

A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



METRO

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

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: March 13, 2003

DAY: Thursday

TIME: 7:15 a.m.

PLACE: Metro Chambers

- | | | | |
|---------|------|--|---------|
| 7:15am | 1. | Call to Order and Declaration of a Quorum. | |
| 7:20am | 2. | Senator Rick Metsger, District 26, Assistant Democratic Leader
Chair of the Transportation and Economic Development Committee –
<u>INFORMATIONAL</u> | 15 Min. |
| 7:35am | 3. | Citizen communications to JPACT on non-agenda items | 5 Min. |
| | * 4. | Minutes of March 13 2003 meeting – <u>APPROVAL REQUESTED</u> | |
| 7:40am | *5a. | Resolution No. 03-3288 - Unified Work Program – <u>APPROVAL REQUESTED</u> – Andy Cotugno | 10 Min. |
| 7:50 am | *5b. | Resolution No. 03-3289 – Self Certification – <u>APPROVAL REQUESTED</u> – Andy Cotugno | 5 Min. |
| 7:55 am | *6. | Resolution No. 03-3262 and Ordinance No. 03-991B – 2040 Performance Measures – <u>APPROVAL REQUESTED</u> – Andy Cotugno | 15 Min. |
| 8:10 am | *7. | Resolution No. 03-3290 – MTIP Allocation for Regional Funding Strategy - <u>APPROVAL REQUESTED</u> – Andy Cotugno | 20 Min. |
| 8:30 am | 8. | 2004-07 MTIP Update – <u>INFORMATIONAL</u> – Ted Leybold | 5 Min. |
| 8:35 am | 9. | Powell/Foster Corridor Study Update – <u>INFORMATIONAL</u> – Bridget Wieghart | 15 Min. |
| 8:50 am | 10. | Transportation Enhancements – Overview of Metro Region Applications – <u>INFORMATIONAL</u> | 10 Min. |
| 9:00 am | 11. | Adjourn | |

* Material available electronically. Please call 503-797-1916 for a paper copy.

** Not all material on this agenda item is available electronically.

All material will be available at the meeting .

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
February 13, 2003

MEMBERS PRESENT

AFFILIATION

Rod Park	Metro Council
Fred Hansen	TriMet
Rob Drake	City of Beaverton, representing Cities of Washington Co.
Maria Rojo de Steffey	Multnomah County Commission
Carl Hosticka	Metro Council
Bill Kennemer	Clackamas County Commission
Kay Van Sickle	Oregon Department of Transportation (ODOT – Region 1)
Larry Haverkamp	City of Gresham, representing Cities of Multnomah Co.
Craig Pridemore	Clark County Commission
Don Wagner	Washington Department of Transportation (WSDOT)
Bill Wyatt	Port of Portland
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas Co.
Rex Burkholder	Metro Council
Jim Francesconi	City of Portland Commission
Roy Rogers	Washington County Commission

MEMBERS ABSENT

AFFILIATION

Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Royce Pollard	City of Vancouver

ALTERNATES PRESENT

AFFILIATION

Paul Slyman	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington RTC

GUESTS PRESENT

AFFILIATION

Charlotte Lehan	City of Wilsonville
Mike Ragsdale	Costa Pacific Communities
John Wiebke	City of Hillsboro
Debbie Murdock	Portland State University
Robert Bertini	Portland State University
Dick Feeney	TriMet
Olivia Clark	TriMet
Susie Lahsene	Port of Portland
Phil Selinger	TriMet
Karen Schilling	Multnomah County
Mike Oswald	Multnomah County
Robert Paine	Multnomah County

GUESTS PRESENT (Cont.) AFFILIATION

John Rist	Clackamas County
Ron Papsdorf	City of Gresham
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
John Fritt	Port of Vancouver
David Bradgon	Metro Council
James Bernard	City of Milwaukie
Alice Rouyer	City of Milwaukie
Sharon Nasset	NPBA
Laurel Wentworth	City of Portland
Richard Meyer	City of Cornelius
Patty Freeman	Port of Portland
Rod Monroe	Metro Council
Jay Waldron	Schwabe, Williamson & Wyatt
Steve Clark	Community Newspapers
Robin White	Building Owners and Managers Association
Bill Maris	Market Transport, Inc.

STAFF PRESENT

Rooney Barker	Richard Brandman	Renée Castilla	Andy Cotugno
Tom Kloster	Jeff Stone		

I. CALL TO ORDER

Chair Rod Park called the meeting to order and declared a quorum at 7:16 a.m.

II. JACKSON SCHOOL RD (moved up on agenda from item 8)

Ms. Kay Van Sickel accorded her thanks to the committee for allowing the move on the agenda. She stated that they are here as a follow up to the Oregon Transportation Commission meeting. She explained that they are taking this resolution through each agency's approval process.

Mr. Mark Greenfield presented the Draft Interchange Area Management Plan (IAMP) (included as part of this meeting record).

He stated that the objectives of this Interchange Area Management Plan are to protect the function of the interchange, to provide for interurban travel and connections to ports and major recreation areas with minimal interruptions, and to provide for long distance intra-urban travel in metropolitan areas as well as regional trips (between Hillsboro and North Plains). He said that objectives also include providing safe and efficient operations between US 26 to Jackson School Road and ensuring that ODOT is involved in future land use decisions to protect the function of the interchange and US 26. This mission is consistent with LCDC's transportation rules. There are two provisions in particular: one, which authorizes the replacement of that intersection with

an interchange, and secondly that rule also requires protection of transportation facilities for their identified function.

Mr. Greenfield stated that the Oregon Transportation Commission raised its own concerns regarding the Interchange Area Management Plan (IAMP). They wanted to protect the function of the facility, protect farmland near the interchange as a resource use and protect against growth-induced development on exception lands. They also raised concerns about the Urban Growth Boundary expansion near the interchange. He stated that existing EFU land use designations surrounding the Jackson School Road interchange, combined with the Oregon Statewide Planning Goals and implementing regulations, are quite effective in protecting resource lands and will provide long-term protection for the agricultural lands and land uses surrounding the interchange. The same measures, with proper coordination through implementation of the IAMP, will effectively prevent growth-induced development on nearby exception lands. This plan relies on Oregon and Washington County land use regulations but also calls for ODOT involvement in reviews of proposed land use actions in the vicinity of the interchange. He also stated that they are recommending that ODOT work with LCDC to consider adopting an administrative rule to protect state highways and interchanges and to discourage induced growth in exception areas near interchanges. He said that the IAMP still must go through an Article 7 process, which includes review of the proposal, a citizen involvement process and then analysis of the entire proceeding. He said that the design of the interchange and the IAMP are different issues.

