
- Vanpool
- Telework
- Bus/MAX/Streetcar
- Bike
- Walk
- Compressed work week
- Flex Car

2002 Results

In 2002, the TDM program

- **improved air quality** by reducing 47,500,000 pounds of pollutants
- **reduced negative health impacts** associated with these pollutants.

The TDM program provides other benefits, including

- **reduced negative impacts on water quality** by reducing the amount of pavement added to the transportation system and by reducing the number of cars on the road
- **reduced the need to build** an estimated 2.5 additional freeway lane miles, which saves the region $5.25 million[1]
- **reduced consumption of gasoline** by up to 45,000 gallons, which in turn saves individuals approximately $67,500.[2]

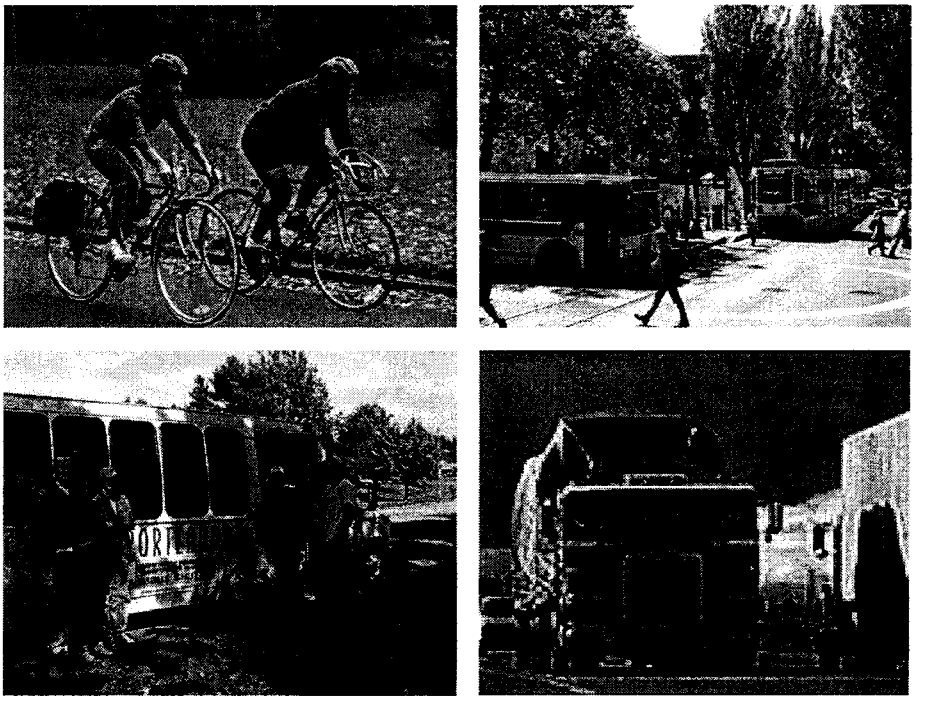
Opportunities for the Future

- Making the land use-transportation-health connection
  - Health and mobility for aging population
  - Improve education on health benefits, safety of walking and biking to school
- Regional education and outreach campaign
- Ongoing emphasis on 2040 centers
- Enhanced evaluation and monitoring tools
- Connect with TOD program

[1] Based on $2.1 million/lane-mile average construction costs for Oregon. "Highway Construction Costs Comparison Survey" Washington State Department of Transportation, April 2002, page 8.

[2] based on an average fuel price of $1.50 per gallon.

2002
Regional Transportation Demand Management
Program Evaluation Report



VOLUME 1

April 10, 2003

Metro

People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 24 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives:
Metro Council President – David Bragdon
Metro Councilors – Rod Park, deputy council president, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Rod Monroe, District 6.
Auditor – Alexis Dow, CPA

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

Metro TDM Subcommittee

The Transportation Demand Management Subcommittee makes recommendations to the Transportation Policy Alternatives Committee (TPAC) related to the region's TDM planning, programming and implementation activities.

The mission of the subcommittee is to reduce the need to drive by:

- advocating for transportation demand management in the region
- developing recommendations to TPAC on funding and policy decisions
- coordinating regional TDM programs.

The subcommittee represents a balance of the region's communities and interests. The TDM Subcommittee has a total of three citizen representatives who join technical staff from jurisdictions around the region, including Metro, ODOT, TriMet, Washington County, Multnomah County, Clackamas County, City of Portland, City of Gresham, Oregon Department of Energy, DEQ, Port of Portland, a Transportation Management Association (TMA) representative, Wilsonville's South Metro Area Rapid Transit (SMART) agency and the Clark County Strategic Planning group (C-TRAN, WASHDOT or SWRTC). Citizens on the subcommittee are appointed for two-year terms.

Transportation Demand Management Subcommittee

Bill Barber, Metro, chair
Kelley Webb, Metro (alternate)
Crysttal Atkins, City of Portland
Cynthia Thompson, City of Portland (alternate)
Mohammed Fattahi, Clackamas County
Ron Weinman, Clackamas County (alternate)
Patrick Greene, C-TRAN
Susan Christensen, Oregon Department of Environmental Quality
Susan Drake, Oregon Department of Environmental Quality (alternate)
Sandra Doubleday, City of Gresham
April Siebenaler, Multnomah County
Matt Larsen, Multnomah County (alternate)
Linda Floyd, Wilsonville/SMART
Christine Heycke, Wilsonville/SMART (alternate)
Kathy King, Oregon Office of Energy
Jane McFarland, Port of Portland
Robin Katz, Port of Portland
Gregory Theisen, Port of Portland (alternate)
Dan Kaempff, Oregon Department of Transportation
Sonya Kazen, Oregon Department of Transportation Region 1 (alternate)
Rhonda Danielson, TriMet
Tom Mills, TriMet (alternate)
Gregg Leion, Washington County
Lenny Anderson, Transportation Management Association (Swan Island)
Dan Aberg, Transportation Management Association (alternate)
Linda Bainbridge, citizen representative
Frank Orem, citizen representative
Louis Ornelas, citizen representative
Scott Chapman, citizen representative (alternate)
Dan Zalkow, citizen representative (alternate)

Report authors:
Kelley Webb, Metro
Caleb Winter, TriMet

Table of Contents

VOLUME 1

VOLUME 2 (under separate cover)

Executive Summary

The Transportation Demand Management Subcommittee of the Transportation Policy Alternatives Committee is charged with implementing programs and policies that reduce drive-alone trips throughout the region. The Subcommittee was established in 1992 by Metro Council Resolution 92-1610 for the purpose of "being responsible for the initial development, evaluation and recommendations related to the region's Transportation Demand Management (TDM) planning, programming and implementation activities."

This report evaluates the Regional Transportation Demand Management Program for 2002. This evaluation is critical to the success of ongoing program activities. The evaluation helps us better understand and respond to changes in regional travel behavior. The 2002 report is the most sophisticated evaluation to date as we begin to quantify and evaluate program effectiveness for the 2040 centers.

TDM reduces vehicle-miles traveled through programs that increase the number of people who take transit, ride bikes, carpool and vanpool, telework and walk to work. TDM is not infrastructure; it is not tangible. It is a program for ensuring that the transportation system is convenient and safe for all modes of travel. TDM programs are the most cost-effective strategy for reducing auto trips in the region due to the public-private partnerships created during program implementation.

Metro's RTP "recognizes the need for transportation alternatives for traveling to everyday destinations, and to provide mobility for those unable to travel by automobile."[1] In many 2040 centers the current land use and transportation systems do not support alternative modes. The plan for these centers as they develop over the next 40 years is to support higher density, mixed-use development that supports bicycling and walking to everyday destinations and good access to the regional transit system.

The areas in the region that have invested in TDM have realized significant progress toward reaching regional auto trip reduction goals. Those areas in the region that have not invested in TDM are seeing increases in vehicle-miles traveled and drive-alone trips. In the coming years, these areas will need special attention, which will require additional resources and more innovative partnerships.

Regional coordination and communication is critical to the success of TDM programs being implemented by regional partners. To date, the regional marketing and outreach program has focused on employers, and especially those interested in signing up for TriMet's transit pass programs. In order to ensure the ongoing success of the program, a regional coordination and communication strategy is needed to provide people with a consistent message about all of the alternatives to driving.

Volume 1 of this report includes background information about the regional TDM program and results for 2002. Volume 2 includes detailed annual reports for the Region 2040 Initiatives Program, each of the Regional TDM Program administrators and all of the regional transportation management associations.

[1] Regional Transportation Plan. 2000. pp. i.

Introduction

The Regional Transportation Demand Management Program received $1.424 million in 2002 to work with public and private partners to implement a diverse mix of programs that reduce drive-alone trips throughout the region, including 2040 growth centers. In 2002, regional partnerships with Oregon Office of Energy, Department of Environmental Quality, TriMet, Wilsonville/SMART and Transportation Management Associations implemented programs such as a new online, interactive carpool matching service called CarpoolMatchNW, an information clearinghouse for Employee Commute Options affected employers and an innovative business energy tax credit program that provides tax incentives to employers that implement transportation demand management programs.

The results of this annual evaluation indicate that the partners and their TDM strategies have succeeded in reducing drive-alone trips by 5.5 percentage points by the end of 2002. This reduction results from all ECO-affected and TDM-participating employment sites, which in 2002 have shown:

- progress toward meeting ECO rules
- progress toward meeting 2040 regional non-SOV modal targets.

Volume 1 of this report details the progress of TDM programs throughout the region and specifically within nineteen of the 2040 centers. Volume 2 provides extensive detail about each element of the program.

What is transportation demand management?

Transportation demand management is a set of strategies that encourages the use of alternative modes to driving alone in order to:

- maximize infrastructure investments
- improve efficiency of existing infrastructure
- provide cost-efficient alternatives to building new transportation facilities.

TDM strategies help manage the flow of traffic on - and extend the life cycle of - existing roadways by reducing and reshaping the demand for their use. Most strategies are designed to influence travel choices by providing alternatives to driving alone. Other strategies are designed to eliminate the need for certain trips and still others enable people to time their trips outside of peak travel periods.

Implementation of the strategies helps limit the amount of congestion, improve the safety and efficiency of transportation facilities during all times of day, and delay the need for major road expansion projects. Currently, the program focuses on reducing commute trips, which represents approximately 20 percent of all person

trips in the region.[2] For a more in-depth history of the TDM Program in the past 20 years, see Volume 2, Appendix A.

Why is TDM important?

The primary purpose of TDM is to reduce drive-alone trips, improve air quality and reduce the need to expand existing transportation infrastructure. Metro's Regional Transportation Plan (RTP) has clear policy goals and objectives for reducing drive alone trips and meeting 2040 non-SOV modal targets in centers. In order to implement and measure progress toward these targets, the TDM Subcommittee of the Transportation Policy Alternatives Committee was formed to allocate regional funding to cost-effective programs and strategies for reducing drive-alone trips and improving air quality.

Auto trip reduction

The Regional Transportation Plan contains policies and objectives that satisfy the federal Clean Air Act requirements of 1990 and the state Transportation Planning Rule (TPR).[3] The RTP is the backdrop for regional planning and investment in TDM programs and the various strategies used to achieve regional goals, such as the Region 2040 non-single-occupancy vehicles (non-SOV) modal targets (Table 1).

Non-SOV modal targets are intended to be goals for cities and counties to work toward as they implement the 2040 Growth Concept at the local level. Metro's travel behavior research in the Portland region shows that more people will walk, use transit or bicycle in mixed use areas, no matter the income level or number of cars owned.[4] Providing transportation options along with a mix of land uses and retrofitted multi-modal streets (those that include bike lanes and sidewalks) reduces both the reliance on driving and the need to build costly road capacity.

Progress toward reaching non-SOV modal targets in 2040 centers is used to demonstrate compliance with per capita travel reductions required by the state rule. The modal targets are directly linked to land use, and the capability of achieving modal targets corresponds to the mix and density of land uses in an area.

The Portland central city, seven regional centers and the region's industrial areas are centerpieces of the Region 2040 Growth Concept to concentrate future growth in existing urban centers and employment areas, to build on existing infrastructure and to limit urban expansion. These centers will contain the most diverse mix of land uses and the greatest concentration of commerce, housing, industry and cultural amenities.

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[2] 2000 RTP chapter 3.3.1, page 3-17, Table 3.4 estimates 939,578 out of 4,864,738 are trips to or from work (average weekday person trips in 1994).

[3] The Regional Transportation Plan can be found at http://www.metro-region.org/article.cfm?ArticleID=236 (refer to Chapter 1.3.6).

[4] Metro Travel Behavior Survey. 1994/95.

Table 1. 2040 Regional Non-SOV Modal Targets[5]

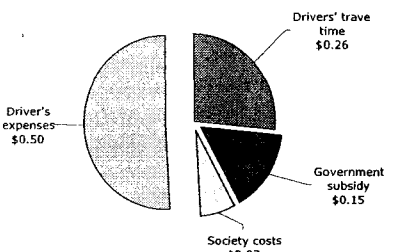
2040 Design Type	Non-SOV Modal Target
City center	**60-70 percent**
Regional centers Town centers **Station communities** Main streets **Corridors**	**45-55 percent**
Industrial areas Intermodal facilities **Employment areas** Inner neighborhoods **Outer neighborhoods**	**40-45 percent**

Source: Regional Transportation Plan 2000

In 2002, regional aggregate results show reduced auto trips, which means in an average workweek there were:

- **100,000 fewer auto trips to and from work**
- **850,000 fewer miles traveled to and from work.**

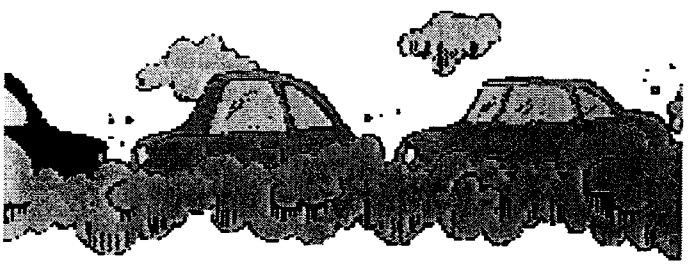
These reductions translate into a significant reduction in harmful emissions from automobiles and a significant cost savings to those people who chose not to drive.[6]



Average costs of driving

Air quality improvements

Motor vehicles are the largest single source of air pollution in the Portland metropolitan area. The TDM program is one of the few in the region that works primarily to reduce vehicle emissions by reducing the number of motor vehicle trips. TDM activities respond to the federal Clean Air Act Amendments of 1990, and the state Employee Commute Options Rules (ECO), which are a component of the Oregon State Ozone Maintenance Plan.[7] ECO is one of several strategies in a federally required plan to keep the air clean in



[5] The targets apply to trips to and within each 2040 center. The targets reflect conditions appropriate for the year 2040 and are needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.

[6] From the "Full Costs of Auto Travel: Technical Memorandum 2(a), Fareless Transit Study." Prepared for TriMet and City of Portland. July 1998.

[7] DEQ ECO Rules (OAR 340-242-) can be found at http://www.sos.state.or.us/archives/rules/OARs_300/OAR_340/340_242.html

the Portland area through 2006.

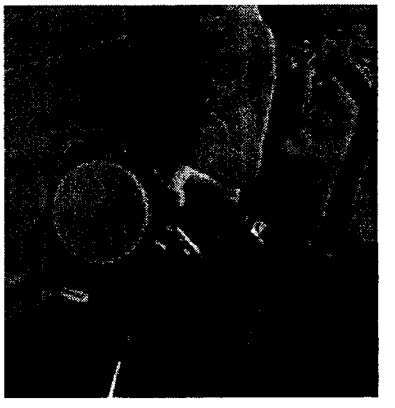
Under the Department of Environmental Quality ECO rules, large employers (with more than 50 employees) must provide commute alternatives to employees designed to reduce the number of cars driven to work in Portland and surrounding areas. Once an employer has achieved a 10 percent reduction in vehicle-miles traveled, it must maintain that reduction until 2006 and survey every two years.

In 2002, the TDM program

- **improved air quality** by reducing 47,500,000 pounds of pollutants
- **reduced negative health impacts** associated with these pollutants.

The TDM program provides other benefits, including

- **reduced negative impacts on water quality** by reducing the amount of pavement added to the transportation system and by reducing the number of cars on the road
- **reduced the need to build** an estimated 2.5 additional freeway lane miles, which saves the region $5.25 million[8]
- **reduced consumption of gasoline** by up to 45,000 gallons, which in turn saves individuals approximately $67,500.[9]



Who works on TDM in the region?

The regional program combines *regional policies* set by Metro's Regional Transportation Plan and *programs and strategies* implemented by the regional partners including, Oregon Office of Energy, Oregon Department of Environmental Quality, Oregon Department of Transportation, local jurisdictions including the cities throughout the Metro region, Multnomah, Clackamas and Washington counties, Transportation Management Associations and regional transit service providers including TriMet, SMART and C-TRAN. It is the combination of strategies and coordination between individual agency efforts that reduces auto trips in the region. No one strategy is sufficient and regional coordination is critical to implementing a cost effective program.

How is TDM implemented?

The Regional TDM Program is funded with federal Congestion Mitigation Air Quality and Surface Transportation Program funds to help reduce congestion and improve air quality through programs that reduce drive-alone trips. In 2002 the Regional TDM Program received $1,424,000. Figure 1 shows how the money was allocated to regional partners and programs.

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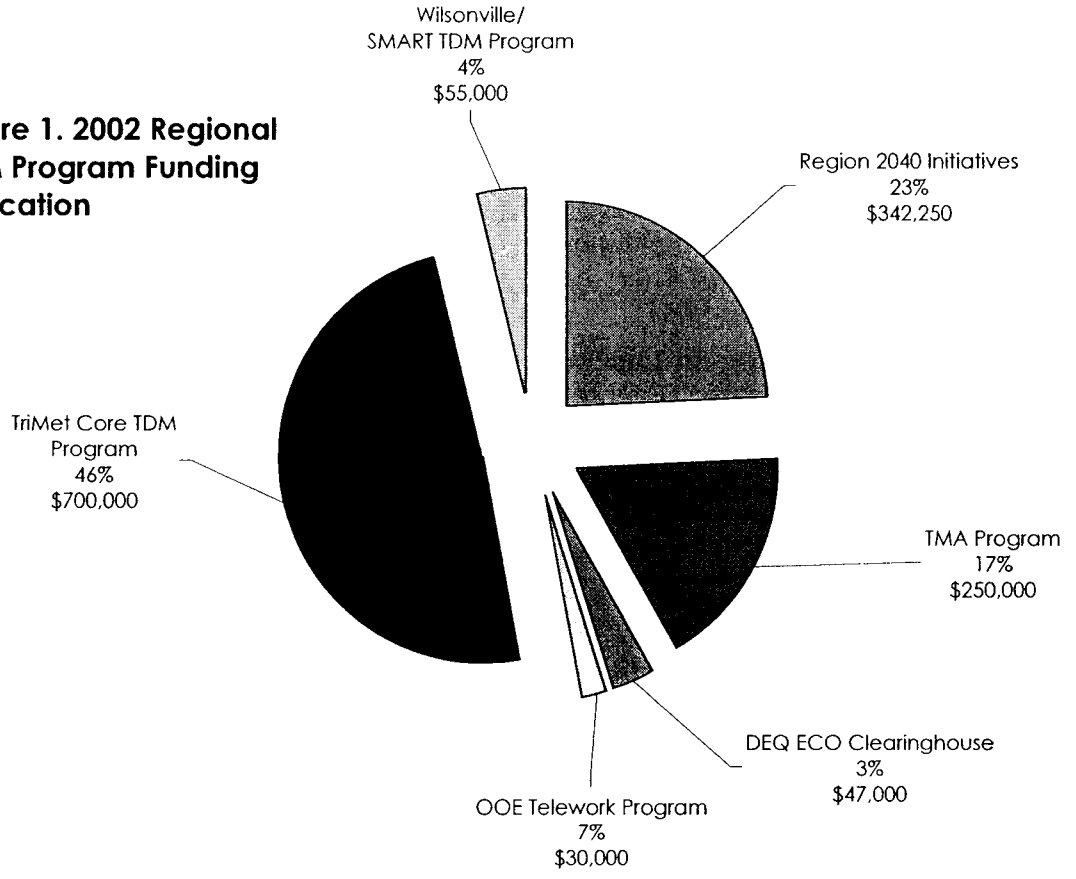
[8] Based on $2.1 million/lane-mile average construction costs for Oregon. "Highway Construction Costs Comparison Survey" Washington State Department of Transportation, April 2002, page 8.

[9] based on an average fuel price of $1.50 per gallon.

The regional program leverages additional dollars through private partnerships with area employers through the Transportation Management Associations. In 2002, for every regional dollar invested in TMAs, four dollars were invested by the private sector.[10]

Regional partners that administer TDM programs provide approximately 11 percent in local match and many apply additional program dollars to alternative mode programs that reduce drive-alone trips. Volume 2 of this report provides detailed evaluation and results for each element of the Regional TDM program partners.

Figure 1. 2002 Regional TDM Program Funding Allocation



The regional program uses a toolbox of strategies for changing travel behavior including policies, regulations, incentives and education and outreach. The strategies help to leverage physical improvements (bike lanes and sidewalks) and service improvements (transit frequency and expansion) implemented with other regional transportation funds. Regional partners use a combination of tools to provide people with convenient alternatives to driving alone.