Ms. Van Sickel reminded the committee that they had all necessary information in their agenda packet.

III. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Chair Park recognized Councilor Rod Monroe for his three years of service as chair of the Joint Policy Advisory Committee on Transportation (JPACT).

Councilor Rod Monroe accorded his thanks and stated that he would continue to attend as an alternate member to the Metro Councilors. He further stated that it was his opinion that JPACT is the heart of Metro.

Commissioner Roy Rogers introduced Richard Meyer, City of Cornelius. Mr. Meyer presented a request from the City of Cornelius to allow an exception to the MTIP process and allow an exchange of applications (included as part of this meeting record).

ACTION TAKEN: Mayor Rob Drake moved and Commissioner Roy Rogers seconded the motion to approve the exception request by the City of Cornelius, which allows an exception to the MTIP process, and an exchange of applications. The motion passed.

Mr. Andy Cotugno reminded the committee members that this exception allows the substitution of applications for the City of Cornelius, which have not been ranked as yet and there was no guarantee that the project would be chosen for funding.

IV. MINUTES OF JANUARY 16, 2003

ACTION TAKEN: Mayor Drake moved and Commissioner Rogers seconded the motion to approve the meeting minutes of January 16, 2003. The motion passed.

V. TRANSPORTATION INVESTMENT TASK FORCE (moved up from agenda item 6)

Mr. Jay Waldron introduced members of the Task Force and presented the Transportation Investment Task Force (included as part of this meeting record).

Mr. Steve Clark, Community Newspapers, said that as Chair of the Project Subcommittee he was responsible for determining project identification. He said it was important that projects selected for funding consideration should maximize certain objectives. These objectives included: Enhancing the regional economy, relieving congestion, enhancing community livability, providing a funding connection with other public and private investment and enhancing the function and operation of the overall system, ensuring construction begins with three years will full implementation within six years, providing for a multi-modal system, ensure geographic balance, and finally leveraging other transportation dollars, whether federal, state, regional, private or local.

Mr. Clark said that the project subcommittee study the Regional Transportation Plan and all projects selected came from there. The recommended highway projects include widening four sections of the regional highway system from a current four-lane configuration to six lanes: Highway 26 to 185th Avenue, I-5 in the Delta Park area of North Portland, Highway 217 from Highway 26 to I-5 in Washington County, and I-205 from West Linn to its interchange with I-5. The Task Force also recommended building two new planning facilities, the Sunrise Corridor in Clackamas County and a connector road between I-5 and Highway 99W near Tualatin. He said the recommended highway package assumes funding from state, federal, and regional sources – some of it new revenue – to match the regional commitment of \$190 million. The new regional funding is expected to leverage \$60 million in federal funding and more than \$400 million in new state funding.

Mr. Clark stated that the project subcommittee studied several community projects and recommended projects that help to ensure that transportation investments are made not just in large, regional facilities, but also “close to home,” building projects which improve safety, relieve congestion “hot spots” and support neighborhood commercial districts. Examples of community projects would include constructing sidewalks on Capitol Highway in Southwest Portland and improving the intersection of Murray Boulevard and Tualatin Valley Highway. He said that the Community Projects portion is expected to leverage almost \$40 million of federal funds and \$40 million in other local contributions.

Mr. Clark then reviewed the recommended transit projects which include building light rail from downtown Portland through Southeast Portland neighborhoods to Milwaukie, a “bus rapid transit” corridor along 99W/Barber Boulevard, and connecting the planned Washington County Commuter Rail project to the Washington Square Mall and assisted in the funding of light rail along I-205 from the Gateway district to the Clackamas Town Center mall. He said that the

Transit projects portion of the recommendation is expected to leverage approximately \$900 million in other federal and local funds. He said that it was important to maintain business participation on an accountability committee to maintain the basis of the Task Force's recommendation in the community, and to improve public acceptance.

Ms. Robin White, Building Owners & Managers Association, as Chair of the Finance subcommittee, said she was responsible for evaluating different funding mechanisms to achieve the goals of the Task Force. She stated that this package addresses only \$521 million of a \$4 billion shortfall. She said discussions were held with state agencies and local governments that have responsibility for portions of the transportation system. They also investigated a broad spectrum of revenue options including tolls and other direct user charges, tax increment financing, system development charges, transportation utility fees, vehicle registration fees, fuel taxes, parking taxes, general obligation bonds supported by property taxes, payroll taxes, vehicle excise taxes, and a general retail sales tax. She said that the subcommittee ultimately recommended that the Task Force test the feasibility of five funding mechanisms, three for highway and community projects and two for transit projects which included raising the vehicle registration fee by \$15.00, increasing the gas tax by \$.03, charging a 1% vehicle excise fee, charging a parking tax fee and looking at General obligation bonds. In order to determine what voters would approve, they contracted with Davis, Hibbitts & McCaig, Inc. to conduct a survey of preferences and priorities for transportation projects and funding proposals among motivated voters in Clackamas, Multnomah, and Washington counties. The support for each package, transit, highway and community transportation, was very strong and comparable. The general public appears to recognize the value of multiple strategies to address the region's transportation demands. The poll suggested that the vehicle registration fee is a promising revenue source for the road-related needs. Ms. White said that because of the state Constitution, road-related funds are not available for transit. Among the sources tested for transit investments, none currently have majority support. However, the Task Force believed that the general obligation bond has the highest likelihood of voter approval. She said that while the survey suggests that there is not a clear majority that supports any given revenue measure; the data suggest that a successful measure can be crafted. She concluded by stating that it was extremely important that TriMet receive their increase in payroll tax in order to continue meeting the growing capital and operating needs.

Mr. Bill Maris, Market Transport, Inc., stated that most citizens believe that things are in warehouses and if freight quits moving, they can get along for a week, two weeks, or a month. He said that is not the case. They could get along for one day. He reiterated the importance of keeping the freight moving or there would not be a community. The freight community is as disconnected from the public process as the voters are disconnected from the tenuous link of freight and he said he was grateful that this region has JPACT and all of the people who have worked hard to bring those two things together. He stated that Metro's Task Force was a godsend to all and he would hope that it is a process that can keep going. He urged support of the Task Force's recommendation and asked that JPACT keep the process going and meet any challenges there might be.

Mr. Fred Hansen acknowledged the good work of the Task Force.

Chair Park said that he would be talking to Metro Councilor President as to the next steps of this Task Force recommendation.

Mr. Hansen reassured the Task Force members that the reason the members are not receiving questions or comments is that most JPACT members are generally familiar with and extremely excited and pleased with the work that was done by the Task Force members. He stated that they all recognized that they have to be able to engage a much broader base, particular the business community, and emphasize how important the transportation needs are.

Commissioner Jim Francesconi stated that the conversation about next steps needs to happen soon. He also stated that it was important to keep the business community involved and he has had conversations about the business community becoming participating members of JPACT. He reiterated the importance of business community involvement in a funding campaign. He said that creating or having another group separate from JPACT does not make a lot of sense. He asked when the discussions would begin.

Metro Council President David Bragdon said the Metro Council has asked some members to stay on and the Council would work them into the process as they begin the discussions.

Councilor Monroe said that he would be going to the state legislature on the 26th of February with Metro Council President David Bragdon to meet with Senator Starr and Senator Metzger regarding some important revenue options. He said it was important to work with them in a cooperative mode and for them to understand the Task Force's work and their recommendations. He said that legislative action is critical if they are going to have state money to match regional money. He also said that he would be joining the group in Washington D.C. to meet with the congressional delegation on transportation funding needs. He said all of those things are important in implementing the Task Force's recommendation. He said based upon those decisions, they would need to begin discussions on a public vote. He said that because one part of the funding package would contain a property tax component, state law requires a double majority. Based upon that, they would need to have a measure on that ballot by November 2004 as the optimal time for vote on the property tax segment to fund transit. He said that over the next few months they would be actively working with the legislature and that Council President Bragdon has asked him to take a lead in terms of this effort.

Commissioner Francesconi asked if the Task Force addressed the maintenance of existing infrastructure. He asked if it remains with the local jurisdictions to figure out how to maintain the new and existing roads.

Mr. Waldron stated that the Task Force did not look at maintenance; they reviewed the RTP list and prioritized it.

Councilor Karl Rohde recognized that it was not part of the Task Force's charge to look at maintenance. However, one of the things that is unfortunate is this recommendation he said, continues a practice of adding rooms to the house while the roof is caving in. He said he is concerned about drawing down limited transportation resources in the region when the problem of maintaining the existing infrastructure has not been solved. However, he said he felt the Task

Force did a great job. He said there was one thing that he was disappointed in with the report. He knows that the members of the Task Force meant no disrespect to the members of JPACT and around the region that work so hard to make life better in the region, but the comment about the perspective and credibility of non-governmental leadership bothered him. He read that to mean the governmental leadership lacks perspective and credibility and he knows that the people he works with, JPACT members and those around the region, have a high degree of credibility and a great perspective for the needs of the region.

Mr. Hansen acknowledged that Councilor Rohde's perspective on the maintenance issues but recognized the difficulty of getting a successful public vote on maintenance. Therefore, the issues need to be separated in order to achieve the goals of a yes vote for projects.

Ms. White said that the Task Force acknowledged while maintenance is needed, it was important to prove to the public that their decision to fund projects would be making a difference on the transportation system immediately.

Mayor Drake accorded thanks to the Task Force for their ability to address freight issues, road issues and transit issues. He said that they have set a basic framework and that needs to move forward. His comment to the JPACT group that goes to Salem would be that there also a great deal of pressure starting with the Governor's office and ODOT to deal with bridges outside of the metro area and if a package were to come forward only with bridges then it would push them further back on maintenance. He stated that whatever the legislature decides to do on an initiative, it needs to be balanced with bridges and maintenance.

Commissioner Bill Kennemer agreed that this recommendation was good, however he emphasized the importance of the region working together in deciding when to take a measure to the public because Clackamas County will have several items on the ballot and would not want them to compete with one another.

Mr. Waldron stated that it was important to stop waiting on the legislature and to act as a region to solve this funding issue.

VI. WASHINGTON DC TRIP – ITINERARY AND SPEAKING ROLES

Mr. Cotugno stated that there would be a meeting held at 7:30 a.m. on Wednesday, February 26, 2003 to review the talking points for the trip to Washington D.C.

Commissioner Maria Rojo de Steffey stated that she would be unable to make the trip to Washington D.C. Therefore, Commissioner Lisa Naito would be going in her place.

VII. RESOLUTION NO. 03-3282 FOR THE PURPOSE OF ADOPTING PRIORITIES FOR FY 04 TEA-21 APPROPRIATIONS

Mr. Cotugno presented Resolution No. 03-3282 For the Purpose of Adopting Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2004 Appropriations (included as part of this meeting record).

Mr. Cotugno presented Exhibit A to Resolution No. 03-3282 (included as part of this meeting record).

Commissioner Rojo de Steffey stated that they should know what has been appropriated to Sauvie Island Bridge. She said that if they do receive the full \$3 million then she would like to request added language that asks for continuing support of full funding of the Sauvie Island Bridge and that Multnomah County would be making another request next year.

Commissioner Francesconi asked that under item number 11, page 3 of Exhibit A, Central City Streetcar, that the language be changed to read Central City to Portland Streetcar Extension instead of Central City's streetcar to Portland's eastside.

Mr. Cotugno presented Exhibit B to Resolution No. 03-3282 (included as part of this meeting record) and highlighted changes recommended by Metro Council.

Councilor Karl Rohde stated that he does not necessarily agree with the new language. He said that he thinks that until a more thorough examination is completed, it would be difficult to conclude whether environmental standards should remain the same or be relaxed. He said that some environmental standards might have become too stringent in their protection as well as addressing a concern that may not exist anymore.