[10] Estimate based on reported expenditures by TMAs and employers. TriMet 2002.

What are the principles of an effective Regional TDM Program?

The following guiding principles were developed by regional partners and are the backbone of implementing an effective TDM program:

1. **Interacting one-on-one with people is essential.** This is the "cost of doing business" and gives TDM partners the opportunity to work directly with employers, employees and individuals to present and explain TDM concepts and programs. These one-on-one contacts provide education and training opportunities that otherwise would not exist.[11]
2. **Providing easily accessible, reliable and convenient fixed-route transit service is key** to leveraging other TDM strategies. Carpooling, biking or walking to work can be combined with taking transit to lunch, meetings or home from work.[12]
3. **Raising awareness about travel options and incentives is critical** to implementing a successful marketing and outreach program. Regional TDM partners have produced and distributed a wide array of TDM informational materials.[13]
4. **Creating an energetic and enthusiastic on-site program leader**, such as a transportation coordinator within employment sites, is very important. This leader promotes and sustains interest in transportation alternatives.[14]
5. **Mixing land uses matters.** Having a diverse mix of land uses within close proximity of work and home can reduce the distance traveled to accomplish various trip purposes. Biking and walking are typically used for shorter trip distances and a good mix of land uses directly supports those physically active options.[15]
6. **Combining TDM strategies** is essential to success. A combination of incentives, regulation, and education best supports people choosing alternatives to driving alone.[16]
7. **Different strategies work for different 2040 centers.** Recognizing that "one size does *not* fit all," successful TDM programs will consider an area's land-use mix, transportation infrastructure and culture.[17]
8. **Measuring performance is essential to developing an effective TDM program.** Evaluating progress towards non-SOV modal targets throughout the region and within 2040 centers helps to determine the TDM strategies that are most effective. Additional tools are needed to measure trips other than work-related trips.

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[11] See statistics and efforts in Volume 2.

[12] For example, Beaverton regional center, Gateway regional center and others show an increasing number of trips made on transit. See section on 2040 centers analysis (starts on page 23).

[13] See statistics and efforts in Volume 2.

[14] See Volume 2.

[15] For example, most regional centers and town centers have a mix of land uses and most are moving toward achieving regional non-SOV goals. See 2040 centers analysis section (starts on page 23).

[16] E.g., DEQ ECO rules are supported by TriMet's Core TDM Program, OOE's telework and BETC programs. See Sections Volume 2.

[17] See 2040 centers analysis section and Volume 2.

How is the Regional TDM Program evaluated?

There are many ways to measure the success of TDM strategies in the region. Using the Employee Commute Options survey, DEQ and TriMet track auto trip reductions and the resulting air quality improvements throughout the region. TriMet has tracked changes in transportation mode choices primarily since 1996. Data used in this analysis are from the employer-administered surveys used to maintain or work toward compliance with ECO rules and volunteer employer-administered surveys used for other pieces of the Regional TDM Program. Since ECO rules affect employers with 51 or more employees, the first analysis draws from this large group. A small contribution to the regional effort comes from interested employers with 50 or fewer employees. A second analysis includes their contribution to the region. For an example of the survey instruments used to collect data, see Volume 2, Appendix B.

In the past year, the subcommittee has developed a more effective approach for measuring progress towards regional goals by evaluating data at a "centers" level. The analysis includes center characteristics that may influence travel behavior including commute behavior of employees whose employers are affected by the ECO rules.

The Employee Commute Options Surveys are the only travel behavior data that are collected annually, and were used to analyze travel behavior for 19 Region 2040 growth centers. This work will continue to be refined in 2003 by the TDM subcommittee and will include an analysis for all regional growth centers in the 2003 annual evaluation report.

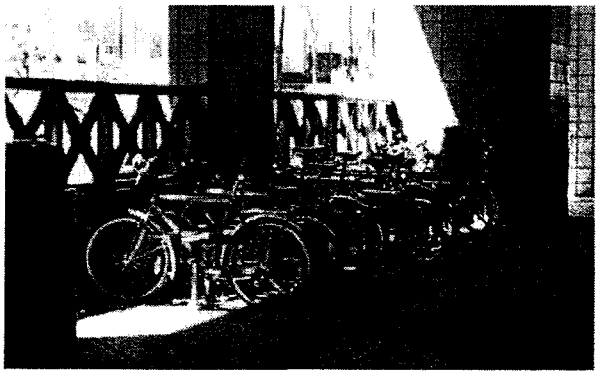
Is the Regional TDM Program working?

Yes. The data collected through the Employee Commute Options surveys show that focused efforts by transportation management associations and other regional partners lead to a shift in commute mode from drive-alone to other modes.

2002 RESULTS

Reducing regional drive-alone trips

The drive-alone trip reduction cannot be contributed to one single activity. Regional partners work together on a variety of programs including regulatory and policy compliance, incentive programs and educational programs that work together to change travel behavior. The only mechanism the region currently has for measuring this change in behavior is the Employee Commute Options survey.



The surveys ask employees how they commuted to work during the course of one week: driving alone, using transit, carpooling or vanpooling, telecommuting, biking, walking or working a compressed work-week schedule. The work sites included in this analysis were surveyed at least twice by Aug. 31, 2002, and are located within

the Metro regional boundary. Work sites are split between those that are large (51 and more employees), from those that are small (50 or fewer employees). The primary reason for this split is that large employment sites are subject to the ECO rules; the small ones voluntarily participate in TDM-related programs.

Large employers

Large employers reduced weekday drive-alone trips by 7 percent (98,602 trips to and from work per workweek (Monday-Friday)). Primarily, employees shifted from driving alone to taking bus or MAX (72,535 trips). Use of nearly all other commute modes also increased, including 5,657 drive-alone trips avoided by telecommuting and 17,532 drive-alone trips avoided by compressed work week scheduling. Carpool/vanpool trips were virtually unchanged (Table 3).

By the end of August 2002, baseline and follow-up surveys were collected for 894 large employment sites. Combined large employment sites combined accounted for more than 195,000 employees, an average of 218 employees per employment site. Their surveys averaged three years, eight months between baseline and follow-up surveys.

Table 3 – Commute Trip Changes at Large Employment Sites

This table shows the average trips to and from work per workweek (Monday-Friday) among work sites that have completed at least two surveys. The average length of time between baseline and latest surveys was three years, eight months.*

	51 or More Employees		
Commute Mode	**Baseline** (N=894)	**Latest** (N=894)	**Difference in Trips** (Latest – Baseline)
Drive alone	1,351,900	1,253,298	-98,602
Bus/MAX	169,257	241,792	72,535
Carpool/vanpool	179,198	179,042	-156
Bicycle/walk	60,291	63,325	3,034
Telecommute	4,565	10,222	5,657
Compressed work week	23,828	41,360	17,532
TOTAL	1,789,039**	1,789,039	0

QUESTION: *HOW DID YOU TRAVEL TO WORK DURING THE LAST WEEK YOU WORKED?* If you used more than one method, mark the one in which you traveled the farthest. (All days should have only ONE answer marked.)

*Data represent the commute patterns for 195,000 employees.

**Trips for baseline surveys have been made relative to trips from latest surveys.

Another way of looking at the data is by the percent of all trips made with each mode (Table 4). The commute patterns for these employment sites have together reduced weekday drive-alone trips by 5.5 percentage points (75.6 percent to 70.1 percent). Trips increased on bus/MAX, bike/walk and trips avoided through telecommuting and compressed work week schedules. Carpool/vanpool trips declined slightly.

Table 4 – Mode Split Changes at Large Employment Sites

This table shows the average weekday mode split among work sites that have completed at least two surveys. The average length of time between baseline and latest surveys was three years, eight months.*		
	51 or More Employees	
Commute Mode	**Baseline** (N=156)	**Latest** (N=156)
Drive alone	75.6%	70.1%
Bus/MAX	9.5%	13.5%
Carpool/vanpool	10.0%	10.0%
Bicycle/walk	3.4%	3.5%
Telecommute	0.3%	0.6%
Compressed work week	1.3%	2.3%
QUESTION: *HOW DID YOU TRAVEL TO WORK DURING THE LAST WEEK YOU WORKED?* If you used more than one method, mark the one in which you traveled the farthest. (All days should have only ONE answer marked.)		
*Data represents the commute patterns for nearly 195,000 employees.		

Small employers

Small employers (50 or fewer employees) are not subject to the ECO rules and survey most often for the purpose of joining:

- TriMet's Passport program, some via the Lloyd District TMA
- TriMet's Transportation Coordinator Incentive Program (TCIP).

By Aug. 31, 2002, 156 baseline and follow-up surveys had been collected for these smaller employment sites. Small employment sites combined accounted for more than 3,000 employees, an average of 19 employees per employment site. Their surveys averaged two years, eight months between baseline and latest follow-up surveys, which reflects the shorter period of small employers' joining Passport/TCIP in comparison to large employers subject to the ECO rules' survey requirements. For the purpose of the TDM regional report, it is important to check in with this group and quantify its contribution to overall regional TDM goals.

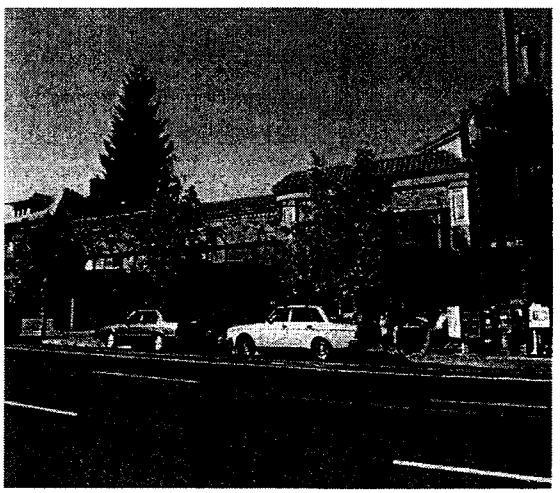


Table 5 – Commute Trip Changes at Small Employment Sites

This table shows the average trips to and from work per workweek (Monday-Friday) among work sites that have completed at least two surveys. The average length of time between baseline and latest surveys was two years, eight months.*

	50 or Fewer Employees		
Commute Mode	**Baseline** (N=156)	**Latest** (N=156)	**Difference in Trips** (Latest - Baseline)
Drive alone	17,283	16,261	-1,022
Bus/MAX	6,503	7,917	1,414
Carpool/vanpool	2,211	1,884	-327
Bicycle/walk	1,365	1,167	-198
Telecommute	141	159	18
Compressed work week	191	306	115
TOTAL	27,694**	27,694	0

QUESTION: *HOW DID YOU TRAVEL TO WORK DURING THE LAST WEEK YOU WORKED?* If you used more than one method, mark the one in which you traveled the farthest. (All days should have only ONE answer marked.)

*Data represent the commute patterns for 3,000 employees.

**Trips for baseline surveys have been made relative to trips from latest surveys.

Another way of looking at the data is by the percent of all trips made on each mode (Table 6). The commute patterns for these employment sites have together reduced weekday drive-alone trips by 3.7 percentage points (62.4 percent to 58.7 percent). Trips increased on bus/MAX and trips avoided through telecommuting and compressed work week schedules. Carpool/vanpool and bicycle/walk trips declined slightly.

Table 6 – Mode Split Changes at Small Employment Sites

This table shows the average weekday mode split among work sites that have completed at least two surveys. The average length of time between baseline and latest surveys was two years, eight months.*

	50 or Fewer Employees	
Commute Mode	**Baseline** (N=156)	**Latest** (N=156)
Drive alone	62.4%	58.7%
Bus/MAX	23.5%	28.6%
Carpool/vanpool	8.0%	6.8%
Bicycle/walk	4.9%	4.2%
Telecommute	0.5%	0.6%
Compressed work week	0.7%	1.1%

QUESTION: *HOW DID YOU TRAVEL TO WORK DURING THE LAST WEEK YOU WORKED?* If you used more than one method, mark the one in which you traveled the farthest. (All days should have only ONE answer marked.)

*Data represents the commute patterns for nearly 3,000 employees.

Improving air quality

The 1,050 employers participating in the survey (894 large and 156 small employers) not only work to achieve regional non-SOV modal targets but implement programs that help to achieve regional air quality goals that keep the Portland metropolitan area in compliance with the federal Clean Air Act and statewide Employee Commute Options rules. These employment sites combined contributed to ECO air quality goals by reducing 50,412 one-way auto trips to work during the workweek (Monday-Friday). Table 7 shows the amount of pollutants reduced as a result of the Regional TDM program's reduction in drive-alone trips.

The auto-trip reduction number translates to a reduction of 852,014 vehicle-miles traveled per workweek, which, in turn, leads to reduction in the following air pollutants:[18]

Hydrocarbons **6,276 lbs.**
Ozone (smog) forming chemicals from tailpipe emissions

Nitrogen oxides **3,233 lbs.**
Ozone (smog) forming chemicals from tailpipe emissions. Smog is the region's most serious health threat – especially for children, the elderly and the people suffering from respiratory problems such as asthma.

Carbon monoxide **48,496 lbs.**
Poisonous gas that reduces the ability of blood to carry oxygen.

Carbon dioxide **852,014 lbs.**
Greenhouse gas which contributes to global warming.

Table 7. Air Pollution Reductions per Average Workweek Summary Table

VMT	Hydrocarbons (lbs.)	Nitrogen oxides (lbs.)	Carbon monoxide (lbs.)	Carbon dioxide (lbs.)	Gasoline (gallons)
852,014	6,276	3,233	48,496	852,014	44,305

VMT Calculation = trip-to-work commutes x 8.45 miles x 2 directions x 5 weekdays
(8.45 x 2 = 16.9 the average round-trip commute in the greater Metro area, x 5 weekdays).[19]

[18] The emission factor calculations are based on the model provided by DEQ. The model is built on the standard EPA emissions calculations, as provided by the Office of Mobile Sources. The model assumes an "average" properly maintained car on truck on the road in 1997.

[19] Average commute miles were provided from Metro's 1994/1995 household travel behavior survey. VMT calculation formula uses round trip number as the input for *trips*. ECO surveys ask employees about the commute mode of their "trip to work." An assumption is therefore made that, on aggregate, employees use the same mode to commute home from work on the same day, thereby justifying the use of the "average round trip commute" in the VMT calculation.

Total pollution reduction in one year is approximately 47,500,00 lbs. When compared with other regional TDM programs across the nation, the Metro Regional TDM program is a cost-effective program. A preliminary comparison with results published in Transportation Research Board's Special Report 264 (2002) show that the regional cost per ton of reduced air pollution is below the national average.[20]

Improved community health

The reduction in air toxics translates into reduced health impacts primarily for those suffering from asthma and other respiratory diseases. The health-related costs associated with poor air quality have not been quantified for the region. However, we do know that in Oregon, nearly 60 percent of adults are obese or overweight which causes higher rates of diabetes, high blood pressure, heart disease, stroke, arthritis, asthma and some cancers.

In Oregon, over $1.04 billion is spent annually on hospitalizations for chronic diseases. The interconnection of transportation, land use and public health is getting increased attention nationwide due to the data being presented by the Centers for Disease Control. Transportation planners are beginning to acknowledge the connection between community design and physical activity.

Promoting physically active modes such as walking and bicycling improves the overall health of citizens. According to Dr. Jeffrey Koplan and Dr. William Dietz of the Centers for Disease Control, "Changes in the community environment to promote physical activity may offer the most practical approach to prevent obesity or reduce its co-morbidities. Restoration of physical activity as part of the daily routine represents a critical goal."[21] They go on to say, "Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity in communities."

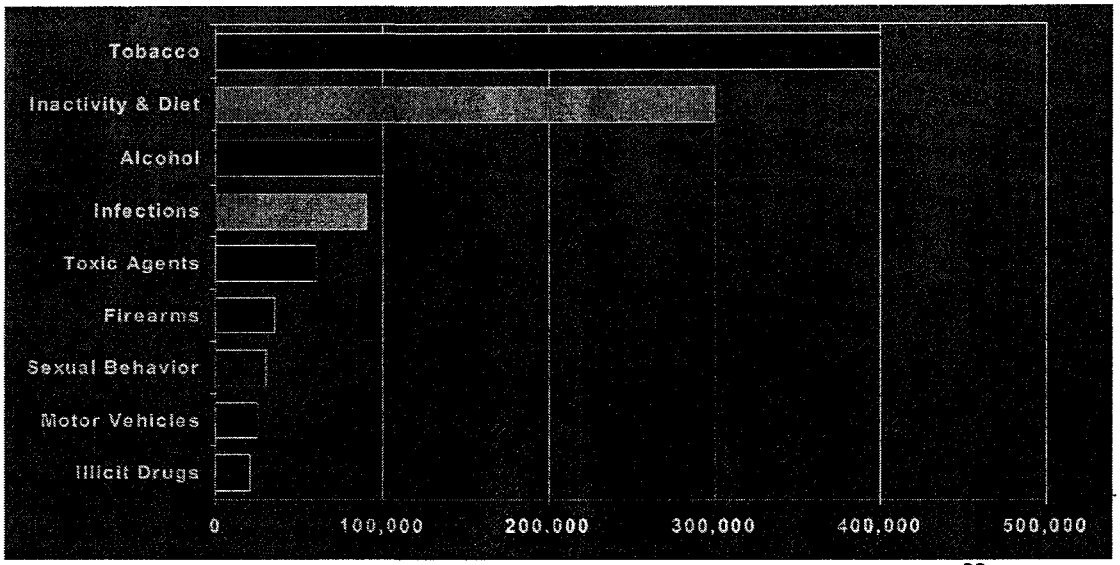
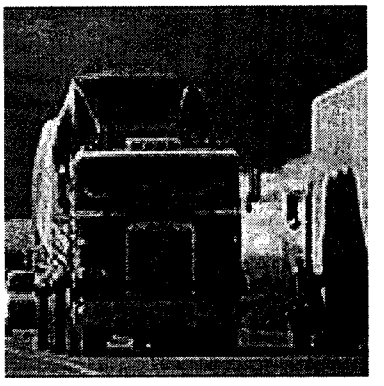


Figure 2. Modifiable behaviors associated with deaths in 1990[22]

[20] "The Congestion Mitigation and Air Quality Improvement Program: Assessing 10 Years of Experience" Transportation Research Board Special Report 264, pp390-391.
[21] Active Community Environments presentation, October 2002.
[22] Center for Disease Control,

Figure 2 shows that while tobacco is still the number one killer, as far as modifiable behaviors go, inactivity and poor diet is a close second. Also, inactivity and poor diet add up to more than all the other causes listed below.

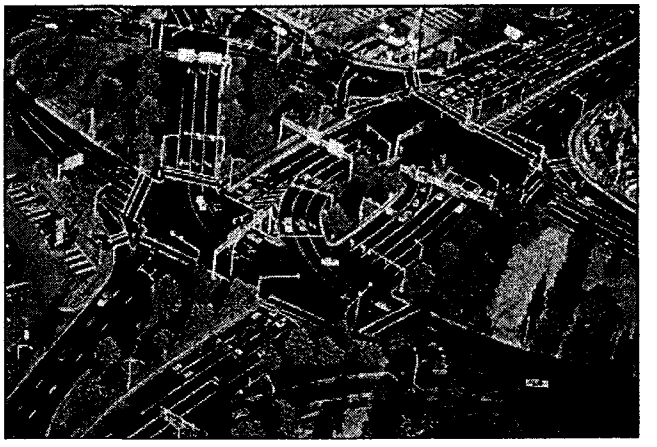
Improved efficiency of the existing system



The daily auto trip reduction number additionally translates to an average capacity of 2.5 new freeway lane miles (i.e., the extra freeway lane mile capacity needed if one-way auto trips had not been reduced by 50,412 per workweek (more than 10,000 per day)).[23] This improves freight movement by taking cars off of the road. This also saves the region approximately $5.25 million, which more than covers the cost of implementing the entire TDM program in 2002.

2003 challenges and opportunities

Challenges



The TDM program faces many challenges including the lack of understanding or awareness in the general public about what TDM is and why it is important to the health of our communities, our environment and our economy to reduce how much we drive. The TDM program asks people to choose an alternative to driving and, at a minimum, to reduce their drive alone trips. This requires a substantial change in behavior and change in lifestyle.

In order to support this change, communities need to be designed to safely accommodate non-auto trips. The lack of bike and pedestrian supportive environments in the region and in many of the 2040 centers presents a challenge for people choosing not to drive.

Metro's RTP "recognizes the need for transportation alternatives for traveling to everyday destinations, and to provide mobility for those unable to travel by automobile."[24] In many 2040 centers the current land use and transportation systems do not support alternative modes. The plan for these centers as they develop over the next 40 years is to support higher density, mixed-use

[23] Extra freeway lane capacity savings calculations are based on the information from the 2000 Highway Capacity Manual and assumes reduction of passenger cars during two "work peak commute hours" (e.g., 7 to 9 am). These calculations are an estimate and do not account for the direction of the trips, i.e., the afternoon peak commute trips are not included. In addition, these calculations focus on freeway lane savings and do not account for potential savings from not suing other travel infrastructure, such as highways or access roads to travel to freeways.