Councilor Rex Burkholder stated that Metro Council's addition does not say change the environmental protections but they are not actually addressing them. It does however say, address the main issue of streamlining the timing piece.

Mr. Cotugno stated that the relevant sentence says: consider amendments to federal laws to streamline review and permitting, there should be careful attention to ensure that environmental standards are not relaxed.

Councilor Carl Hosticka said the issue of whether environmental standards are excessive or should be relaxed is a separable issue. Therefore, they need to find a way to phrased to say that the streamlining process not be used as a smokescreen or guise for relaxing standards, and that if those standards need to be addressed, that they be addressed up front and in a different form.

Mr. Hansen stated that he does not feel the environmental standards are as protective as they need to be in some places. Therefore, he said he is comfortable with Metro Council's amendments.

Mr. Paul Slyman stated that environmental standards are a separate issue from trying to speed up development permitting.

Councilor Rohde stated that he was supportive of Councilor Hosticka's suggested language.

Commissioner Kennemer suggested wording change from "standards are not relaxed" to "standards are met."

Mayor Drake stated that he would support the notion that environmental standards are met but some phraseology rather than environmental streamlining, the process is done efficiently and effectively as possible.

Commissioner Kennemer stated that there has also been a problem with the decision-making authority, who is in charge and who can make the decisions.

Councilor Rod Park said it was important to make sure that while there are high standards, the projects are not caught in excessive review.

ACTION TAKEN: Councilor Rohde moved and Councilor Haverkamp seconded the motion to amend Exhibit B, last paragraph to read: In addition, as Congress and the Administration consider amendments to federal laws and regulations to streamline environmental review and permitting, this should not be used as a method to relax environmental standards. If there is a need to reevaluate environmental standards, this should be done directly.

Those in favor:

Commissioner Roy Rogers
Councilor Karl Rohde
Mr. Bill Wyatt
Commissioner Bill Kennemer
Mr. Dean Lookingbill
Commissioner Jim Francesconi
Councilor Larry Haverkamp
Ms. Kay Van Sickel

Those opposed:

Councilor Carl Hosticka
Commissioner Maria Rojo de Steffey
Mr. Fred Hansen
Commissioner Craig Pridemore
Mayor Rob Drake
Mr. Paul Slyman
Councilor Rex Burkholder
Mr. Don Wagner

ACTION TAKEN: Chair Park made the final vote in favor of changing the language. Therefore, the motion passed.

Councilor Hosticka and Mayor Charlotte Lehan presented the City of Wilsonville's request for additional submittal to the appropriations (included as part of this meeting record).

ACTION TAKEN: Councilor Hosticka moved and Commissioner Rogers seconded the motion to allow the addition to the appropriations paper by the City of Wilsonville. The motion passed.

ACTION TAKEN: Mr. Hansen moved and Councilor Rex Burkholder seconded the motion to approve Resolution No. 03-3282 For the Purpose of Adopting Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2004 Appropriations. The motion passed.

VII. MTIP UPDATE

Mr. Cotugno presented a memo to JPACT regarding the MTIP update (included as part of this meeting record.)

Mr. Bill Wyatt reminded the committee that it was important that freight mobility play a larger role in this region.

VIII. JPACT ORGANIZATION/MEMBERSHIP/CALENDAR/GOALS SURVEY RESULTS

Chair Park reminded those members who would be participating in the JPACT review that they would have several meetings coming up.

Mayor Drake stated that he would only be able to attend one of those meetings due to conflicts on his calendar.

X. ADJOURN

There being no further business, Chair Park adjourned the meeting at 9:10 a.m.

Respectfully submitted,

Renée Castilla

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE
FY 2004 UNIFIED WORK PROGRAM

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)
)

RESOLUTION NO. 03-3288

Introduced by Councilor Rod Park

WHEREAS, The Unified Work Program as shown in Exhibit A, describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2004; and

WHEREAS, The FY 2004 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Oregon Department of Transportation, TriMet and the local jurisdictions; and

WHEREAS, Approval of the FY 2004 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 2004 Unified Work Program is consistent with the proposed Metro budget submitted to the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council hereby declares:

1. That the FY 2004 Unified Work Program is approved.
2. That the FY 2004 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

ADOPTED by the Metro Council this _____ day of _____ 2003.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 03-3288 FOR THE PURPOSE OF APPROVING THE FY 2004 UNIFIED WORK PROGRAM

Date: February 15, 2003

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program continuing the transportation planning work program for FY 2004; and 2) authorize submittal of grant applications to the appropriate funding agencies.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted Unified Planning Work Program as a prerequisite for receiving federal funds.

FACTUAL BACKGROUND AND ANALYSIS

The FY 2004 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2003. Included in the document are federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), TriMet and local jurisdictions. Continuing commitments include implementing the adopted Regional Transportation Plan (RTP), identifying solutions to improve goods flow in the I-5 Corridor; completing the South Corridor preliminary engineering (PE) and Final Environmental Impact Statement (FEIS), and increasing the communication of transportation system performance, needs and proposed plans. In addition, it includes a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories. Environmental Justice also will be an emphasis area.

BUDGET IMPACT

The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council and is subject to revision in the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2003, in accordance established Metro priorities.

FY 2003-04 Unified Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro

Southwest Washington Regional Transportation Council

Oregon Department of Transportation

City of Portland

Clackamas County

Multnomah County

Washington County

TriMet

City of Wilsonville (SMART)

DRAFT

02/21/03

FY 2003-04

Unified Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

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Southwest Washington Regional Transportation Council Portion
(See Next Page)

**FY 2003-04
PORTLAND AND METROPOLITAN AREA**

**UNIFIED WORK PROGRAM
OVERVIEW**

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area. It is required to meet the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12) requirements and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use decisions and plans for the region, with an emphasis on implementation of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and is consistent with financial constraints.

The Unified Work Program (UWP) primarily includes the transportation planning activities of Metro and other area governments with reference to land use planning activities, for fiscal year July 1, 2003 through June 30, 2004.

DECISION-MAKING PROCESS

Metro is governed by a directly-elected council in accordance with a voter-approved charter. The council is comprised of six districts and a Council President elected district-wide. Day to day operations are led by the Chief Operating Officer.

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

JPACT

This committee is comprised of three Metro Councilors; nine locally-elected officials (including two from Clark County, Washington) and appointed officials from Oregon Department of Transportation (ODOT), TriMet, Port of Portland and Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council.

The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

Bi-State

The Bi-State Transportation Committee was created by joint resolution of the RTC Board and Metro in May 1999. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting any recommended action to RTC and JPACT. The intergovernmental agreement between RTC and Metro states JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation." Metro and RTC recognize that the Bi-State Transportation Committee will be modified consistent with the recommendations of the I-5 Trade and Transportation Partnership to coordinate on issues of bi-state significance dealing with transportation, land use and economic development.

MPAC

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

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

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

In accordance with this requirement, the transportation plan developed to meet TEA-21, Rule 12 and Charter requirements has been developed with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

TPAC

This committee is comprised of technical staff from the same jurisdictions as JPACT plus six citizens, and makes recommendations to JPACT.

MTAC

This committee is comprised of technical staff from the same jurisdictions as MPAC to develop recommendations to MPAC on land use related matters.

Planning Priorities Facing the Portland Region

ISTEA, the Clean Air Act Amendments of 1990 (CAAA), the LCDDC Transportation Planning Rule 12, the Oregon Transportation Plan, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) the Regional 2040 Growth Concept and Regional Framework Plan, in combination, have created a policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt and implement a multi-modal transportation system. Major land use planning efforts underway include:

- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan;
- Planning for newly designated urban lands (including an effort funded with FY 2000 TCSP funds);
- Initiation of an affordable housing program;
- Periodic review of the Urban Growth Boundary (UGB); and
- Natural resource and habitat protection planning to implement the State's Goal 5.

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

- Implementation of the Regional Transportation Plan (RTP);
- Development of a financing strategy for the RTP;
- Development of strategies as part of I-5 Transportation and Trade Partnership;
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2004-2007;
- Implementation of projects selected through the STIP/MTIP updates;
- Multi-modal refinement studies in the corridors of Foster/Powell; Highway 217 and the South Transit Corridor;
- Land use and transportation concept plan for the Damascus area; and
- Sunrise Corridor Unit 1 DEIS.

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

- The state goal to reduce vehicle miles traveled (VMT) per capita;
- Targeting transportation investments to leverage the mixed-use, land use areas identified within the Regional 2040 Growth Concept;
- Adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air-quality violations do not develop;
- Adoption of targets for non-single occupant vehicle travel in the RTP and local plans; and
- Publication of the RTP update to implement the Regional 2040 Growth Concept.

PROGRAM

The adopted 2000 RTP serves as a policy and investment blueprint for long-range improvements to the region's transportation system. Ongoing maintenance and periodic updates of the RTP ensure an adequate reflection of changing population as well as travel and economic trends including federal, state and regional planning requirements.

Transportation plans in the region must conform to the RTP. Metro provides ongoing technical and policy support for local transportation planning activities. The RTP Program also includes corridor studies conducted in cooperation with the state and local jurisdictions.

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 96 and concluded in early FY 2001, with the adoption of the 2000 RTP in August 2000. The purpose of the update was twofold: first, the plan had to meet the State TPR requirements. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote the use of alternative modes of transportation. Second, the update reflected the ongoing Region 2040 planning effort. The RTP now serves as the transportation element of the Regional Framework Plan. During the four-year process, the update advanced through three distinct phases: (1) policy revisions in 1996 (approved by Metro Council resolution), (2) system alternatives analysis in 1997 and (3) project development and analysis in 1998-99. Finally, an adoption phase occurred from December 1999 to August 2000.

The 2000 RTP established consistency with federal regulations for development of a financially constrained transportation system. The RTP financially constrained system was created in partnership with ODOT, TriMet and local governments using state forecasts generated by ODOT. The 2000 RTP also addresses all other planning factors called for in federal regulations. As such, the RTP functions as an element of the Oregon Highway Plan for the metropolitan region, and establishes eligibility for use of federal funds in transportation projects.

The State TPR required the 24 cities and 3 counties in the Metro region to update local plans to be consistent with the RTP within one year of the August 10, 2000 adoption date. To assist local jurisdictions, a number of supporting fact sheets were produced along with other materials to help local officials interpret the new plan. In 2002, many jurisdictions were still involved in local transportation updates to implement the new regional policies. Specific Metro staff were assigned to each implementing jurisdiction and worked closely with their staff to ensure those local-plan updates proceeded successfully. Though state transportation planning rules require the local plans to be updated within one year, it is likely that several jurisdictions will need more time to fully address the new RTP.

The 2000 RTP also included a number of "refinement plans" for corridors where more detailed work is needed to identify specific transportation needs. In 2001, Metro completed the Corridor Initiatives project, thereby establishing an implementation program for these corridor studies. It was adopted as an amendment to the RTP Appendix. In 2002, JPACT and the Metro Council adopted a package of "post-acknowledgement" amendments that were largely required as part of state approval of the RTP in 2001.

RESPONSIBILITIES

RTP Update: A minor "housekeeping" update to the RTP is scheduled to begin in spring 2003, with completion in early 2004. This update will incorporate a number of amendments identified in local TSPs as well as a new horizon year of 2025 for project planning and systems analysis. This update will also re-establish conformity with federal air quality regulations, and all other federal planning factors called out in federal regulations. This update will include development of a new financially constrained transportation system that will become the basis for upcoming funding allocations.

Local TSP Implementation: Metro will continue to work closely with local jurisdictions during the next fiscal year to ensure regional policies and projects are enacted through local plans. This work element will include the following activities:

- Publish an updated version of the 2000 RTP which incorporates amendments identified during the acknowledgement process, and adopted in July 2002;
- Professional support for technical analysis and modeling required as part of local plan updates;
- Professional support at the local level to assist in development of local policies, programs and regulations that implement the 2000 RTP;
- Written and spoken testimony in support of proposed amendments to local plans; and
- Provide public information and formal presentations to local government committees, commissions and elected bodies as well as interested citizen, civic and business groups on the 2000 RTP.