[24] Regional Transportation Plan. 2000. pp. i.

development that supports bicycling and walking to everyday destinations and good access to the regional transit system.

Another challenge faced by the TDM program is that the program to date has focused primarily on measuring the reduction of commute trips. However, many of the trips in the region are not work-related and are not happening during peak commute hours. Currently, there are very few TDM programs aimed at reducing non-work related trips although the RTP Policy 19a directs the region to "promote programs that reduce the number of people driving alone and dependence on the automobile." In addition, data being collected on travel behavior by Metro every ten years has not been analyzed and used to develop strategies within the TDM program to address non-work related trips.

The Regional TDM program, unlike motor vehicle and transit programs and projects, does not have major sources of revenue outside of those funds available through the MTIP flexible funding. In addition, corridor projects prioritized in the Regional Transportation Plan do not have specifically allocated funds for TDM programs and projects.

Opportunities

There is renewed interest in physically active modes including walking and bicycling primarily due to the Robert Wood Johnson Foundation's leadership in addressing the negative health implications of planning auto-oriented communities. The foundation is promoting research and development in community design as it relates to physical activity with the primary goal of increasing the amount of physical activity.

A regional effort to better coordinate and implement TDM programs and strategies that makes a stronger connection between land use, transportation and health throughout the region and within the 2040 centers is needed to help foster healthy community development. A strategy for coordinating a regional message is needed to determine what the most effective strategy is for motivating people to choose an alternative to driving alone.

One of the most exciting opportunities for the TDM program as identified by the subcommittee is to develop and implement a regional education and outreach campaign that:

- surveys residents about the barriers they face in their community to walking and biking
- delivers a consistent message about how residents can improve their health and the health of the environment by choosing physically active modes like walking and bicycling.

TDM strategies are necessary in these 2040 priority areas to help meet modal targets as set out in the RTP. In order to better understand regional travel behavior and travel behavior within centers, the TDM program should be expanded to reach non-ECO-affected employers and non-work related trips happening between and within centers. Evaluation has become more sophisticated in the past year as data was analyzed for half of the 2040 centers. At the national level, The Transportation

Research Board recommends increasing program evaluation in their 2002 nationwide report on the CMAQ program.[25] Continued investment in program evaluation and performance measures will ensure the most efficient use of funds for TDM programs in the Metro region. For example, more evaluation of 2040 centers will help regional partners implement the most effective TDM programs for each center.

TDM projects and programs help to leverage economic development in 2040 centers and industrial areas by reducing the amount of infrastructure needed for people to access and travel within these areas. In 2003, the regional program will coordinate with Metro's transit-oriented development program to measure the impact of transportation demand management on economic development in centers. The centers need special attention in the coming years, which will require additional resources and more innovative partnerships. The subcommittee is taking the initiative by developing a five-year work plan to guide the implementation of the Regional TDM Program.

[25] TRB Special Report 264. 2002. pp. 165.

Is the TDM Program working in 2040 centers?

After reviewing the 19 center profiles, several preliminary conclusions can be made. In most centers, there are a small percentage of employers that are affected by the ECO rules; however, employers that comply with those rules through the implementation of TDM programs are successful at reducing drive-alone trips.

There is tremendous potential in most centers to reach those employers (both large and small) that are not currently implementing TDM programs. With additional resources, regional partners can work with these employers to develop a TDM program that will further reduce work-related drive-alone trips.

There is an opportunity for reducing more drive-alone trips in these centers by expanding the TDM program. The first step might be to conduct ECO surveys for all employers in these centers. The second would be to determine a strategy for collecting data about non-work related trips using Metro's 1994 travel behavior survey data. In most of the centers, the largest percentage of non-work related trips are home-based trips, indicating that a successful strategy may be one that uses individualized marketing, such as the Travel Smart pilot project in southwest Portland.[26]

One of the challenges is that many of the businesses within the 2040 centers are small businesses with fewer than 50 employees. These employers are not subject to the ECO rules and find it cost prohibitive to offer subsidies to their employees for choosing an alternative to driving alone to work. These small employers help create the character of the center and are encouraged for the economic vitality and diversity they bring to the center. Incentives for small businesses to provide subsidies to their employees need to be developed in order to both encourage small business development and a reduction in drive-alone trips from these employees.

2040 centers analysis

The 2040 Growth Concept establishes a long-term vision for the Portland metropolitan region for managing growth. This vision is being implemented through land-use and transportation policy goals and objectives as outlined in the 2000 Regional Transportation Plan. The RTP includes TDM goals for centers in Policy 19.0, Objective D: "Promote, establish and support transportation management associations (TMAs) in the central city, regional centers, industrial areas and intermodal facilities, town centers and employment centers."

This section highlights a selected group of 19 of the 2040 centers that currently have, or may form, TMAs. The section is organized in one-page profiles for each center as follows:

Five areas of the Portland central city
Eight regional centers
Two industrial/employment areas
Three town centers
One special area

[26] See Volume 2 Region 2040 Initiatives program for more detailed information about Travel Smart.

TMAs coordinate with TriMet and the Department of Environmental Quality to work with Employee Commute Options-affected employers (those with more than 51 employees that are subject to the state ECO rules) to reduce auto trips made by employees. Although many centers around the region may benefit from TMA-coordinated efforts, it is recognized that different strategies work for different centers depending on characteristics such as land-use mix and density. The center profiles that follow add information to an ongoing effort to measure the success of the region in achieving the vision for 2040 centers.

Data sources

Currently, the mechanism used for collecting TDM travel behavior data are ECO surveys conducted by both ECO-affected employers and TDM-interested employers. As a result, this section primarily focuses on work-related trips.

DEQ, TriMet, Lloyd District TMA, and the Westside Transportation Alliance process ECO surveys. This data is pooled at DEQ for air quality purposes and at TriMet for drive-alone trip reduction purposes. The 19 profiles that follow contain analyzed results from ECO survey data and several other databases, as follows:

1. Metro Regional Land Information System and 2040 design type groupings
2. TriMet regional TDM database includes ECO survey results for regional employers including all that turn in surveys to DEQ for ECO purposes, Lloyd District TMA surveys and employers interested in TriMet's Passport annual pass program.
3. DEQ ECO database tracks information on the progress and status of ECO-affected employers.
4. ES202 is a database of confidential information from the state of Oregon. It includes Metro-calibrated counts of employees.
5. Inside Prospects is a database of employer contact information and includes counts of employees, presented as ranges (e.g., 50-99, 100-249...).

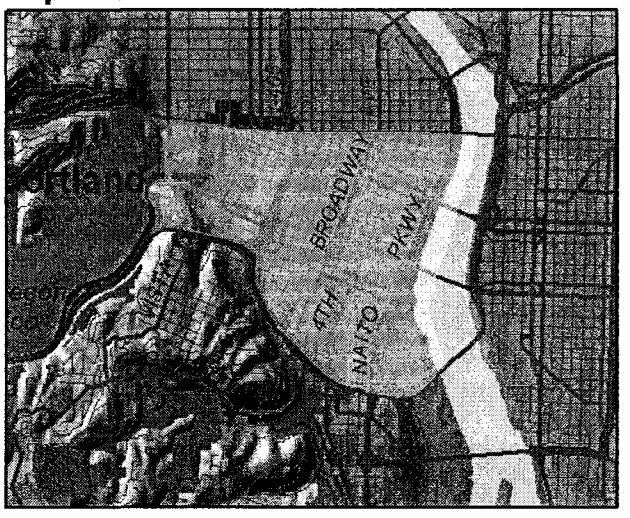
Mode split data came from sources one, two and three above and employer/employee estimates were made by cross referencing the sources two through five above.

The analysis that follows did not exhaust all of the data stored in these data sources. Future data analysis will revisit these sources to add to this centers analysis.

How To Read The Center Summaries

Center Characteristics

Map of the Center



Source: Metro Regional Land Information System (RLIS) 2000

Current land-use and transportation information

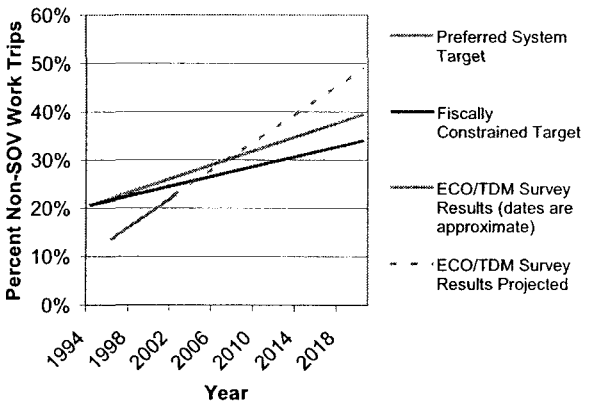
- parking
- transit
- density.

Planned land-use and transportation information

- transit
- density
- mix of uses.

2040 non-SOV modal target
Ultimately, the success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 60-70 percent for all trip purposes in the Portland central city.

NON-SOV Work-Related Trips



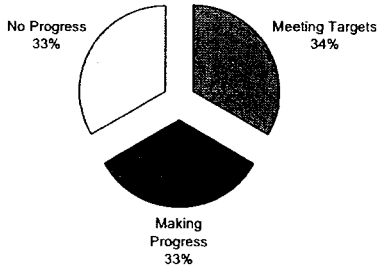
Source: TriMet ECO survey results and Metro RTP

This graph compares ECO/TDM survey results to 2020 Non-SOV modal targets established by Metro for trips made from home to work (home based work trips from the Metro travel demand model).

In this example, survey results show that these employment sites have made considerable progress toward meeting the goal by last year.

Similar graphs can be made as data is collected for trip purposes other than for work. Eventually, this information will indicate progress made toward achieving center goals.

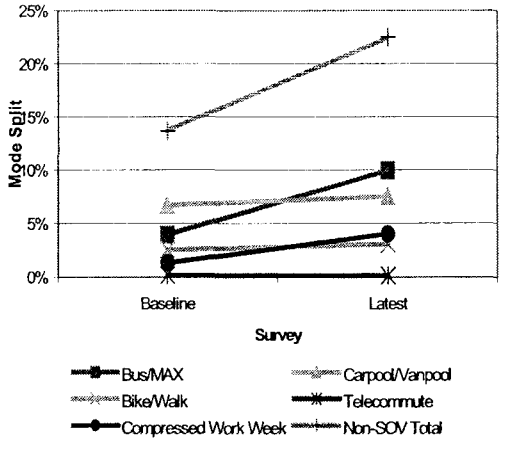
Progress Toward Reducing Drive-Alone Trips



N = 15 employment sites (with 3,000 employees)
Source: TriMet ECO/TDM survey results

The ECO rules set a goal of a 10 percent reduction in auto trips during three years and sustaining that level through 2006. For the purpose of the profiles, reducing 11 percent drive alone trips was an approximate guide to establish that employment sites had met the 10 percent auto trip reduction. This example shows that 34 percent of ECO/TDM employment sites reduced drive-alone trips by 11 percent or more.

ECO/TDM Employment Site Mode Shift



Source: ECO survey results

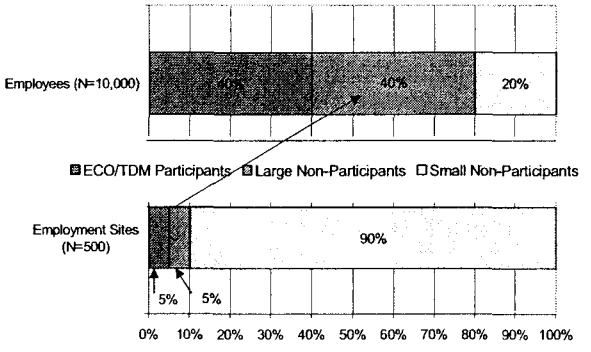
This graph shows an aggregated analysis of ECO/TDM survey results. The purpose of this graph is to show whether the sum total of survey results yielded an overall reduction in drive-alone trips.

Alternative modes may increase or decrease; however, the sum total of non-SOV trips is going up (represented on the graph by the top line between '+' symbols. A mode split follows:

- 7.5 percent carpool/vanpool
- 10.0 percent bus/MAX/streetcar
- 3.1 percent bike/walk
- 0.1 percent telecommute
- 4.1 percent compressed work week

Note: Telecommute trips and trips avoided by compressed work week schedules are not included in non-SOV mode calculations.

ECO and TDM Program Participants vs. Non Participants



Source: TriMet 2002

This graph shows an estimate of how many employees and employers have been in contact with DEQs ECO program and TDM programs. Employers were considered participants if they had been in contact with DEQ or TriMet.

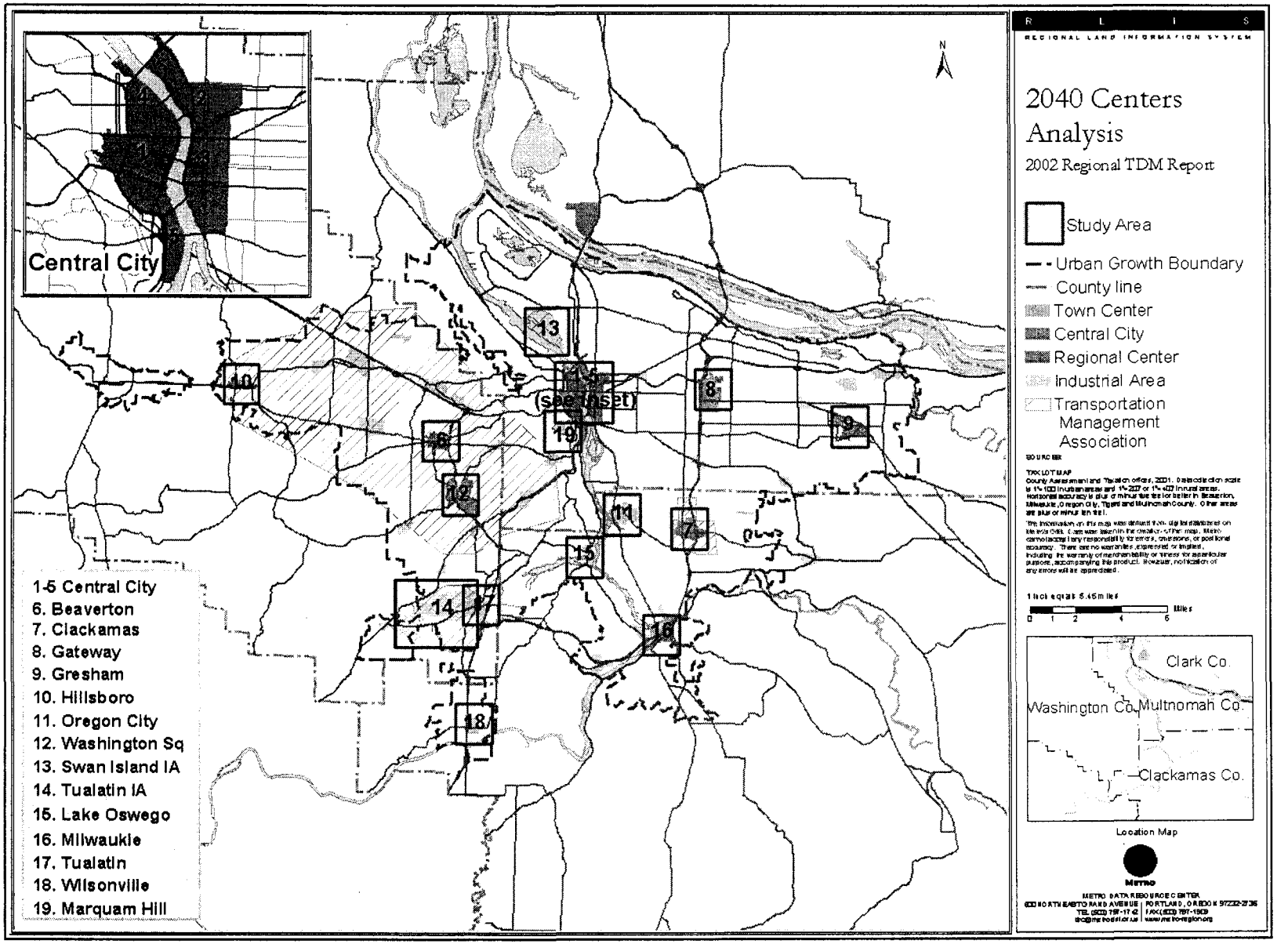
In this example graph, 5 percent of the 500 employment sites are large employers (with more than 50 employees) that have made contact with ECO and TDM programs; however, an equal share (5 percent) are without a formal TDM program. These employment sites represent 4,000 employees.

Transportation Infrastructure Investments

The purpose of this section is to capture transportation investments made in the center, including boulevards, bike infrastructure, pedestrian improvements, transit service expansion, etc. These transportation investments are targeted by the TDM program to leverage additional mode shifts.

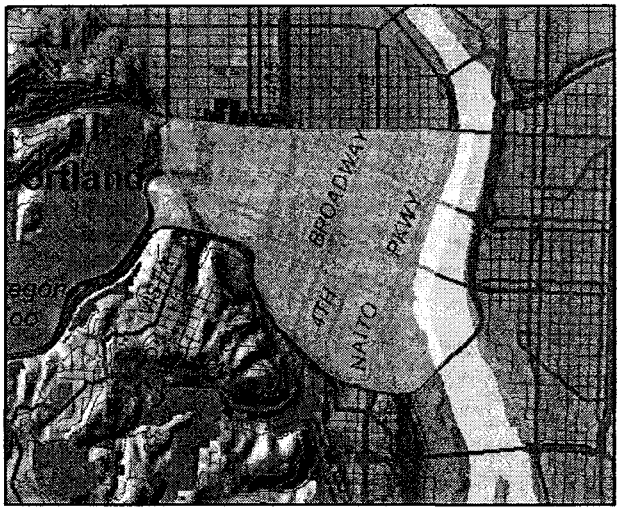
2002 TDM Investments

The programs implemented by regional TDM partners that leverage transportation infrastructure investments to reduce drive-alone trips. For example, TMAs work with regional partners to provide innovative programs that help to leverage investments being made by local jurisdictions.


Central City
1-5 Central City
6. Beaverton
7. Clackamas
8. Gateway
9. Gresham
10. Hillsboro
11. Oregon City
12. Washington Sq
13. Swan Island IA
14. Tualatin IA
15. Lake Oswego
16. Milwaukie
17. Tualatin
18. Wilsonville
19. Marquam Hill
(see inset)
N
R L I S
REGIONAL LAND INFORMATION SYSTEM
2040 Centers Analysis
2002 Regional TDM Report
Study Area
Urban Growth Boundary
County line
Town Center
Central City
Regional Center
Industrial Area
Transportation Management Association
SOURCE:
TAX LOT MAP
1 inch equals 5.45 miles
Miles
0 1 2 4 6
Clark Co.
Washington Co.
Multnomah Co.
Clackamas Co.
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
Plotdate: 13 Mar 03 J:\coswort\02054\regcenters.mxd
Please recycle with mixed paper

Central City 1 – Downtown Business District

Center Characteristics



Source: Metro RLIS 2000

Current

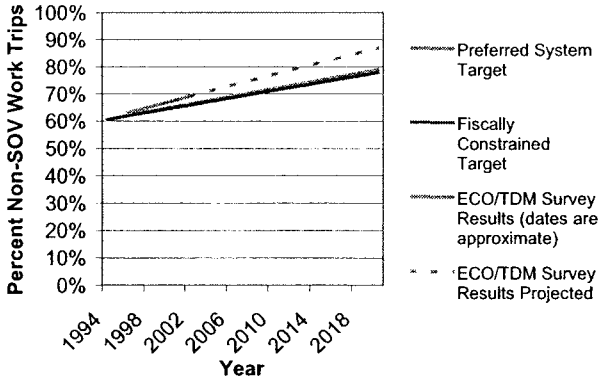
- Metered parking
- Downtown Portland Transit Mall is served by MAX Blue Line, MAX Red Line, Central City Streetcar and 46 bus routes
- High-density housing and employment

Planned

- MAX Yellow Line, North to Expo

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 60-70 percent for all trip purposes in the Portland central city.

Non-SOV Work-Related Trips

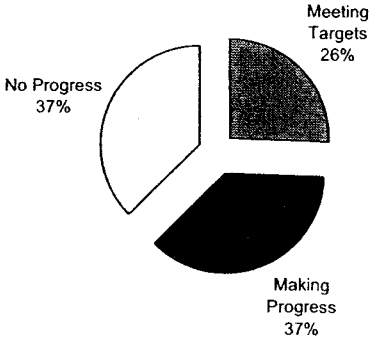


Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers are exceeding 2040 non-SOV modal targets based on ECO survey results in the past six years.

ECO/TDM employers are currently achieving a non-SOV mode split of 69.0 percent.

Progress Toward Reducing Drive-alone Trips



N = 153 employment sites (with 19,908 employees)

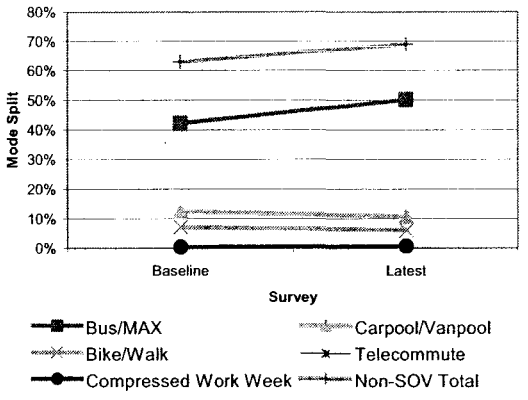
Source: TriMet ECO/TDM survey results

The ECO Rules set a goal of a 10 percent reduction in auto trips over 3 years.

26 percent of ECO/TDM employers reduced drive alone trips by 11 percent or more in 2002.

37 percent of employment sites are not making progress toward achieving the desired goals.

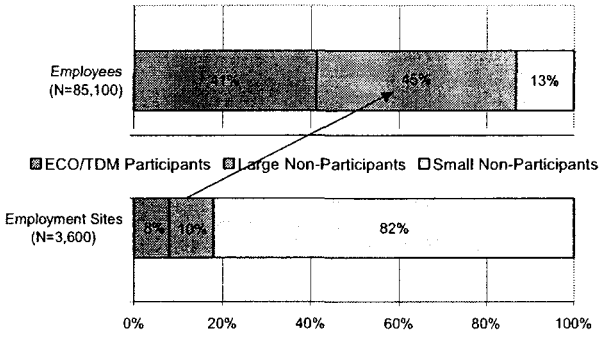
ECO/TDM Employment Site Mode Shift



- Survey results for 153 ECO/TDM employers
- Drive-alone work trips were reduced 6 percentage points.
- 69 percent non-SOV mode split
  - 10.9 percent carpool/vanpool
  - 50.2 percent bus/MAX/streetcar
  - 6.2 percent bike/walk
  - 0.6 percent telecommute
  - 0.7 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 10 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 45 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 82 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 13 percent of total employees. A TDM program may be time intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- MAX
- Streetcar
- Bike lockers and parking added in many locations
- Pedestrian improvements

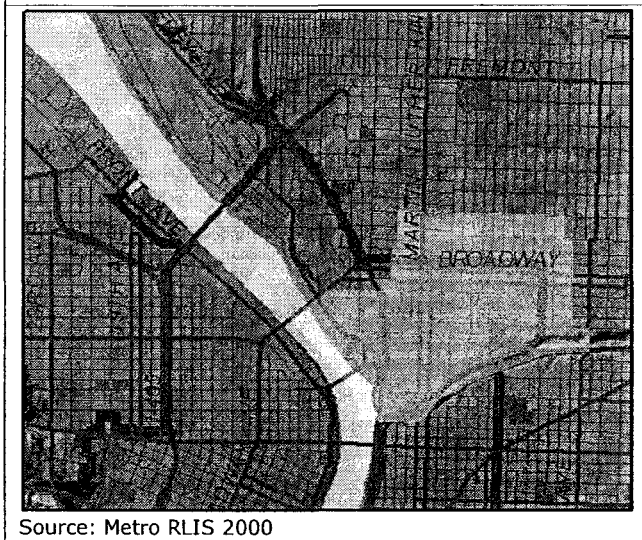
2002 TDM Investments

TriMet programs

- Employer outreach

CENTRAL CITY 2A – Lloyd District

Center Characteristics



Source: Metro RLIS 2000

Current

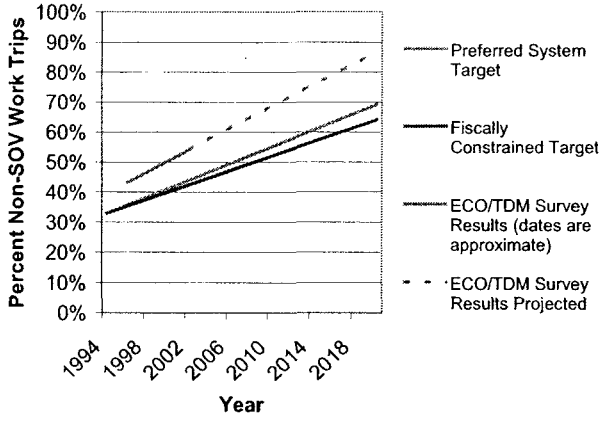
- Metered parking
- A transit center is served by MAX Blue Line, MAX Red Line and 15 bus routes. Plus, two additional bus routes intersect district.

Planned

- MAX Yellow Line, North to Expo

Notes:
The geographic area in Central City 2A does not geographically match exact Lloyd District TMA boundaries; therefore, results vary from TMA reports. The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 60-70 percent for all trip purposes in the Portland central city.

Non-SOV Work-Related Trips



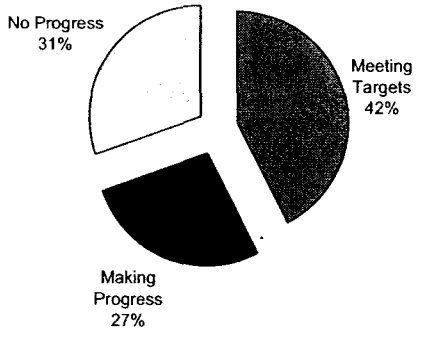
Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers' baseline surveys showed a non-SOV mode split above 40 percent - a starting point above the 2040 non-SOV modal targets. Employers still increased non-SOV trips, based on ECO survey results in the past six years.

ECO/TDM employers are currently achieving a non-SOV mode split of 54.2 percent.

Note: Data for non-SOV mode split are for Central City 2a – Lloyd District; however, non-SOV targets from RTP include the larger Central City 2 area (e.g. lower Albina).

Progress Toward Reducing Drive-alone Trips



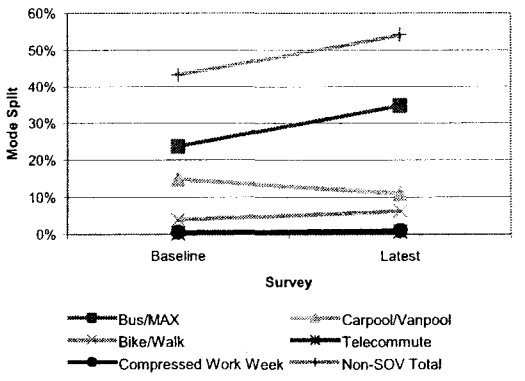
N = 62 employment sites (with 6,270 employees)
Source: TriMet ECO/TDM survey results

The ECO rules set a goal of a 10 percent reduction in auto trips over three years.

42 percent of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

31 percent are not making progress toward stated goals.

ECO/TDM Employment Site Mode Shift

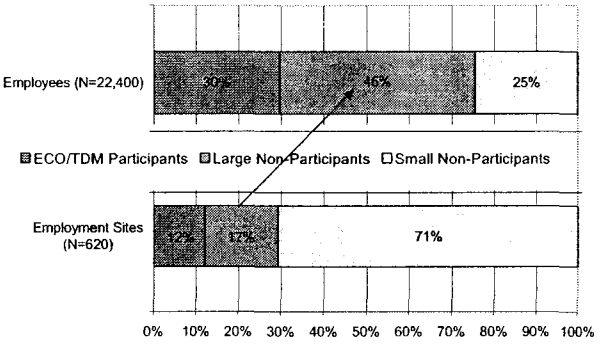


Source: ECO survey results

- Survey results for 62 ECO/TDM employers
- Drive-alone work trips were reduced 10 percentage points.
- 54.2percent non-SOV mode split
  - 11.1 percent Carpool/vanpool
  - 34.8 percent bus/MAX/streetcar
  - 6.3 percent bike/walk
  - 0.7 percent telecommute
  - 1.1 percent compressed work week

Reminder: Results may vary from TMA reports since Central City 2A does not geographically match exact TMA boundaries.

ECO and TDM Program Participants vs. Non Participants



Source: TriMet 2002

- 17 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 46 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 71 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 29 percent of total employees. A TDM program may be time-intensive and difficult to implement.

Transportation Investments

Since 1996:

City of Portland

- Pedestrian improvements (N.E. 8th and Multnomah crossings)
- Westside and Airport MAX increased frequency and service
- Bike lockers and parking added in many locations

2002 TDM Investments

LDTMA

- Passport, annual transit pass program
- Bike committee/events
- Flexcar partnership

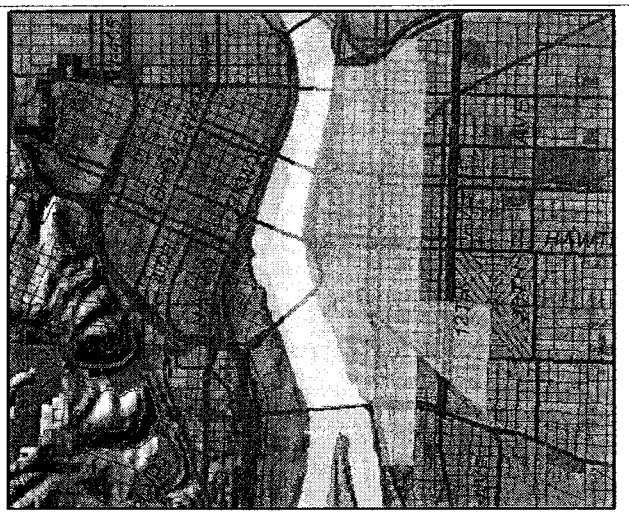
Note: More information can be found in Volume 2 of this report and LDTMA's 2003 annual report. Another report compares mode split information for TMA members vs. non-members (*Lloyd District TMA Non-Member Commuting Study*).

TriMet programs

- Employer outreach

Central City 3 – Central Eastside Industrial District

Center Characteristics



Source: Metro RLIS 2000

Current

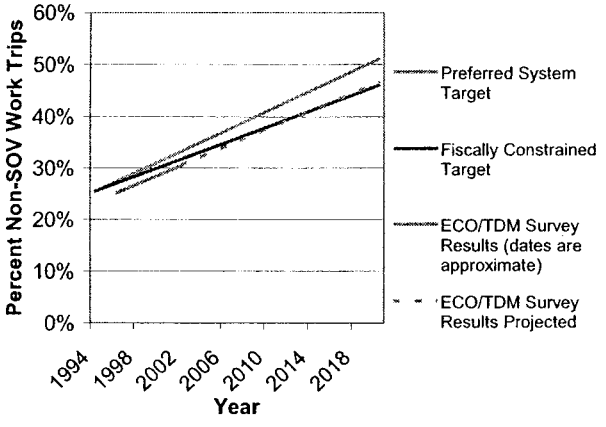
- Restricted parking
- Served by 17 bus routes

Planned

Urban renewal area planning

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 60-70 percent for all trip purposes in the Portland central city.

Non-SOV Work-Related Trips

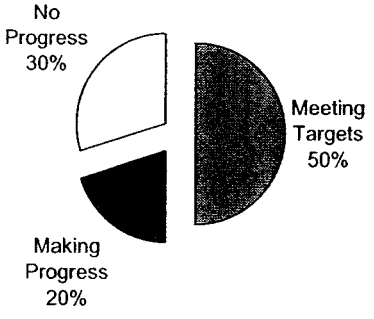


Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers' achievement is running parallel to 2040 non-SOV modal targets, based on ECO survey results in the past six years.

ECO/TDM employers are currently achieving a non-SOV mode split of 30.6 percent.

Progress Toward Reducing Drive-alone Trips



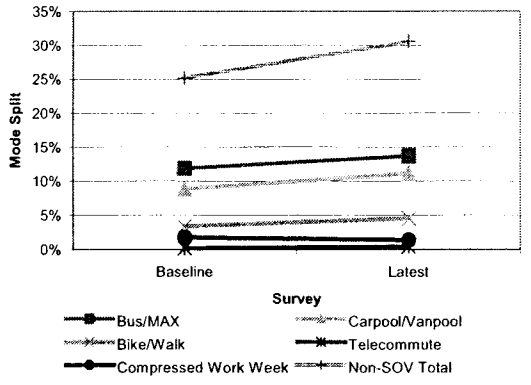
N = 20 employment sites (with 2,466 employees)
Source: TriMet ECO/TDM survey results

The ECO Rules set a goal of a 10 percent reduction in auto trips over 3 years.

50 percent of ECO/TDM employers reduced drive alone trips by 11 percent or more in 2002.

30 percent are not making progress towards stated goals.

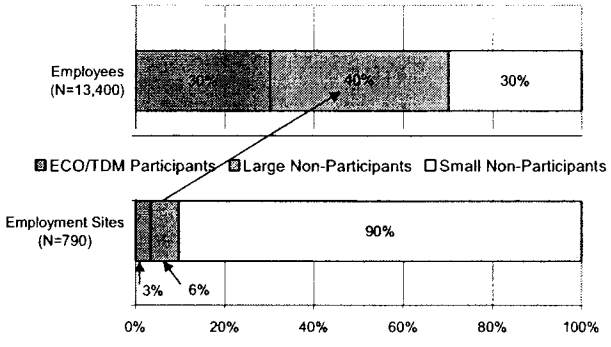
ECO/TDM Employment Site Mode Shift



- Survey results for 20 ECO/TDM employers
- Drive-alone work trips were reduced 5 percentage points.
- 30.6 percent non-SOV mode split
  - 11.2 percent carpool/vanpool
  - 13.7 percent bus/MAX/streetcar
  - 4.6 percent bike/walk
  - 0.5 percent telecommute
  - 1.4 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 6 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 40 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 90 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 30 percent of total employees. A TDM program may be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996

- Pedestrian improvements on Martin Luther King Jr. Blvd. and Grand Ave.
- Bike parking added at many locations

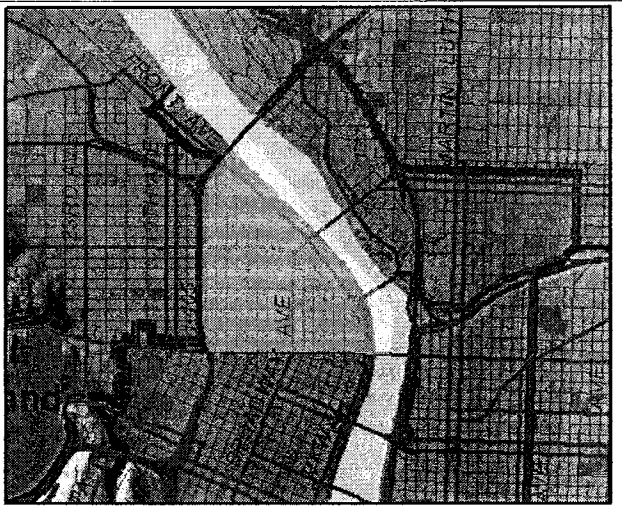
2002 TDM Investments

TriMet programs

- Employer outreach

Central City 4 – River District And Northwest

Center Characteristics



Source: Metro RLIS 2000

Current

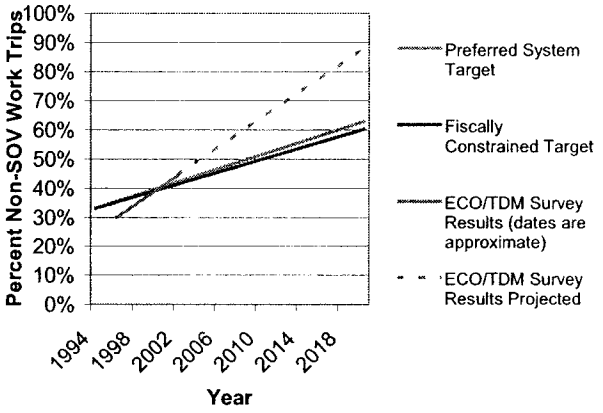
- Metered parking
- Downtown Portland Transit Mall is served by MAX Blue Line, MAX Red Line, Central City Streetcar and 33 bus routes

Planned

Ongoing implementation of the River District master plan for high density, mixed-use transit-oriented development.

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 60-70 percent for all trip purposes in the Portland central city.

Non-SOV Work-Related Trips

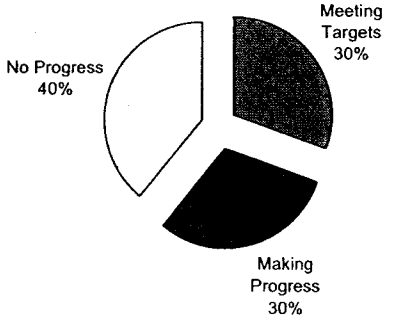


Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers managed to jump above the preferred system target. They are making substantial progress toward achieving the 2040 non-SOV modal targets, based on ECO survey results in the past six years.

ECO/TDM employers are currently achieving a non-SOV mode split of 44.5 percent.

Progress Toward Reducing Drive-alone Trips



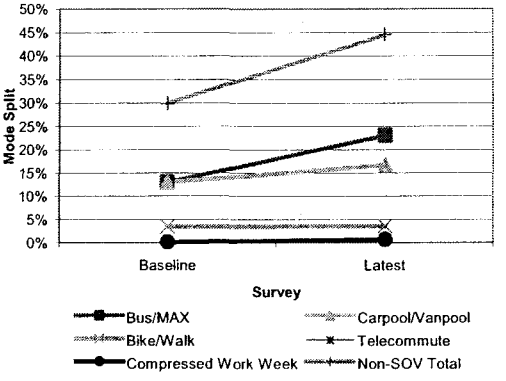
N = 23 employment sites (with 2,785 employees)
Source: TriMet ECO/TDM survey results

The ECO rules set a goal of a 10 percent reduction in auto trips over three years.

30 percent of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

40 percent of employers are not making progress towards stated goals.

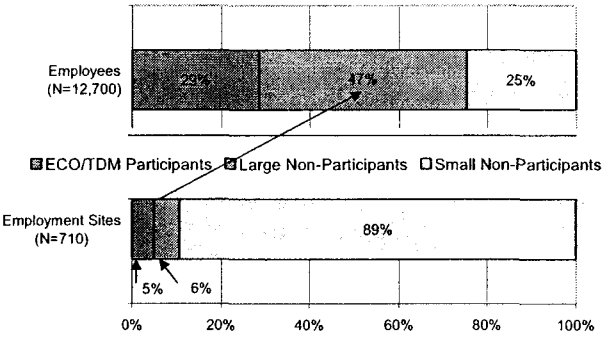
ECO/TDM Employment Site Mode Shift



- Survey results for 23 ECO/TDM employers
- Drive-alone work trips were reduced - 15 percentage points.
- 44.5 percent non-SOV mode split
  - 16.7 percent carpool/vanpool
  - 23.1 percent bus/MAX/streetcar
  - 3.6 percent bike/walk
  - 0.5 percent telecommute
  - 0.7 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 6 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 47 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 89 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 25 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996

- Streetcar
- Westside and Airport MAX increased frequency and service
- Pedestrian directional signage
- Bike parking added in many locations

2002 TDM Investments

TriMet programs

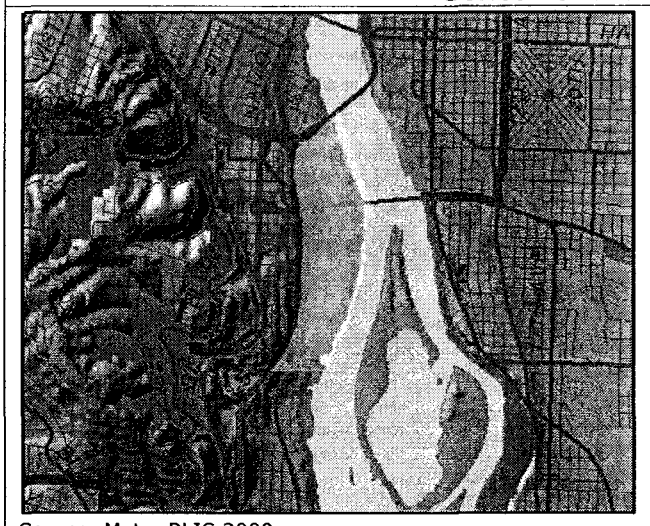
- Employer outreach

City of Portland

- NW Options Card – incentives to ride transit, car share, and bike - launched when Streetcar opened

Central City 5 – North Macadam District

Center Characteristics



Source: Metro RLIS 2000

Current

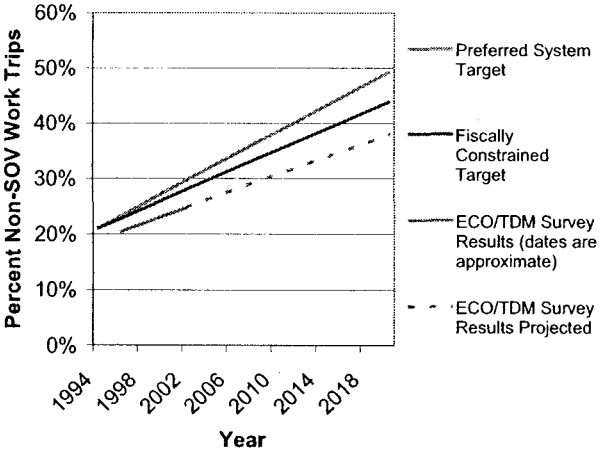
- Free parking
- Served by four bus routes

Planned

- Tram to Barbur & Marquam Hill
- North Macadam master plan implementation
- Mixed-use, transit- and pedestrian oriented development
- Streetcar expansion
- Willamette River Greenway Trail

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 60-70 percent for all trip purposes in the Portland central city.