Management Systems: Congestion Management Systems (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1997-98. Key activities for FY 2004 will be to incorporate information into planning activities, system monitoring based upon management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies. The report will list information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly, public-release version as well as a Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project.

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups interested in the RTP as well as public agencies involved in local plan updates. The work site will be continually upgraded and expanded to include emphasis on 2000 RTP implementation as well as an on-line public forum for transportation and other planning issues.

OBJECTIVES/PRODUCTS

- Publish a final, updated version of the 2000 RTP incorporating amendments required in the June 2001 acknowledgement order;
- Complete and publish the RTP Technical Appendix for regional distribution;
- Complete follow-up studies on street design and connectivity;
- Expand the web presence of the RTP to include a public forum and implementation tools;

REGIONAL TRANSPORTATION PLAN IMPLEMENTATION

- Coordinate and provide technical assistance in local transportation system plan development and adoption;
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOT's Corridor Studies;
- Maintain and update the RTP database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and
- Participate with local jurisdictions involved in implementation of the updated RTP and development of local transportation system plans.

BUDGET SUMMARY

Requirements:

Personal Services	\$ 337,421
Materials & Services	\$ 21,500
Interfund Transfers	\$ 116,960
Computer	\$ 14,219

TOTAL	\$ 490,100
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Resources:

PL	\$ 302,712
STP/ODOT Match	\$ 120,772
Section 5303	\$ 34,100
ODOT Support	\$ 13,150
TriMet	\$ 4,303
Metro	\$ 15,063

TOTAL	\$ 490,100
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	3.765
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TOTAL	3.765
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PROGRAM

The Performance Measures program will build on the Phase 1 work by prioritizing and measuring critical performance indicators and developing a set of benchmarks or targets against which results of performance measures are evaluated. The program ensures that transportation system plan policies integrated with land use decisions that are relevant to “how are we doing” are addressed.

RELATION TO PREVIOUS WORK

In FY 2003-04, the first Performance Measures Report, including results of some of the region's effort to provide balanced transportation system was completed. Metro has gained some experience with calculating and preparing such assessments of progress. The evaluation of the region's progress is important to a systematic process of transportation planning that includes preparation of plans, implementation of the plan, measurement of progress, and consideration of corrective actions to adopted policies by Metro Council. The FY 2004 work program will build on the earlier work and provide updated results that are more focused on major issues of concern.

RESPONSIBILITIES

Metro is required both by state law (ORS 197.301) and Title 9 of Metro's Urban Growth Management Functional Plan to complete performance measures. These measures are intended to gauge progress towards Metro's 2040 Growth Concept while still addressing concerns such as provision of a balanced transportation system, encouragement of strong regional economy, ensuring availability of housing opportunities, creating a vibrant place to live and work. The requirements also mention corrective actions where the Metro Council finds issues in need of addressing. Possible corrective actions could be explored in those areas where targets and actual performance diverge.

In cooperation with the Data Resource Center, the first performance measures were completed in 2002, and reviewed and adopted in early 2003. Completion of the FY 2004 work will require assistance of the Data Resource Center. The 2004 publication of the performance measures report will update citizens on “how we are doing” and provide some of the key information needed for discussion of how our region should manage growth.

OBJECTIVES/PRODUCTS

- Ensure a broad and complete understanding of how the region is providing a balanced transportation system;
- Develop a sustainable system for monitoring and updating performance measure data; and
- Prepare an update on region's progress towards regional transportation planning goals.

2040 PERFORMANCE INDICATORS

BUDGET SUMMARY

Requirements:

Personal Services	\$	109,098
Materials & Services	\$	2,500
Interfund Transfers	\$	36,402

Resources:

PL	\$	39,757
STP/ODOT Match	\$	64,402
Section 5303	\$	23,742
ODOT Support	\$	9,178
TriMet	\$	1,500
Metro	\$	9,421

TOTAL	\$	148,000
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TOTAL	\$	148,000
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	1.151
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TOTAL	1.046
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PROGRAM

Big streets are major and minor arterial streets in the metropolitan area where the 2040 Growth Concept designates mixed commercial and residential development through a corridor designation. They typically are planned to have four travel lanes, bikeways and sidewalks. Regional transit service is also planned on these routes.

Since the 1940s, the major streets that form the regional transportation system have been the focus of rapid growth, attempting to serve competing land use and transportation needs. Auto-oriented retail grew quickly along these routes in the 1950s and 60s, eager for high-visibility locations along increasingly busy thoroughfares. Apartment housing became increasingly concentrated on these streets as well, reflecting the negative perceptions that continue to make attached housing difficult to provide in many developing areas.

By the 1980s, the effects of concentrated development along these streets began to affect the traditional traffic-mobility role for which the streets were originally built. Many transportation agencies began to adopt stringent access-management standards in response to congestion along these routes. This further strained the divergent goals of land use and transportation that exists on these streets by creating convoluted transportation patterns and complicating the multi-modal function of streets, as access to new development became more difficult and auto-oriented.

Today, a growing tension exists between limiting property access to big streets in the interest of traffic mobility, while at the same time focusing even more development along these routes. Metro tracking data shows that these areas were the most rapidly growing mixed-use districts in the region during the past decade, accounting for one third of the region's development in mixed-use areas. Yet these "corridors" are the least defined land use component of the 2040 Growth Concept. While this trend is occurring at a higher rate than expected, it underscores the key role of development along big streets, which cover roughly one quarter of the land area devoted to mixed-use development in the 2040 plan.

RELATION TO PREVIOUS WORK

The Big Streets Program builds upon Metro's 2000 RTP, which calls for a better balance between competing modes of transportation along major streets identified as "corridors" in the 2040 Growth Concept. The project is also a land use effort to refine the vision for development in "Big Street" corridors from the broad definitions in the 2040 Growth Concept to more specific land use actions that can be incorporated into local plans. This planning is a progression from detailed area planning that has already been completed for 2040 centers and main streets.

RESPONSIBILITIES

The project begins with the assumption that mixed-use communities can be developed along major streets in a manner that is economically viable for a range of business types, attractive for living and designed in concert with regional transportation needs. The project has three components:

- Design Component: The first phase of the project will focus on development of the best practices for developing mixed-use communities along big streets. This component includes surveys and focus-group information from those communities and will assemble

new information on how heavy traffic affects business and residential quality. Lessons learned during this phase will be compiled in a set of best practice resources that will help implement mixed-use planning along big streets at the local level.

The design component would be the basis for an update to the 2040 Growth Concept to more specifically describe future land use and transportation plans for these corridors. Several titles of the Urban Growth Management Functional Plan (Functional Plan) and the 2000 RTP would be updated to reflect new practices and programs for these areas.

- **Pilot Project Component:** The second phase of the project will focus on mixed-use land use and transportation plans for three big street corridors in the Metro region. These pilot projects will be selected along ODOT "district highways" (facilities that serve as arterial routes, such as Powell, Hall and McLoughlin Boulevards), and would result in local land use plan amendments and complementary ODOT corridor-management plans (as appropriate).
- **Implementation Component:** Phase three would focus on implementation of transportation improvements resulting from the pilot projects. This component pursues funding of preliminary engineering for proposed improvements followed by a plan for funding targeted (or phased) improvements.

The first component of the project would be a TGM-funded project completed by Metro, working with local jurisdictions in an advisory role. The second component of the project would be a TGM-funded projects completed jointly in a partnership of Metro, ODOT and local jurisdictions responsible for land use planning in the selected pilot corridors. And, the third component would be an outgrowth of the MTIP and other funding processes.

OBJECTIVES/PRODUCTS

In FY 2004, the project has the following objectives:

- Obtain funding needed to complete the project, including possible grants from the regional MTIP, Oregon TGM Program, federal TCSP Program or other sources; and
- Update the detailed work program for the project, accordingly.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 498	ODOT Support	\$ 250
Interfund Transfers	\$ 202	TriMet	\$ 334
		Metro	\$ 116
TOTAL	\$ 700	TOTAL	\$ 700

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	.01
TOTAL	.01

PROGRAM

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

RELATION TO PREVIOUS WORK

FY 2003 saw completion of the Priorities 2001 update to the MTIP and allocation of \$38 million in transportation funds to regional projects. The 2001 update included a demonstration of ongoing conformity with air-quality laws. In November 2001, Federal Highway Administration (FHWA) staff review identified a number of corrective actions, which have been incorporated into this work program. An initial draft of the updated MTIP was published in December 2001.

In early 2002, a major update of MTIP policies and review criteria was launched in anticipation of the Priorities 2003 MTIP update, which is largely scheduled to be completed during FY 2003, bringing the regional allocation process back in sync with the STIP. The purpose of this effort was to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP.

RESPONSIBILITIES

The objective of the MTIP reorganization is to emphasize tangible, built results where citizens will see Metro regional growth management programs in action through transportation improvements. MTIP allocations have been increasingly judged against their ability to help implement the 2040 Growth Concept. This has been accomplished through a system of technical scoring and special project categories that place an emphasis on 2040 centers, industry and ports.

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

OBJECTIVES/PRODUCTS

MTIP/STIP Update: Metro will complete the final stages of the Priorities 2003 update, implementing updated MTIP policies and project review criteria. The updated MTIP will be published in complete and executive summary formats. Continued conformity with federal air quality standards will be demonstrated.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Database Maintenance Focus: Metro will provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will also monitor past and current funding allocations and project schedules to manage cost variations from initial project estimates, and produce quarterly reports that document funding authorizations, obligations and reserves by funding category and jurisdiction. Metro will also produce an annual report required by the FHWA that reflects current costs, schedules, priorities, actual appropriations and other actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by ISTEA.

Other MTIP activities for FY 2004:

- Develop a long-term program to diversify funding opportunities beyond the current scope of federal funds, implementing regional policy through a combination of transportation and other funding sources on an ongoing basis;
- Develop a local partnership initiative, to provide improved linkage between local capital improvement plans (LCIP) and the MTIP and determine what combination of funding and regulatory incentives would be most effective in drawing local funds toward regional policy goals;
- Create a public-awareness program in coordination with Metro and agency communications staff to promote regional policies at the time of project construction and completion, including public signage, dedication activities and a significantly-expanded web resource on projects built with MTIP funds;
- Conduct a block analysis on the areas surrounding each project submitted for funding consideration to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial;
- Expand the MTIP public awareness program to include printed materials, web resources and possibly a short video for use by public access broadcasters;
- Work with ODOT and Metro's Data Resource Center to develop broad agency and public electronic access to a common MTIP database;
- Continue to update the MTIP hardware/software platform to improve production of specialized report formats, cross connection with ODOT data sources and other database refinements; and
- Continue to coordinate inter-agency consultation on air quality conformity as required by state regulations. Conduct full public outreach (including notification), reports and public hearings that are required as part of the conformity process.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 217,435	PL	\$ 58,183
Materials & Services	\$ 8,000	STP/ODOT Match	\$ 117,386
Interfund Transfers	\$ 80,186	Section 5303	\$ 36,914
Computer	\$ 15,879	ODOT Support	\$ 30,000
		TriMet	\$ 63,351
		Metro	\$ 15,666
TOTAL	\$ 321,500	TOTAL	\$ 321,500

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.135
TOTAL	2,135

PROGRAM

Metro, through JPACT and MPAC, provides a forum for cooperative development of funding programs to implement the RTP and Regional Framework Plan. In order to fund the RTP Priority System, new (or expanded) revenue sources need to be pursued.

RELATION TO PREVIOUS WORK

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. This program provides Metro staff support to these transportation finance efforts in FY 2004, oriented toward implementing key elements of the RTP Priority System. A lead role for any particular funding proposal could be a local government, TriMet, Metro, the Oregon Legislature, Congress, the business community or other public interest.

RESPONSIBILITIES

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

- Establish an array of transportation finance options;
- Create linkage between the long-term vision for MTIP funding allocations and the implementation of Priority RTP improvements;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish a plan to pursue promising transportation finance options; and
- Establish an outreach program to gain public input on key issues and strategies.

OBJECTIVES/PRODUCTS

- Develop regional priorities for funding through federal sources, including recommendations from the Transportation Investment Task Force.
- Coordinate with funding strategies for TriMet's Transit Investment Plan;
- Adopt a funding strategy for the "priority" element of the RTP; and
- Work with local partners, the public and business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level.