Non-SOV Work-Related Trips

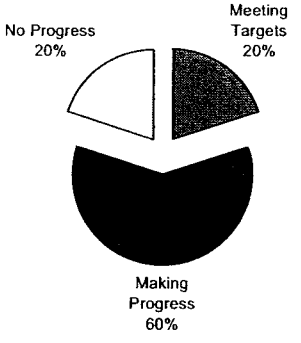


Source: TriMet ECO survey results and Metro RTP

Although ECO/TDM employers have increased their non-SOV mode split, they have not increased sharply enough to catch up to 2040 non-SOV modal targets, based on ECO survey results in the past six years.

ECO/TDM employers are currently up to a non-SOV mode split of 24.8 percent.

Progress Toward Reducing Drive-alone Trips



N = 5 employment sites (with 640 employees)
Source: TriMet ECO/TDM survey results

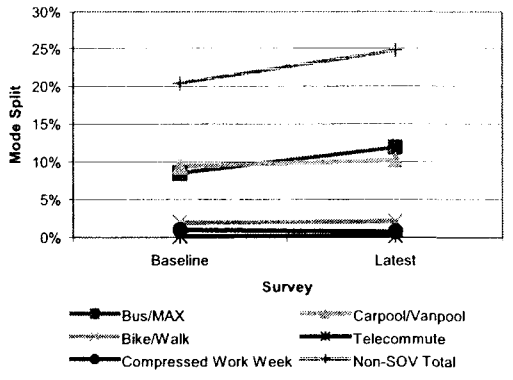
The ECO rules set a goal of a 10 percent reduction in auto trips over three years.

20 percent of ECO/TDM employers reduced drive alone trips by 11 percent or more in 2002.

20 percent are not making progress toward stated goals.

Note: The sample size is small. As this area develops more data will be collected.

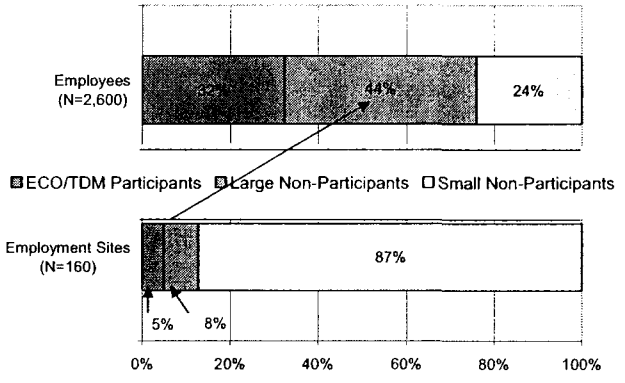
ECO/TDM Employment Site Mode Shift



- Survey results for 5 ECO/TDM employers
- Drive-alone work trips were reduced - 4 percentage points.
- 24.8 percent non-SOV mode split
  - 10.2 percent carpool/vanpool
  - 11.9 percent bus/MAX/streetcar
  - 2.1 percent bike/walk
  - 0.2 percent telecommute
  - 0.8 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 8 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 44 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 87 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 24 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Contact Kelley Webb at 503-797-1894 to add information to this section.

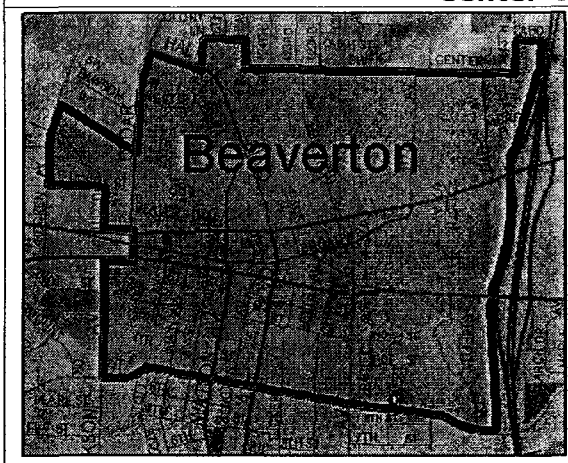
2002 TDM Investments

TriMet programs

- Employer outreach

Beaverton Regional Center

Center Characteristics



Source: Metro RLIS 2000

Current

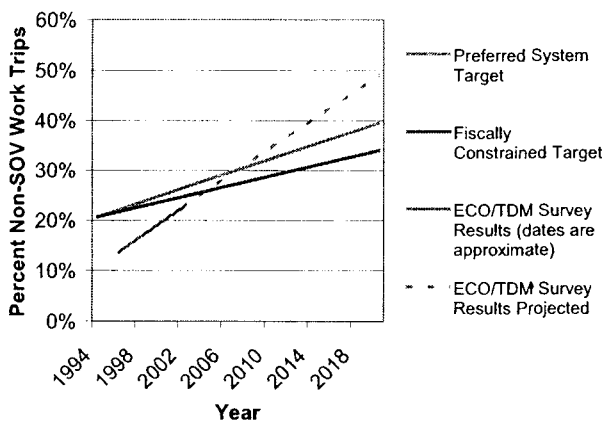
- Low-density auto-oriented development
- Free, restricted parking
- Off-street parking lots prominent
- A transit center is served by MAX Blue Line and nine bus routes

Planned

- High employment and housing density
- Highest level of access by all modes
- MAX Red Line service will extend to Beaverton Transit Center Sep. 2003

Note: The success of this center will be reflected in meeting the regional 2040 Non-SOV Modal Target of 45-55 percent for all trip purposes in the regional centers.

Non-SOV Work-Related Trips

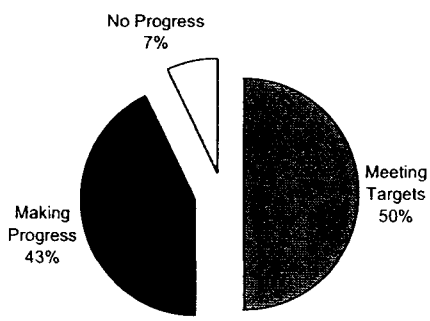


Source: TriMet ECO survey results and Metro RTP

Baseline results from ECO/TDM employers started below the starting point for 2040 non-SOV modal targets. Employers' subsequent surveys show substantial increases in non-SOV mode splits, based on survey results in the past six years.

ECO employers are currently up to a non-SOV mode split of 22.5 percent.

Progress Toward Reducing Drive-alone Trips



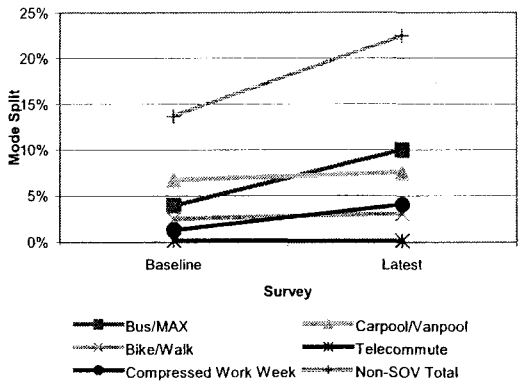
N = 14 employment sites (with 1,996 employees)
Source: TriMet ECO survey results

The ECO rules set a goal of a 10 percent reduction over three years.

50 percent of ECO employers reduced drive alone trips by 11 percent or more in 2002.

Only 7% of employers are not making progress toward stated goals.

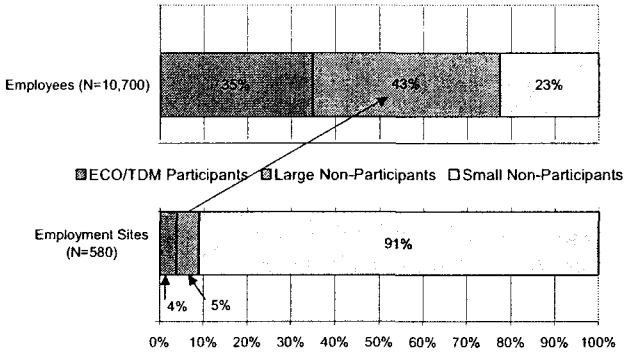
ECO/TDM Employment Site Mode Shift



- Survey results for 14 ECO/TDM employers
- One employer part of WTA TMA
- Drive-alone work trips decreased by 10 percent.
- 22 percent non-SOV mode split
  - 7.5 percent carpool/vanpool
  - 10 percent bus/MAX
  - 3.1 percent bike/walk
  - 0.1 percent telecommute
  - 4.1 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 5 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 43 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 91 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 23 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996

- Westside light rail, two stations (1998)
- One road built, one road extended, signalization changes in eight areas, street design standards revised
- Parking time limits adjusted, permit parking code amended
- Nine bike and pedestrian improvements

Land Use

- The Round, mixed-use, transit oriented development
- Parking policy changes require bike and carpool/vanpool parking; and allow fewer parking spaces for developments for adding bike parking and/or participation in TMA

2002 TDM Investments

Westside Transportation Alliance

Programs (See TMA report in Volume 2)

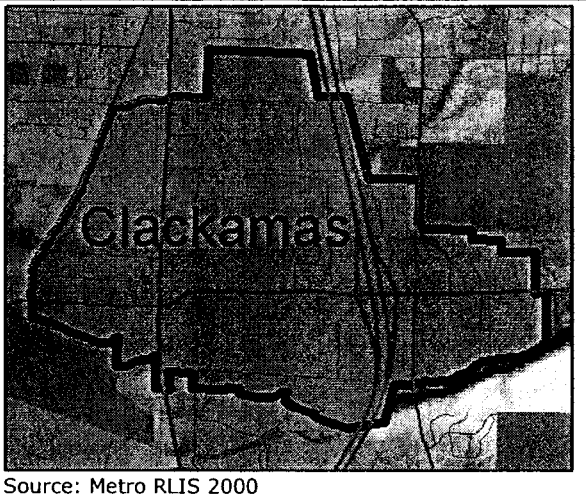
- Employer outreach
- Nimbus Shuttle
- CarFree/Carefree

TriMet programs

- Employer outreach

Clackamas TC Regional Center

Center Characteristics



Source: Metro RLIS 2000

Current

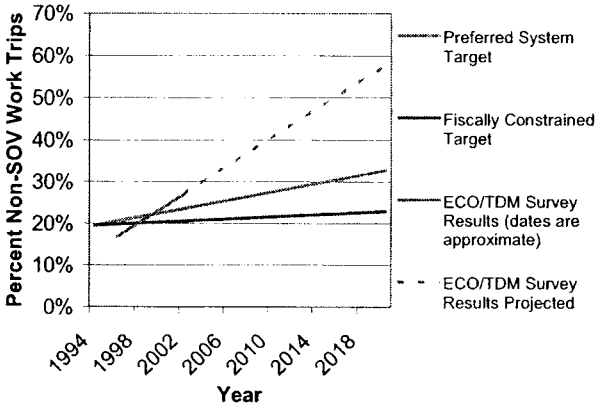
- Free parking
- A transit center is served by 10 bus routes
- One park & ride

Planned

- South Corridor high-capacity transit
- TMA Shuttle for employers in regional center
- Sunnybrook interchange and extension

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in the regional centers.

Non-SOV Work-Related Trips

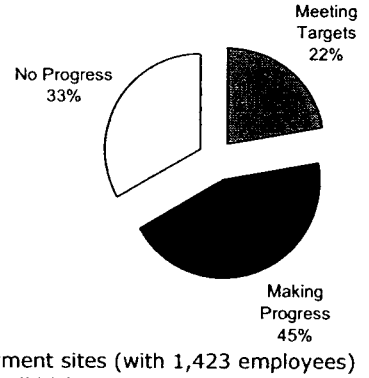


Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers managed to jump above the preferred system target. They are making substantial progress toward achieving the 2040 non-SOV modal targets, based on ECO survey results in the past six years.

ECO/TDM employers are currently achieving a non-SOV mode split of 27.1 percent.

Progress Toward Reducing Drive-alone Trips



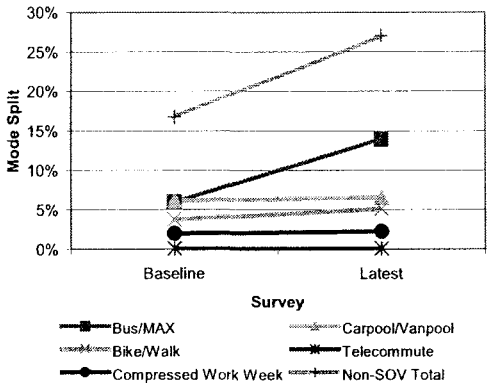
N = 9 employment sites (with 1,423 employees)
Source: TriMet ECO/TDM survey results

The ECO Rules set a goal of a 10 percent reduction in auto trips over three years.

22 percent of ECO/TDM employers reduced drive alone trips by 11 percent or more in 2002.

33 percent of employers are not making progress towards achieving stated goals.

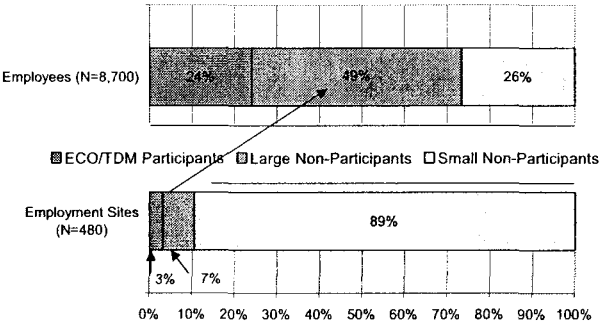
ECO/TDM Employment Site Mode Shift



- Survey results for 9 ECO/TDM employers
- Drive-alone work trips were reduced - 10 percentage points.
- 27.1 percent non-SOV mode split
  - 6.6 percent carpool/vanpool
  - 14.0 percent bus/MAX
  - 5.2 percent bike/walk
  - 0.1 percent telecommute
  - 2.3 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 7 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 49 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 89 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 26 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Sunnybrook Road improved to Boulevard design guidelines
- Monterey overcrossing and frontage road constructed

2002 TDM Investments

CRC-TMA

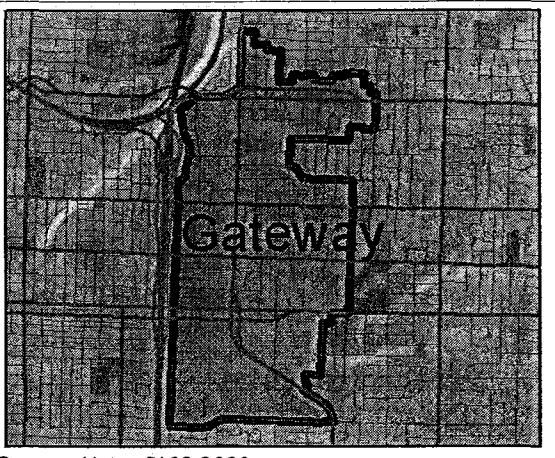
- Employer outreach
- Website
- See TMA annual report in Volume 2.

TriMet programs

- Employer outreach

Gateway Regional Center

Center Characteristics



Source: Metro RLIS 2000

Current

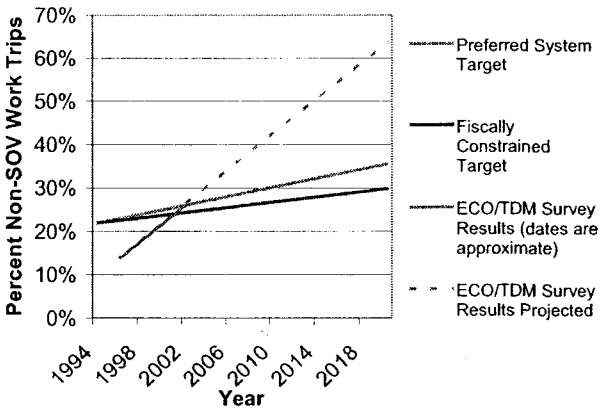
- Free parking
- A transit center is served by Max Blue Line, MAX Red Line and six bus routes. Plus, three other bus routes serve the regional center.
- One park & ride

Planned

- Mixed-use transit-oriented development at stations.

Note: The success of this center will be reflected in meeting the regional 2040 Non-SOV Modal Target of 45-55percent for all trip purposes in the regional centers.

Non-SOV Work-Related Trips

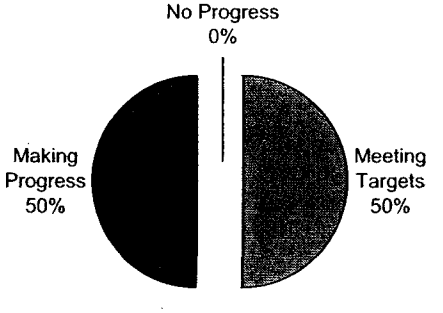


Source: TriMet ECO survey results and Metro RTP

Baseline results from ECO/TDM employers started below the starting point for 2040 non-SOV modal targets. Employers' subsequent surveys show that employers are meeting targets, based on survey results in the past six years.

ECO/TDM employers are currently achieving a non-SOV mode split of 26.3 percent.

Progress Toward Reducing Drive-alone Trips

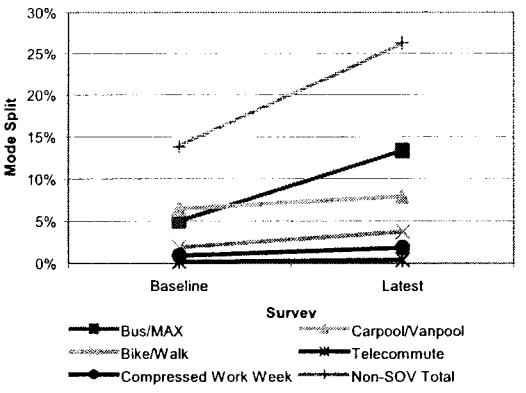


N = 16 employment sites (with 2,915 employees)
Source: TriMet ECO/TDM survey results

The ECO rules set a goal of a 10 percent reduction in auto trips over three years.

50 percent of ECO/TDM employers reduced drive alone-trips by 11 percent or more in 2002.

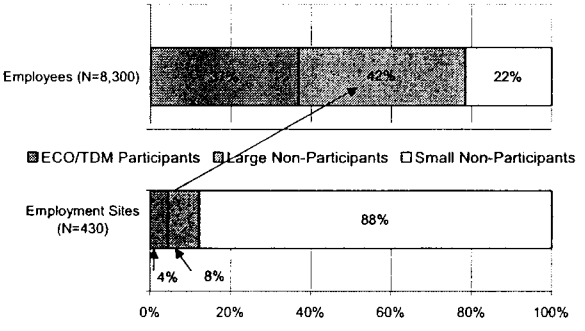
ECO/TDM Employment Site Mode Shift



- Survey results for 16 ECO/TDM employers
- Drive-alone work trips were reduced 13 percentage points.
- 26.3percent non-SOV mode split
  - 8.0 percent carpool/vanpool
  - 13.4 percent bus/MAX
  - 3.8 percent bike/walk
  - 0.4 percent telecommute
  - 1.9 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 8 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 42 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 88 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 22 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Westside and Airport MAX increased frequency and service

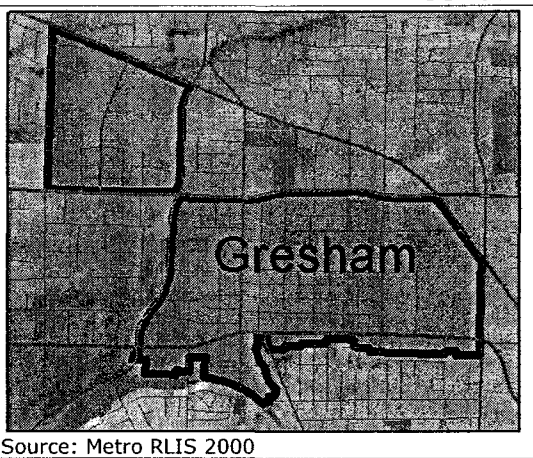
2002 TDM Investments

TriMet programs

- Employer outreach

Gresham Regional Center

Center Characteristics



Source: Metro RLIS 2000

Current

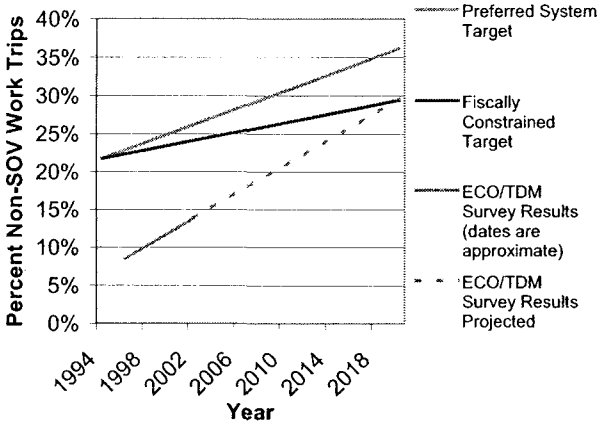
- Free parking
- A transit center is served by MAX Blue Line and eight bus routes
- Three park & rides near three MAX stations
- TMA

Planned

- Mixed-use transit-oriented development around stations.

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in the regional centers.

Non-SOV Work-Related Trips

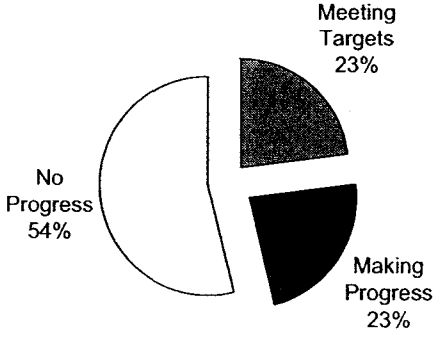


Source: TriMet ECO survey results and Metro RTP

Baseline results from ECO/TDM employers started well below the starting point for 2040 non-SOV modal targets. Employers' subsequent surveys show increases in non-SOV mode splits, based on survey results in the past six years. These employers will need to increase non-SOV mode splits at the same or higher rates to meet targets.

ECO/TDM employers are currently up to a non-SOV mode split of 13.8 percent.

Progress Toward Reducing Drive-alone Trips



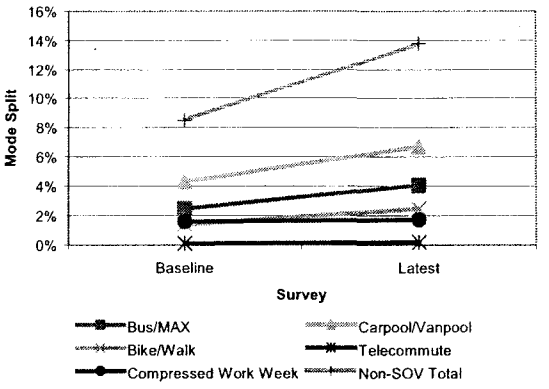
N = 13 employment sites (with 1,261 employees)
Source: TriMet ECO/TDM survey results

The ECO rules set a goal of a 10 percent reduction in auto trips over three years.

23 percent of ECO/TDM employers reduced drive alone trips by 11 percent or more in 2002.

54 percent are not making progress toward stated goals.

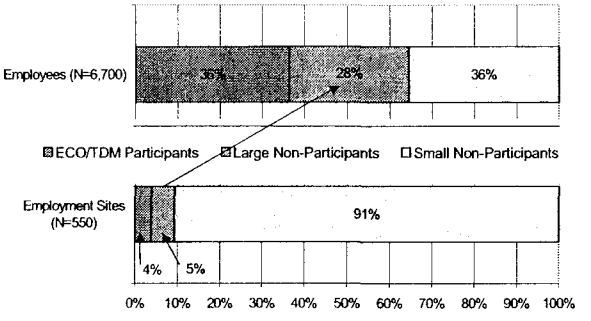
ECO/TDM Employment Site Mode Shift



- Survey results for 13 ECO/TDM employers
- Drive-alone work trips were reduced 5 percentage points.
- 13.8 percent non-SOV mode split
  - 6.7 percent carpool/vanpool
  - 4.1 percent bus/MAX
  - 2.5 percent bike/walk
  - 0.2 percent telecommute
  - 1.7 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 5 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 28 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 91 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 36 percent of total employees. A TDM program may be time- intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Four road improvement projects; four signal improvement and coordination projects; one traffic calming project
- One bike route project, four pedestrian improvements
- MAX increased frequency and service, employer transit shuttle routes (1997-2000)
- Policy required walkway from Gresham Station with development

Land Use

- Developments: three mixed-use, five transit-oriented
- Policy requires transit and pedestrian building orientation and mixed-use near Civic Neighborhood light rail station
- Policy requires walkway along light rail from Gresham Station

2002 TDM Investments

Gresham Regional Center TMA

- Formed TMA and began work
- See annual report in Volume 2

TriMet programs

- Employer outreach

City of Gresham TDM Policies

- 30 percent Traffic Impact Fee (TIF) reduction with approved TDM program
- 26 percent TIF reduction if development located in downtown area
- 10 percent TIF reduction if development is on transit oriented corridors
- Park & ride agreements set up with businesses to use their parking off-peak

Hillsboro Regional Center

Center Characteristics

Source: Metro RLIS 2000

Current

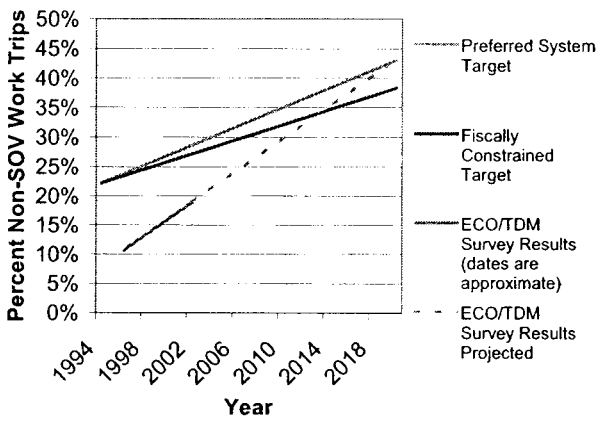
- Free parking
- A transit center is served by MAX Blue Line and five bus routes
- One park & ride

Planned

- Mixed-use, transit-oriented development around transit stations.

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in the regional centers.

Non-SOV Work-Related Trips

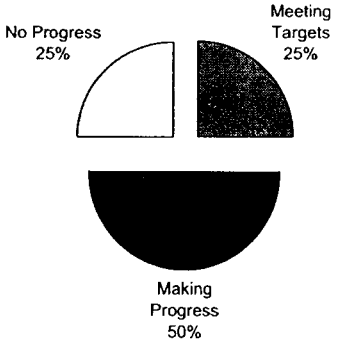


Source: TriMet ECO survey results and Metro RTP

Baseline results from ECO/TDM employers started well below the starting point for 2040 non-SOV modal targets. Employers' subsequent surveys show increases in non-SOV mode splits, based on survey results in the past six years. These employers will need to increase non-SOV mode splits at the same rate to meet targets.

ECO/TDM employers are currently up to a non-SOV mode split of 18.9 percent.

Progress Toward Reducing Drive-alone Trips



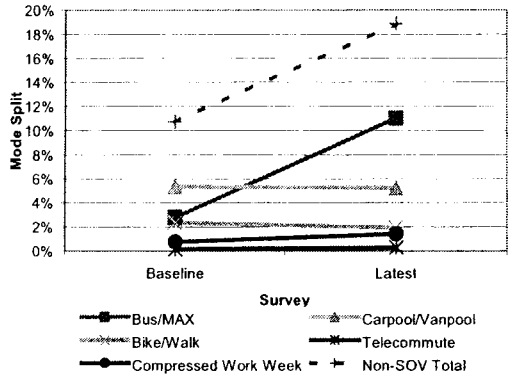
N = 8 employment sites (with 3,369 employees)
Source: TriMet ECO/TDM survey results

The ECO Rules set a goal of a 10 percent reduction in auto trips over three years.

25 percent of ECO/TDM employers reduced drive alone trips by 11 percent or more in 2002.

25 percent of employers are not making progress toward stated goals.

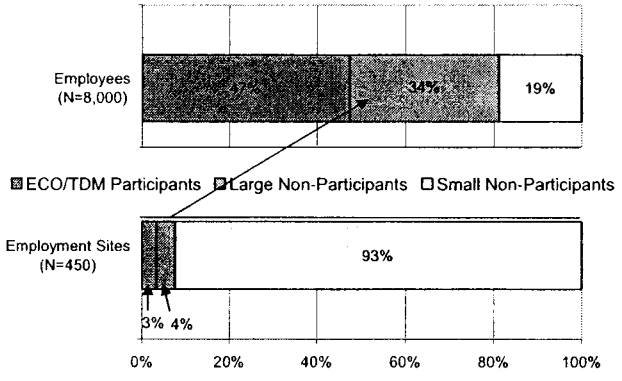
ECO/TDM Employment Site Mode Shift



- Survey results for eight ECO/TDM employers
- Drive-alone work trips were reduced 9 percentage points.
- 18.9 percent non-SOV mode split
  - 5.2 percent carpool/vanpool
  - 11.0 percent bus/MAX
  - 2.0 percent bike/walk
  - 0.3 percent telecommute
  - 1.4 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 4 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 34 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 93 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 19 percent of total employees. A TDM program may be time- intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Westside MAX light rail
- Transit stations
- Bike lane/sidewalk additions
- Street connectivity improvements

2002 TDM Investments

Westside Transportation Alliance Programs (See annual report in Volume 2)

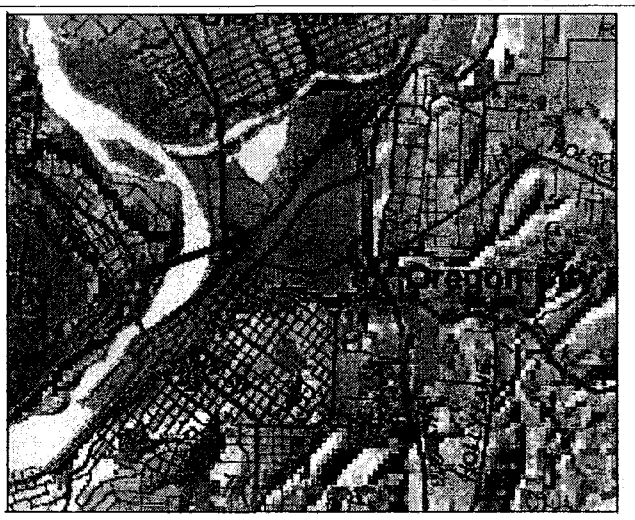
- Employer outreach
- CarFree/Carefree

TriMet programs

- Employer outreach

Oregon City Regional Center

Center Characteristics



Source: Metro RLIS 2000

Current

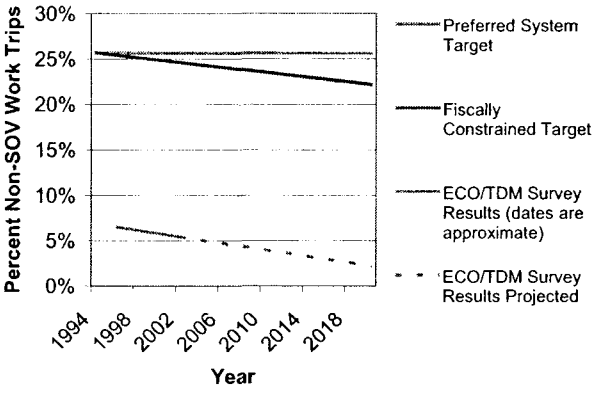
- Free parking
- A transit center is served by seven bus routes
- One park & ride

Planned

- Proposed south Metro Amtrak station.
- Implementation of the regional center plan.

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in the regional centers.

Non-SOV Work-Related Trips

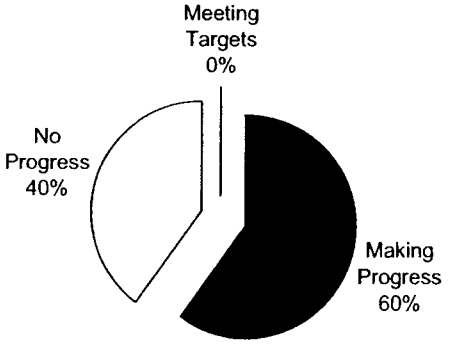


Source: TriMet ECO survey results and Metro RTP

The few ECO/TDM employers that have surveyed show decreasing non-SOV mode splits away from meeting 2040 non-SOV modal targets. However, there is a relationship occurring in the targets, which run downward as well. In general terms, this relationship occurs as a result of unique factors in the estimated growth of Oregon City.

ECO/TDM employers are currently at a non-SOV modal target of 5.4 percent.

Progress Toward Reducing Drive-alone Trips



N = 5 employment sites (with 326 employees)
Source: TriMet ECO/TDM survey results

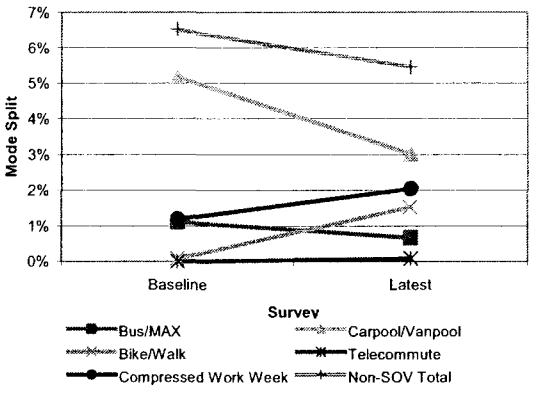
The ECO rules set a goal of a 10 percent reduction in auto trips over three years.

None of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

40 percent of employers are not making progress toward stated goals.

Note: The sample size is small. As the regional center plan is implemented more data will be collected.

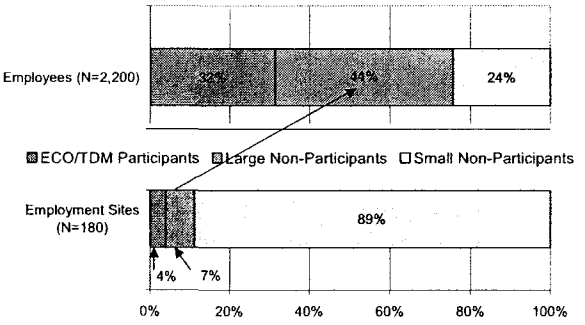
ECO/TDM Employment Site Mode Shift



- Survey results for 5 ECO/TDM employers
- Drive-alone work trips increased a fraction of a percentage point.
- 5.4 percent non-SOV mode split
  - 3.0 percent carpool/vanpool
  - 0.7 percent bus/MAX
  - 1.5 percent bike/walk
  - 0.1 percent telecommute
  - 2.0 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 7 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 44 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 89 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 24 percent of total employees. A TDM program may be time- intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Contact Kelley Webb at 503-797-1894 to add information to this section.

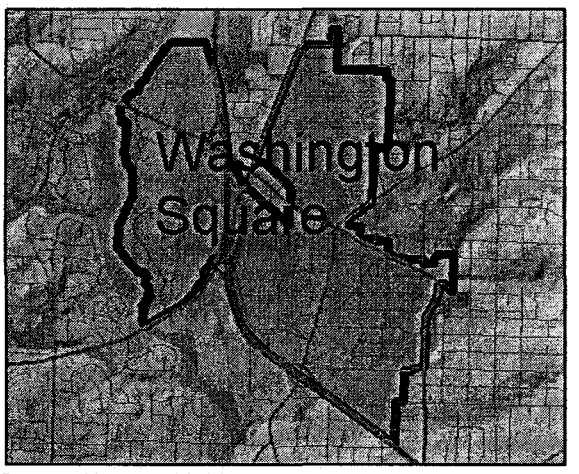
2002 TDM Investments

TriMet programs

- Employer outreach

Washington Square Regional Center

Center Characteristics



Source: Metro RLIS 2000

Current

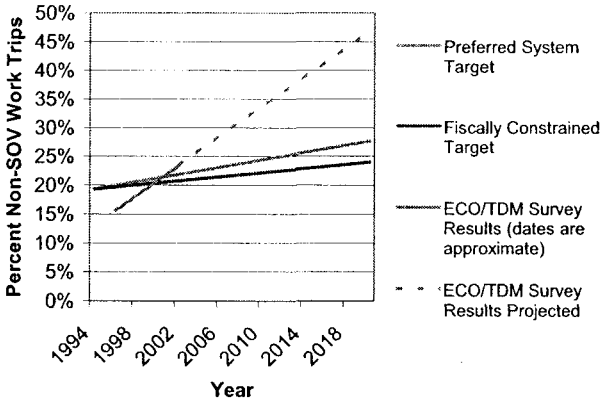
- Free parking
- A transit center is served by six bus routes
- One park & ride
- Washington Square Plan adopted by City of Tigard

Planned

- Implementation of the regional center plan
- Proposed commuter rail

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in the regional centers.

Non-SOV Work-Related Trips

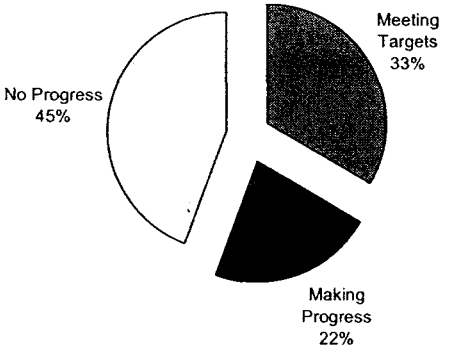


Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers managed to jump above the preferred system target. They are making substantial progress towards achieving the 2040 non-SOV modal targets, based on ECO survey results in the past six years.

ECO/TDM employers are currently achieving a non-SOV mode split of 23.5 percent.

Progress Toward Reducing Drive-alone Trips



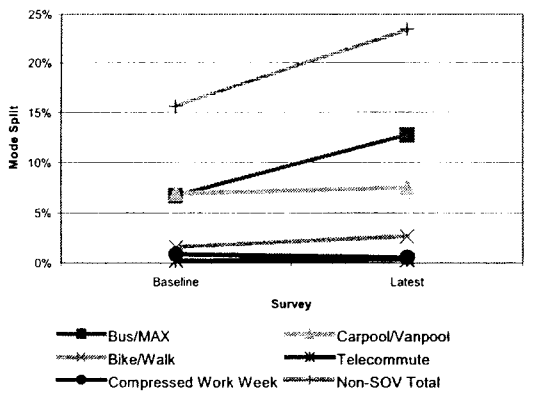
N = 9 employment sites (with 1,766 employees)
Source: TriMet ECO/TDM survey results

The ECO rules set a goal of a 10 percent reduction in auto trips over three years.

33 percent of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

45 percent are not making progress toward stated goals.

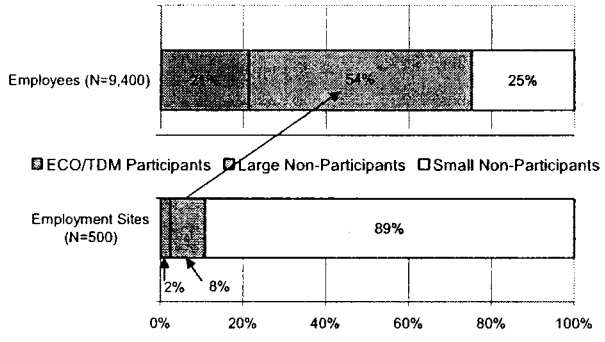
ECO/TDM Employment Site Mode Shift



- Survey results for 9 ECO/TDM employers
- Drive-alone work trips were reduced 5 percentage points.
- 23.5 percent non-SOV mode split
  - 7.5 percent carpool/vanpool
  - 12.8 percent bus/MAX
  - 2.7 percent bike/walk
  - 0.4 percent telecommute
  - 0.6 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 8 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 54 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 89 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 25 percent of total employees. A TDM program may be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Widened Greenburg road overpass
- Signalization project at SW Oak and Hall Boulevard

2002 TDM Investments

Westside Transportation Alliance Programs (See annual report in Volume 2)

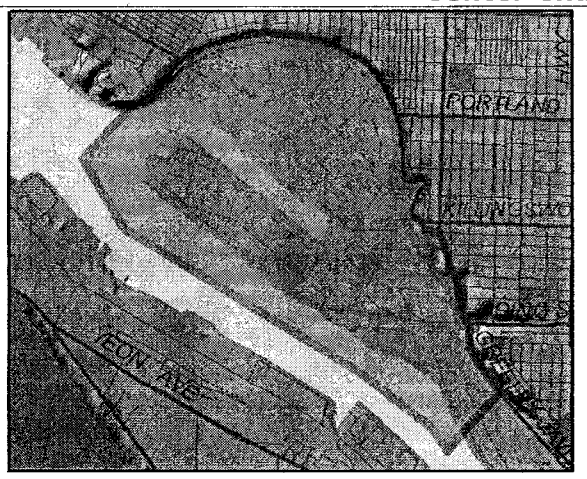
- Employer outreach
- CarFree/Carefree

TriMet programs

- Employer outreach

Swan Island Industrial Area

Center Characteristics



Source: Metro RLIS 2000

Current

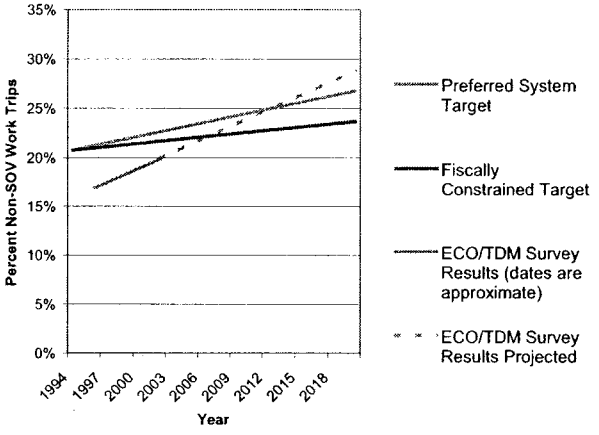
- Free parking
- The area is served by two bus routes and one shuttle
- TMA

Planned

- Bike/walk end-of-trip grants
- Swan Island to the MAX
- "Get on Board" focused outreach

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 40-45percent for all trip purposes in industrial/employment areas.

Non-SOV Work-Related Trips

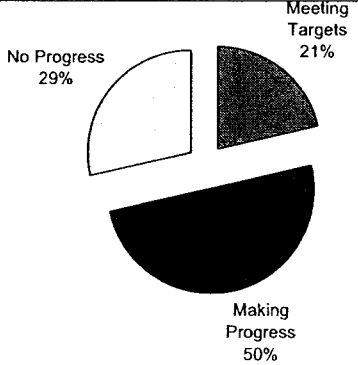


Source: TriMet ECO survey results and Metro RTP

Baseline results from ECO/TDM employers started below the starting point for 2040 non-SOV modal targets. Employers' subsequent surveys show substantial increases in non-SOV mode splits, based on survey results in the past six years.

ECO/TDM employers are currently achieving a non-SOV mode split of 19.9 percent.

Progress Toward Reducing Drive-alone Trips



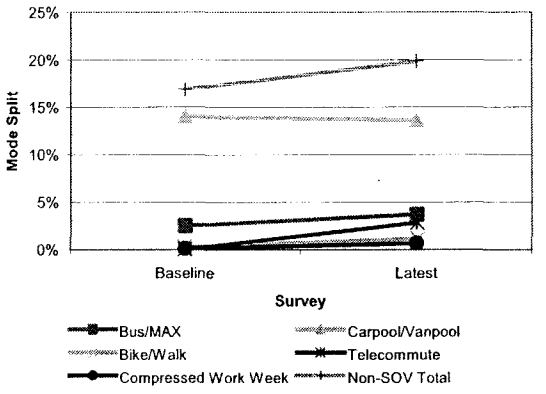
N = 14 employment sites (with 1,837 employees)
Source: TriMet ECO/TDM survey results

The ECO Rules set a goal of a 10 percent reduction in auto trips over three years.

21 percent of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

29 percent are not making progress toward stated goals.

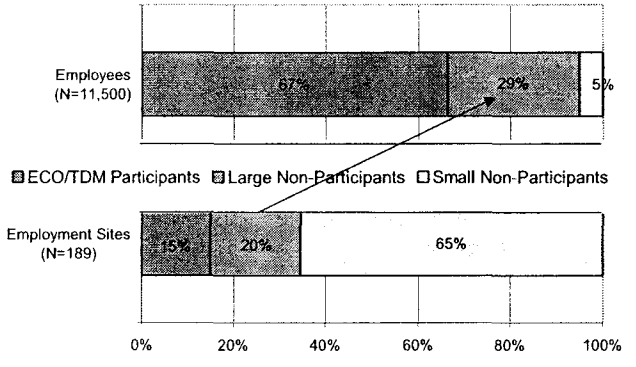
ECO/TDM Employment Site Mode Shift



- Survey results for 14 ECO/TDM employers
- Drive-alone work trips were reduced 5 percentage points.
- 19.9 percent non-SOV mode split
  - 13.6 percent carpool/vanpool
  - 3.7 percent bus/MAX
  - 1.1 percent bike/walk
  - 2.8 percent telecommute
  - 0.7 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 20 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 29 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 65 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 5 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Access to transit improvements 2000-2002
- TriMet 85-Swan Island began service in September 1995
- C-Tran 191 Swan Island Express operated between 1998 and 2002
- Bike and pedestrian improvements

2002 TDM Investments

SITMA (see annual report in Volume 2)

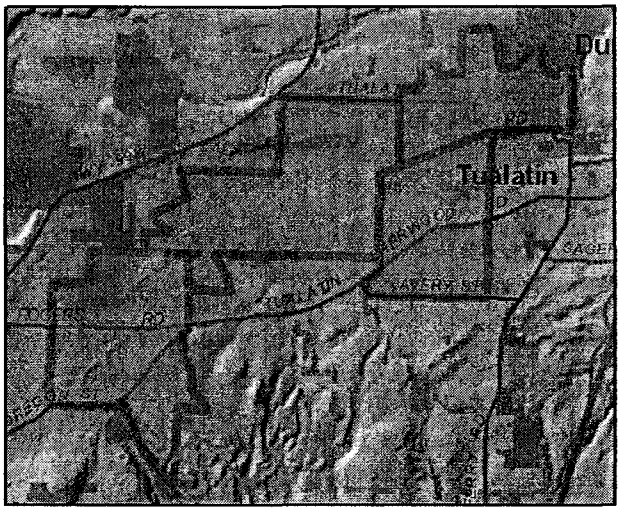
- Carpool incentive program
- Evening shuttle promotion
- Clark county vanpool
- Print materials in transit shelters and at businesses
- Created informational web site
- Bike commute challenge promotion
- CarpoolMatchNW promotion

TriMet programs

- Employer outreach

Tualatin Industrial Area

Center Characteristics



Source: Metro RLIS 2000

Current

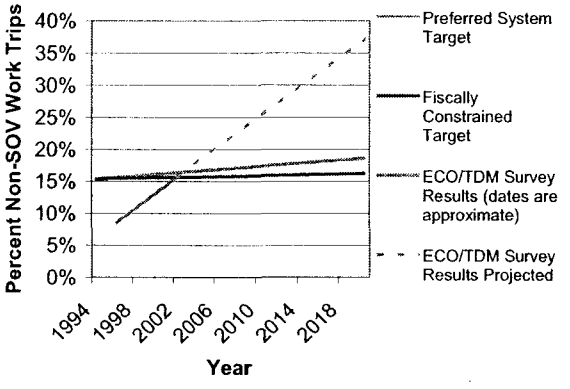
- Free parking
- Vanpool shuttle

Planned

- Commuter rail

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 40-45 percent for all trip purposes in industrial/employment areas.

Non-SOV Work-Related Trips

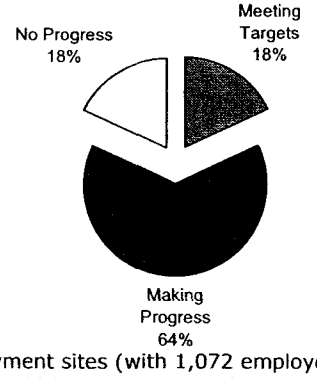


Source: TriMet ECO survey results and Metro RTP

Baseline results from ECO/TDM employers started below the starting point for 2040 non-SOV modal targets. Employers' subsequent surveys show that they have dramatically increased non-SOV mode splits, based on survey results in the past six years. They are currently meeting targets.

ECO/TDM employers are currently achieving a non-SOV mode split of 15.8 percent.

Progress Toward Reducing Drive-alone Trips



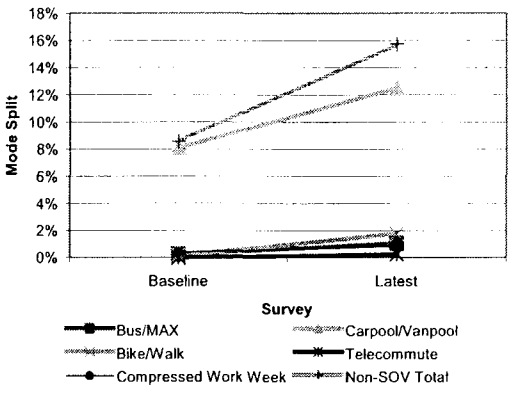
N = 11 employment sites (with 1,072 employees)
Source: TriMet ECO/TDM survey results

The ECO Rules set a goal of a 10 percent reduction in auto trips over three years.

18 percent of ECO/TDM employers reduced drive alone trips by 11 percent or more in 2002.

18 percent are not making progress toward stated goals.

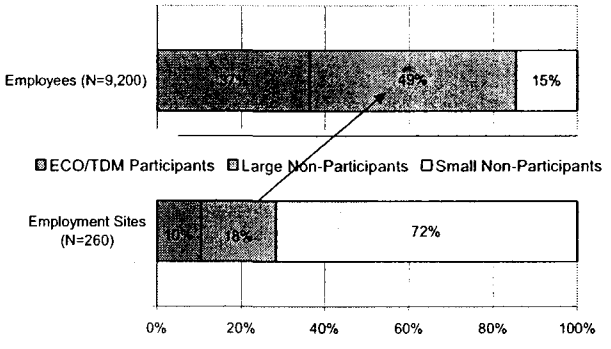
ECO/TDM Employment Site Mode Shift



- Survey results for 11 ECO/TDM employers
- Drive-alone work trips were reduced 8 percentage points.
- 15.8 percent non-SOV mode split
  - 12.5 percent carpool/vanpool
  - 1.1 percent bus/MAX
  - 1.8 percent bike/walk
  - 0.3 percent telecommute
  - 0.9 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 18 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 49 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 72 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 15 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Contact Kelley Webb at 503-797-1894 to add information to this section.

2002 TDM Investments

Tualatin TMA

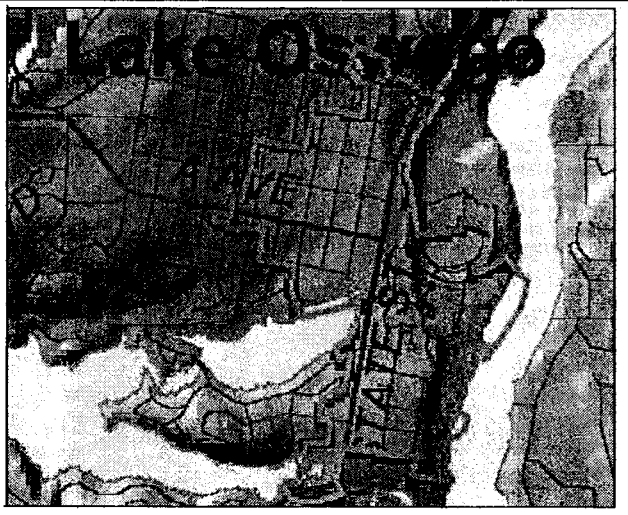
- Vanpool shuttle
- See annual report in Volume 2.

TriMet programs

- Employer outreach

Lake Oswego Town Center

Center Characteristics



Source: Metro RLIS 2000

Current

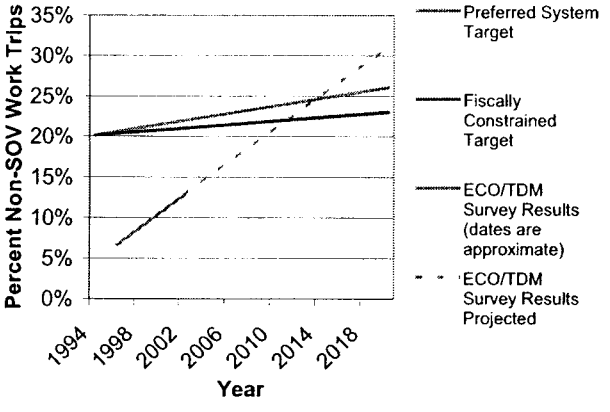
- Free parking
- A transit center is served by four bus routes

Planned

- TMA feasibility study in 2003.

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in town centers.

Non-SOV Work-Related Trips

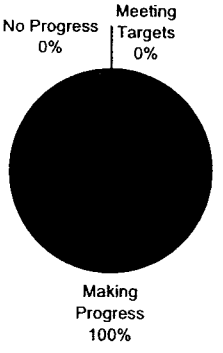


Source: TriMet ECO survey results and Metro RTP

Baseline results from ECO/TDM employers started dramatically below the starting point for 2040 non-SOV modal targets. Employers' subsequent surveys show substantial increases in non-SOV mode splits, based on survey results in the past six years. These employers will need to increase non-SOV mode splits at the same rate to meet targets.

ECO/TDM employers are currently up to a non-SOV mode split of 12.8 percent.

Progress Toward Reducing Drive-alone Trips



N = 2 employment sites (with 206 employees)
Source: TriMet ECO/TDM survey results

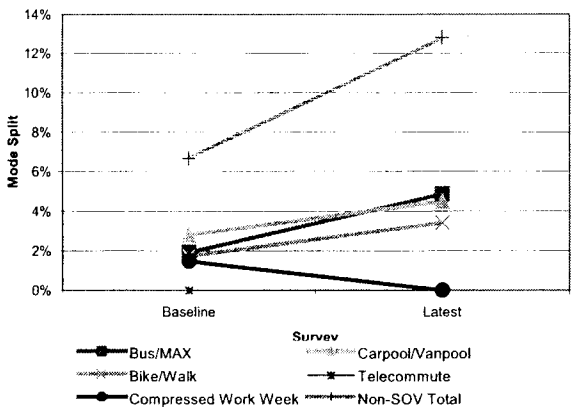
The ECO Rules set a goal of a 10 percent reduction in auto trips over three years.

None of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

All employers are making progress toward meeting stated goals.

Note: The sample size is small. As the town center develops additional information will be collected.

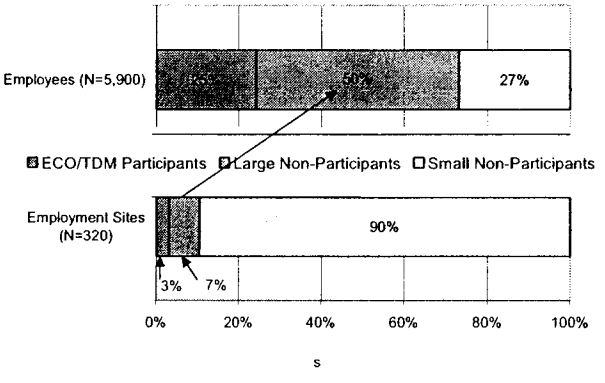
ECO/TDM Employment Site Mode Shift



- Survey results for 2 ECO/TDM employers
- Drive-alone work trips were reduced 5 percentage points.
- 12.8 percent non-SOV mode split
  - 4.5 percent carpool/vanpool
  - 4.9 percent bus/MAX
  - 3.4 percent bike/walk
  - 0.0 percent telecommute
  - 0.0 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 7 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 50 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 90 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 27 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- A Avenue project included pavement, traffic signals/interconnects, parking bays, pedestrian improvements
- 1st Avenue reconstruction, avenue widened to include diagonal parking, pedestrian improvements
- "Block 136" mixed-use development

2002 TDM Investments

TriMet programs

- Employer outreach

Milwaukie Town Center

Center Characteristics

Source: Metro RLIS 2000

Current

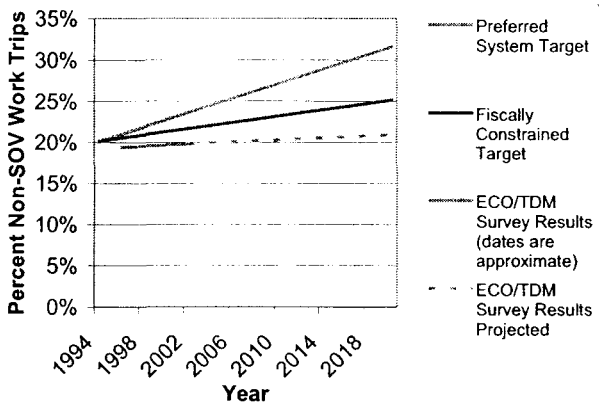
- Free parking
- A transit center is served by 12 bus routes
- Two park & rides

Planned

- Implementation of the Milwaukie Town Center Plan
- Proposed extension of light rail to the town center

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in the regional centers.

Non-SOV Work-Related Trips

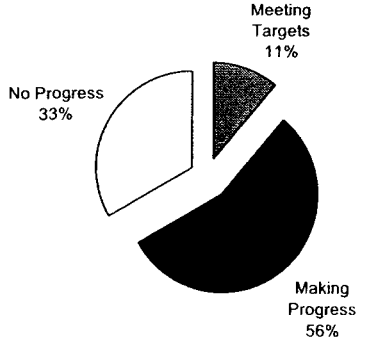


Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers have not shown large increases in non-SOV mode splits. Currently, employers are not making enough progress to achieve 2040 non-SOV modal targets, based on ECO survey results in the past six years.

ECO/TDM employers are currently at a non-SOV mode split of 19.8 percent.

Progress Toward Reducing Drive-alone Trips



N = 9 employment sites (with 1,137 employees)
Source: TriMet ECO/TDM survey results

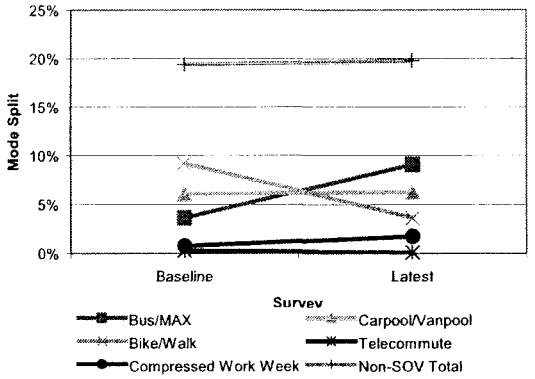
The ECO Rules set a goal of a 10 percent reduction in auto trips over three years.

11 percent of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

33 percent are not making progress toward meeting stated goals.

Note: The sample size is small. As the town center develops additional data will be collected.

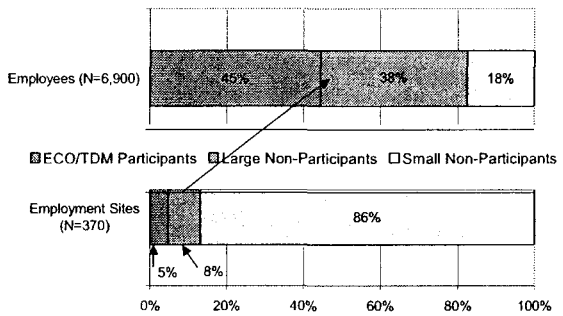
ECO/TDM Employment Site Mode Shift



- Survey results for nine ECO/TDM employers
- Drive-alone work trips were reduced 1 percentage point.
- 19.8 percent non-SOV mode split
  - 6.3 percent carpool/vanpool
  - 9.1 percent bus/MAX
  - 3.7 percent bike/walk
  - 0.1 percent telecommute
  - 1.8 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 8 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 38 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 86 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 18 percent of total employees. A TDM program may be time- intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Contact Kelley Webb at 503-797-1894 to add information to this section.

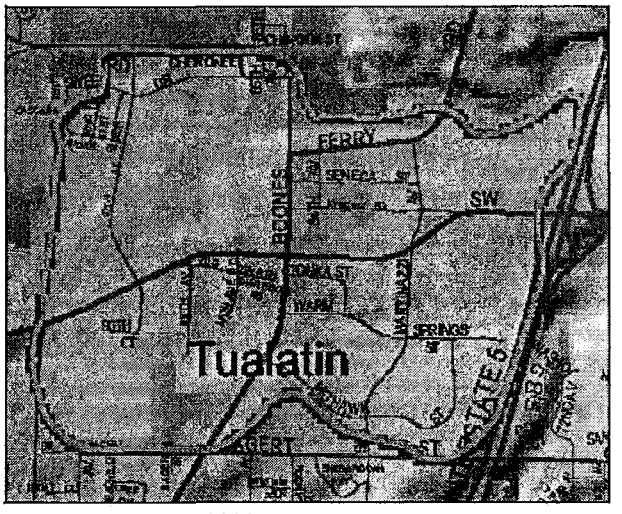
2002 TDM Investments

TriMet programs

- Employer outreach

Tualatin Town Center

Center Characteristics



Source: Metro RLIS 2000

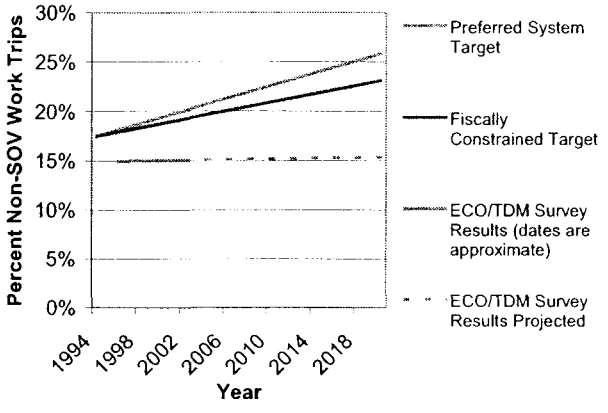
Current

- Free parking
- Three bus routes plus Tualatin TMA Shuttle
- One park & ride

Planned

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in town centers.

Non-SOV Work-Related Trips

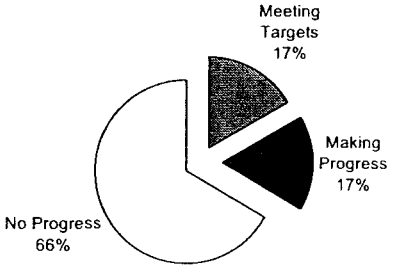


Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers have not shown increases in non-SOV mode splits. Currently, employers are not making progress on meeting 2040 non-SOV modal targets, based on ECO survey results in the past six years.

ECO/TDM employers are currently at a non-SOV mode split of 15.0 percent.

Progress Toward Reducing Drive-alone Trips



N = 6 employment sites (with 890 employees)
Source: TriMet ECO/TDM survey results

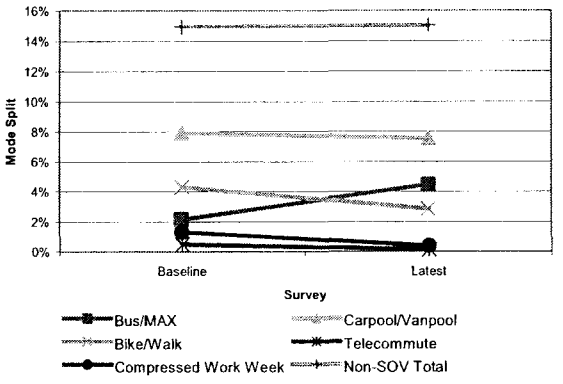
The ECO rules set a goal of a 10 percent reduction in auto trips over three years.

17 percent of ECO/TDM employers reduced drive alone trips by 11 percent or more in 2002.

66 percent are not making progress toward stated goals.

Note: The sample size is small. As the area develops additional data will be collected.

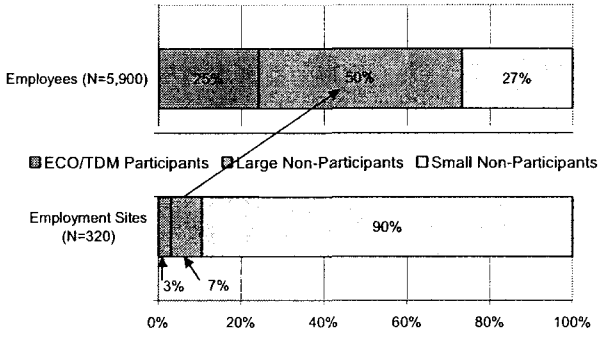
ECO/TDM Employment Site Mode Shift



- Survey results for 6 ECO/TDM employers
- Drive-alone work trips went up 1 percentage point.
- 15.0 percent non-SOV mode split
  - 7.6 percent carpool/vanpool
  - 4.5 percent bus/MAX
  - 2.9 percent bike/walk
  - 0.1 percent telecommute
  - 0.4 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 7 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 50 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 90 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 27 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Contact Kelley Webb at 503-797-1894 to add information to this section.

2002 TDM Investments

Tualatin TMA

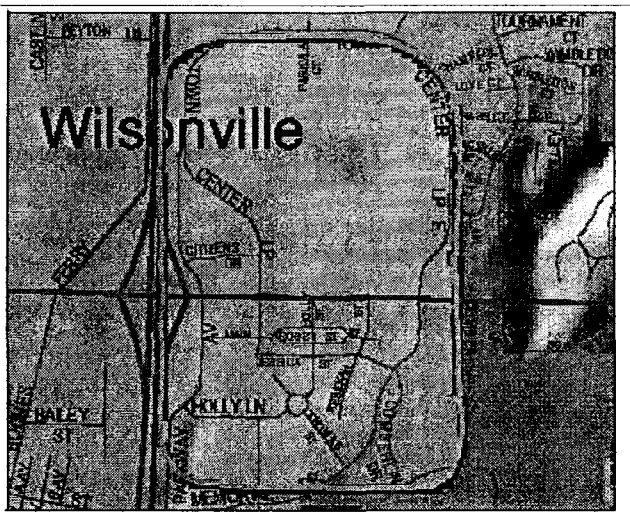
- Shuttle
- See annual report in Volume 2.

TriMet programs

- Employer outreach

Wilsonville Town Center

Center Characteristics



Source: Metro RLIS 2000

Current

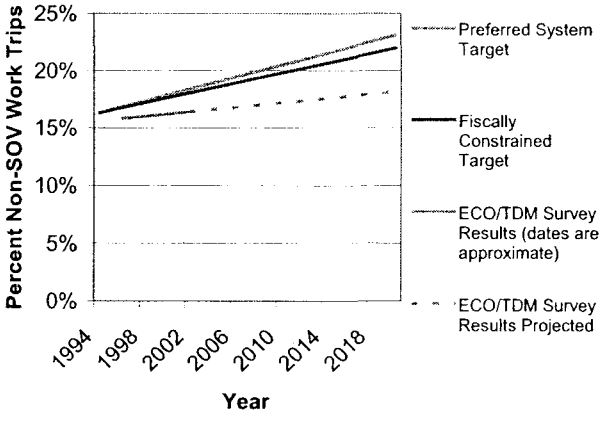
- Free parking
- Fareless transit, a transit center is served by five bus routes
- One park & ride

Planned

- Commuter rail to Beaverton.

Note: The success of this center will be reflected in meeting the regional 2040 non-SOV modal target of 45-55 percent for all trip purposes in town centers.

Non-SOV Work-Related Trips

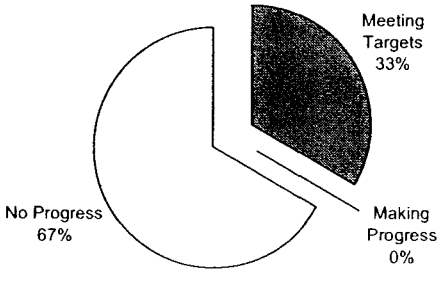


Source: TriMet ECO survey results and Metro RTP

From the few surveys available, ECO/TDM employers have not shown large increases in non-SOV mode splits. Currently, employers are not making enough progress to achieve 2040 non-SOV modal targets, based on ECO survey results in the past six years.

ECO/TDM employers are currently at a non-SOV mode split of 16.4 percent.

Progress Toward Reducing Drive-alone Trips



N = 3 employment sites (with 456 employees)
Source: TriMet ECO/TDM survey results

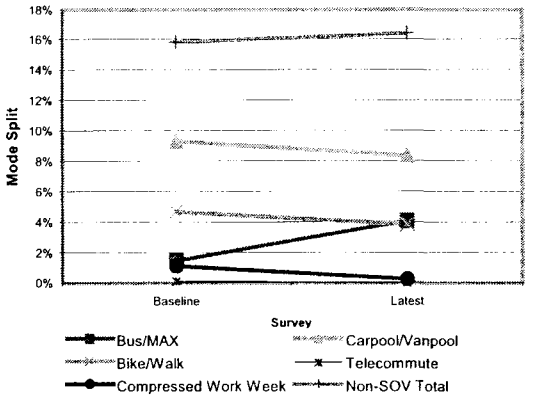
The ECO Rules set a goal of a 10 percent reduction in auto trips over three years.

33 percent of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

67 percent of employers are not making progress toward stated goals.

Note: The sample size is small. As the town center develops additional data will be collected.

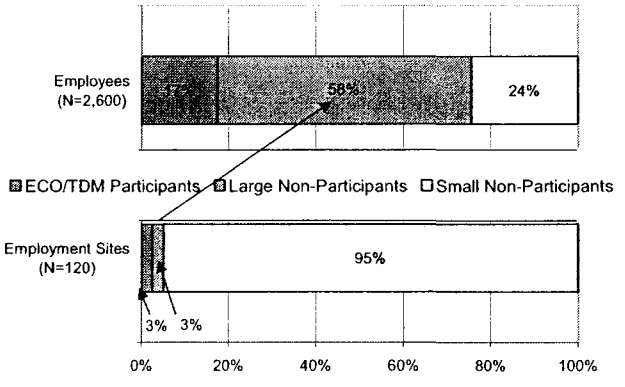
ECO/TDM Employment Site Mode Shift



- Survey results for 3 ECO/TDM employers
- Drive-alone work trips stayed nearly the same.
- 16.4 percent non-SOV mode split
  - 8.4 percent carpool/vanpool
  - 4.1 percent bus/MAX
  - 3.9 percent bike/walk
  - 0.0 percent telecommute
  - 0.0 percent compressed work week

Source: ECO survey results

ECO and TDM Progam Participants vs. Non Participants



- 3 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 58 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 95 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 24 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Contact Kelley Webb at 503-797-1894 to add information to this section.

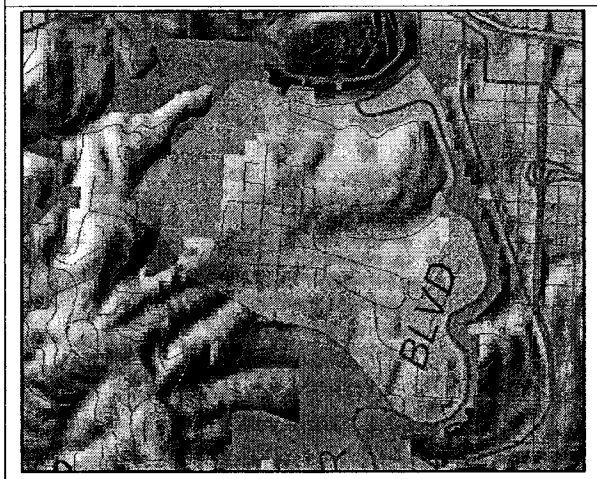
2002 TDM Investments

South Metro Area Rapid Transit (SMART) TDM Program

- Employer outreach
- See report in Volume 2.

Special Area – Marquam Hill

Center Characteristics



Source: Metro RLIS 2000

Current

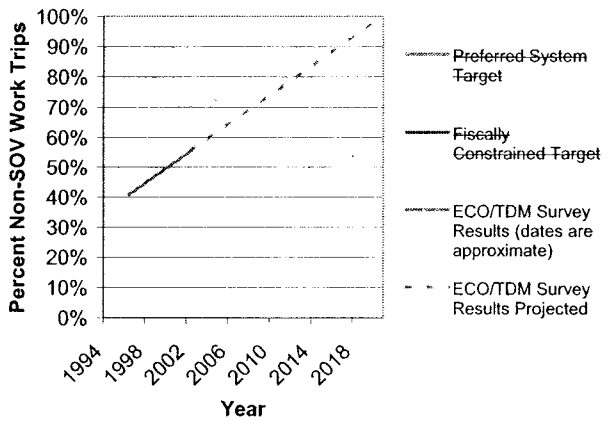
- A parking lid was set by City of Portland.
- Parking fees are applied
- Served by seven bus routes

Planned

- Tram to Barbur & Marquam Hill

Note: The success of this center is very important to regional non-SOV goals; however, no 2040 non-SOV modal target has been defined yet.

Non-SOV Work-Related Trips

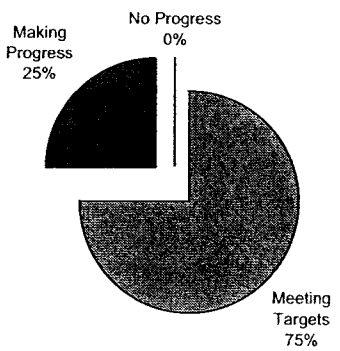


Source: TriMet ECO survey results and Metro RTP

ECO/TDM employers are making substantial progress and appear capable of meeting virtually any goal; however, Metro 2000 RTP does not include a 2040 non-SOV modal target.

ECO/TDM employers are currently achieving a non-SOV mode split of 55.5 percent.

Progress Toward Reducing Drive-alone Trips

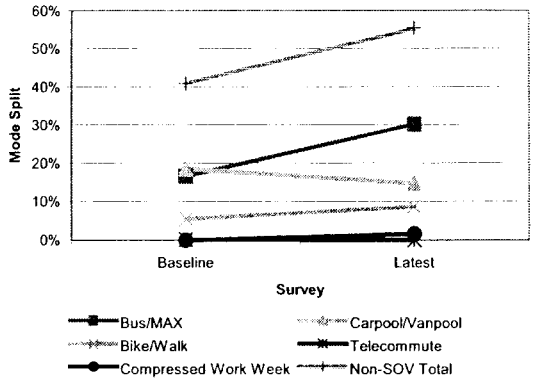


N = 4 employment sites (with 10,502 employees)
Source: TriMet ECO/TDM survey results

The ECO Rules set a goal of a 10 percent reduction in auto trips over three years.

33 percent of ECO/TDM employers reduced drive-alone trips by 11 percent or more in 2002.

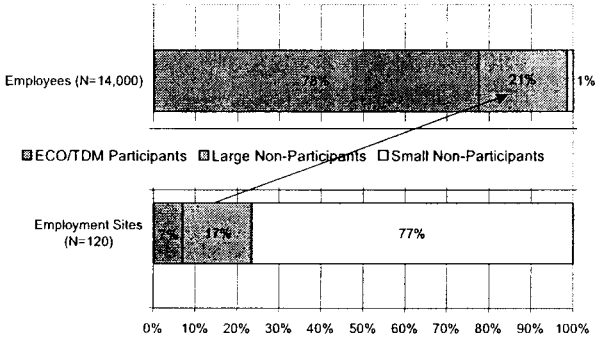
ECO/TDM Employment Site Mode Shift



- Survey results for 4 ECO/TDM employers
- Drive-alone work trips stayed nearly the same.
- 55.5 percent non-SOV mode split
  - 14.7 percent carpool/vanpool
  - 30.3 percent bus/MAX
  - 8.6 percent bike/walk
  - 0.1percent telecommute
  - 1.6 percent compressed work week

Source: ECO survey results

ECO and TDM Program Participants vs. Non Participants



- 17 percent of the employment sites are large employers that do not have a formal TDM program.
- These employment sites represent nearly 21 percent of employees.
- Working with these sites to implement TDM programs may be both cost- and time-effective.
- 77 percent of employment sites are small and do not participate in a formal TDM program.
- These employment sites represent 1 percent of total employees. A TDM program would be time-intensive and difficult to implement.

Source: TriMet 2002

Transportation Investments

Since 1996:

- Contact Kelley Webb at 503-797-1894 to add information to this section.

2002 TDM Investments

Marquam Hill/OHSU Transportation Plan

- Marquam Hill Transportation Partnership

TriMet programs

- Employer outreach
- Marquam Hill Transportation Partnership

CITY OF TIGARD
OREGON

April 18, 2003

Joint Policy Advisory Committee on Transportation
% Andy Cotugno, Director
Planning Department
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

RECEIVED
APR 21 2003
By

Dear JPACT Members:

I am writing on behalf of the City of Tigard to support JPACT endorsement of the "proposed for funding" designation of the *Tualatin River Bicycle and Pedestrian Bridge* on the Transportation Enhancement final list of statewide projects.

The bridge project is part of a regional strategy to complete a continuous trail along the entire route of Fanno Creek. The trail has been a top priority for the City of Tigard since 1983 and the focus of an intense local and regional planning and public involvement effort since the mid-1990's. During the past five years, Tigard has completed four new local segments at a total cost, exclusive of land acquisition and engineering design, of $470,000. Two other local creekside trail segments currently are in the pipeline. Last year, the City of Durham constructed a long Fanno Creek trail section through its Durham City Park that connects to the Tualatin River. The value of what Tigard and Durham have already done will be magnified greatly as more pieces, particularly the key Tualatin River bridge piece, are completed. A recent brochure describing the trail vision prepared by the Fanno Creek Trail Working Group is attached.

In addition to its significance as a key component of the regional trail, the completed bridge would interconnect the flagship parks of Durham, Tualatin, and Tigard and create additional recreational opportunities for area residents. In Tigard's case, the City's riverside Cook Park recently underwent a $3 million expansion to 72-acres of developed and natural areas. With the bridge and connecting trails in place, on a summer evening a Tualatin area family would be able to walk or bicycle across the scenic river to enjoy an outdoor performance in Cook Park's new concert facility. A Tigard teenager would have easy access from Cook Park to the first-class skate park facility located in Tualatin's Community Center Park. As highlighted in the project proposal, the recreation and transportation benefits of the bridge are many and include improved and safer access to Tualatin's proposed Commuter Rail station.

A copy of a 2003 Tigard City Council resolution in support of the bridge funding is attached. Our two partner cities, including Tualatin as the project sponsor, are

equally supportive of the bridge's potential to better connect our respective residents and serve our mutual recreation and transportation needs.

In conclusion, there is a strong need to complete a pedestrian bridge over the Tualatin River. The bridge is a component of the Fanno Creek Greenway Trail, designated as "regionally significant" in the Metro Greenspaces Trail Map. The bridge would link the major riverside park areas of three west-side cities. The project hits all of the ODOT evaluation criteria.

I strongly urge JPACT concurrence with the short listing of the Tualatin River Pedestrian Bridge for Transportation Enhancement funding.

Thank you for your consideration of this multi-dimensional and visionary project.

Sincerely,

William A. Monahan
City Manager

Enclosures

l/lrpn/dr/tual bridge

CITY OF TIGARD, ORE N

ATTACHMENT #1

RESOLUTION NO. 03- 02

A RESOLUTION ENDORSING THE CITY OF TUALATIN APPLICATION FOR TRANSPORTION ENHANCEMENT PROGRAM GRANT FUNDING TO CONSTRUCTION A BICYCLE/PEDESTRIAN BRIDGE OVER THE TUALATIN RIVER

WHEREAS, the Tigard Park System Master Plan identifies the need for a bicycle/pedestrian crossing of the Tualatin River in the proximity of the Portland & Western Railroad bridge; and

WHEREAS, the development of a bicycle/pedestrian bridge would link Tigard's Cook Park, Tualatin's Community Park, and Durham's City Park; and

WHEREAS, in 1998 the City provided funds to partially finance a feasibility and design study for the bicycle/pedestrian bridge; and

WHEREAS, the Transportation Enhancement Program is a potential source of funds to construct the bicycle/pedestrian bridge; and

WHEREAS, the City of Tualatin has prepared a Transportation Enhancement Program application for construction funds; and

WHEREAS, the project application meets the program objective of enhancing the quality of travel or transportation in Oregon

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: the City of Tigard, Oregon based on the aforementioned considerations, hereby expresses its support for the timely completion of a bicycle/pedestrian bridge over the Tualatin River and endorses the City of Tualatin's application for state funds to finance the construction of a bicycle/pedestrian bridge near the confluence of Fanno Creek and the Tualatin River.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This 28th day of January 2003.

Jim Dougherty
Mayor - City of Tigard

ATTEST:

Catherine Wheatley
City Recorder - City of Tigard

COUNCILOR CARL HOSTICKA

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1549 | FAX 503 797 1793

METRO

May 7, 2003

The Honorable Rod Park
Chair, Joint Policy Advisory Committee on Transportation
and Members of JPACT
600 NE Grand Avenue
Portland, OR 97232

Subject: Tualatin River Bicycle/Pedestrian Bridge project, Res. 03-3328

Dear Mr. Park and Members of JPACT:

I am writing to express my support for the Tualatin River Bicycle/Pedestrian Bridge project in Resolution No. 03-3328, to be discussed at the JPACT meeting on Thursday, May 8, 2003. I recommend that this project remain the highest priority Transportation Enhancement project for the region. The bridge is a major component of the Fanno Creek Greenway Trail and is a key link in Metro's vision for a 600-mile system of multi-use paths and greenways. The bridge will provide the connection of the north-south Fanno Creek Greenway Trail and the east-west Tualatin River Greenway Trail. It also connects parks from three different cities—Tigard, Durham and Tualatin. In addition, the bridge addresses safety issues by keeping pedestrians off of the adjacent railroad bridge, which will carry high-speed commuter trains.

The need for such a bike/ped bridge is documented in Metro's Regional Trails Plan, Region 2040 Plan and the Regional Transportation Plan. During the past two years, the Metro Regional Parks and Greenspaces Department and local partners and citizen groups have been working on strategies to complete the trail. The level of partnership and local commitment to this project is demonstrated by the $400,000 cash match from the City of Tualatin. This represents a 31% local match, nearly the highest percentage of local match of all the projects on the Transportation Enhancement Metro-area list. This project could start within the next year and would inject more than $1 million into the local economy for design and construction work.

I encourage JPACT to approve Resolution 03-3328 with this bridge project listed as the top Transportation Enhancement project for the Metro area.

Thank you for considering this project and supporting Resolution 03-3228. If you need more information, please contact me at (503) 797-1549.

Sincerely,

Carl Hosticka
Metro Councilor
District 3

COMMITTEE TITLE **JPACT**

DATE **May 8, 2003**

NAME	AFFILIATION
Rod Park	Metro Council
FRED HANSEN	TRIMET
Bill Wyatt	Port
Rod Monroe	Metro Council
Bill Kennemer	Clackamas Co
KAY VAN SICKEL	ODOT
ROB DRAKE	CITIES OF WASHINGTON CO.
Maria Rojo de Steffey	Multco
Dean Lookingbill	TTC (Alt. for Mayor Nelson)
Larry Haverkamp	Cities Mult. Count.
PAUL SLYMAN	DEQ
Roy Rogers	Washington County
KARL ROHDE	C3
Ken Burkholder	Metro Council
JIM FRANCESCONI	City of Portland
Andy Cotugno	Metro
Tom Kloster	Metro
Laurel Wentworth	City of Portland

COMMITTEE TITLE **JPACT**

DATE **May 7, 2003** May 8

NAME	AFFILIATION
Kelley Webb	Metro
Bill Barber	TriMet
Mark Robuck	TriMet
Kim Ellis	Metro
Kathy Busse	Wash. Co.
Ron Papsdorf	Gresham / Cities of Mult. Co.
Sam Seskin	citizen
Ted Leybold	Metro
Bridget Wieghart	Metro
Nancy Kraushaar	City of Oregon City
Dave Nordberg	DEQ
[illegible]	Metro
Robin McArth	ODOT
Bob Cochran	FHWA/ODOT
Karen Schilling	Multnomah County
Jeff Stone	Metro
Pat Fisher	ODOT Trans. Enhancement
Lynn Peterson	City of Lake Oswego
Alice Rouyer	City of Milwaukie
John Wiebke	City of Hillsboro

COMMITTEE TITLE **JPACT**

DATE **May 8, 2003**

NAME	AFFILIATION
John Grott	City of Lorenzus
Linnea Nelson	Metro - Council Ofc.
Rooney Barker	Metro Council Office
Jim Crumley	City of Happy Valley
Lenny Anderson	Swan Island TMA
Deanne Mildrch	Portland State University
Tom Guiney	Multnomah County
Beth Park	Tualatin Hills Park + Rec Dist
Phil Selinger	T-TA