REGIONAL TRANSPORTATION PLAN FINANCING

BUDGET SUMMARY

Requirements:

Personal Services	\$	48,908
Interfund Transfers	\$	19,879
Computer	\$	2,613

Resources:

PL	\$	51,694
STP/ODOT Match	\$	10,572
Sec 5303	\$	5,000
ODOT Support	\$	1,800
TriMet	\$	512
Metro	\$	1,822

TOTAL	\$	71,400
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TOTAL	\$	71,400
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Full-Time Equivalent Staffing

Regular Full-Time FTE	.36
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TOTAL	.36
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PROGRAM

The Green Streets Program began in FY 2001 to address the growing conflict between good transportation design, planned urbanization in developing areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the program include:

- A regional database of culverts on the regional transportation system with rankings according to their relative impacts on fish passage;
- Stream crossing guidelines for new streets that reflect tradeoffs between stream protection and an efficient, connected street system; and
- The Green Streets Handbook, which establishes "best practice" design solutions for managing storm runoff from streets.

RELATION TO PREVIOUS WORK

The Green Streets project builds upon the 1996-97 Regional Street Design project and complements the RTP Program. Like the "Creating Livable Streets" handbook from the street design project, the Green Streets Program helps guide future transportation improvements in the region to support the 2040 Growth Concept, sustainable environmental practices for stormwater management and the Oregon Salmon Recovery Plan.

During FY 2004, focus will continue on implementing the Green Streets design principles and project recommendations through the MTIP and local programs. It will include distribution of the *Green Streets* handbook, education and outreach to promote the program and local design support for project planning that incorporates the design principles.

RESPONSIBILITIES

The Green Streets Program has a number of objectives:

- Continue to expand and update the regional database of culverts, stream and wildlife resources; continue to update ranking information for culverts on relative fish blockage that can be used to allocate regional funding for retrofit projects;
- Implement Green Streets design principles and projects through Metro's MTIP, including demonstration projects for street retrofits and culvert replacements on the regional transportation system;
- Sponsor a Green Streets workshop that spotlights successful projects in the region, and promotes Green Streets principles among practicing professionals and interested citizens involved in local project development;
- Promote stream crossing guidelines in local transportation plans that address tradeoffs between stream protection and an efficient, multi-modal transportation system;
- Periodically update the *Green Streets* handbook to reflect recent trends and new science on best management practices for managing urban stormwater runoff on public streets; and
- Continue public outreach and education to promote Green Streets design principles and projects.

OBJECTIVES/PRODUCTS

- Continue to distribute the *Green Streets* handbook to local officials and interested citizens;
- Implement Green Street design principles through the MTIP process;

GREEN STREETS PROGRAM

- Identify and fund needed culvert retrofits on the regional system through the MTIP process;
- Conduct outreach and training activities to promote the Green Streets Program;
- Develop an expanded online presence for the Green Streets Program on Metro's web site;
- Work with TPAC and Water Resources Policy Advisory Committee (WRPAC) to develop a long-term action plan for culvert retrofits and forward final recommendations as amendments to the 2000 RTP to JPACT, MPAC and the Metro Council; and

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 43,288	PL	\$ 31,564
Materials & Services	\$ 1,500	STP/ODOT Match	\$ 26,975
Interfund Transfers	\$ 15,212	Metro	\$ 1,461
TOTAL	\$ 60,000	TOTAL	\$ 60,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	.41
TOTAL	.41

PROGRAM

The program implements RTP design policies for major streets and include ongoing involvement in local transportation project conception, funding and design.

RELATION TO PREVIOUS WORK

In previous years, work was conducted as part of the "local implementation" and "local project development" programs, a broader work emphasis that included local comprehensive planning and project-development activities. In FY 2003, the second edition of the 1997 Creating Livable Streets handbook was printed, providing updated design guidelines for implementation of the Livable Streets Program. In FY 2004, the more focused Livable Streets Program will emphasize implementation of regional street design policies and objectives at the local project-development level. Other aspects of local TSP coordination will be completed as part of the RTP Program.

RESPONSIBILITIES

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2004, the Livable Streets Program will more closely focus those activities on projects that directly relate to implementation of Region 2040 land use components, including "boulevard" projects funded through the MTIP. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

An enhanced Livable Streets Program would include more extensive public outreach, special workshops and tours, awards program for project recognition, technical support for local design efforts and involvement in local project conception with the goal of improving the quality and scope of projects submitted for MTIP funding.

OBJECTIVES/PRODUCTS

- Implement regional street-design policy by participating in local project development and design activities, including technical advisory committees, design workshops and charrettes as well as formal comment on proposed projects;
- Sponsor a boulevard design workshop that spotlights successful projects in the region, and promotes livable streets principles among practicing professionals and interested citizens involved in local project development;
- Ensure that local plans and design codes adequately accommodate regional design objectives through the local TSP review process;
- Expand Metro's web-based resources for livable streets implementation; and
- Implement the proposed Livable Streets enhancement activities should supplemental funding be allocated.

LIVABLE STREETS PROGRAM

BUDGET SUMMARY

Requirements:

Personal Services	\$	44,070
Materials & Services	\$	1,500
Interfund Transfers	\$	15,430
TOTAL	\$	61,000

Resources:

PL	\$	7,176
STP/ODOT Match	\$	51,060
Metro	\$	2,764
TOTAL	\$	61,000

Full-Time Equivalent Staffing:

Regular Full-Time FTE	.411
TOTAL	.411

PROGRAM

The program guides implementation of pedestrian and bicycle mode policies in the RTP as well as implementation of the regional transportation demand management (TDM) and regional parking policies. The program focus is implementation of requirements set forth in the State TPR. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Through the Regional Travel Options Program, Metro is the lead agency for coordinating, implementing and monitoring pedestrian and bicycle-related policies incorporated into the RTP. These policies focus on building the compact, livable communities envisioned in the 2040 Growth Concept that to be successful depend upon alternatives to the automobile.

The Regional Travel Options Program also provides for Metro's lead-agency role in analysis and recommendation of TDM techniques and strategies in the Portland region. Services, products and activities included in the Alternative Mode Implementation Program also support the RTP Implementation Program and the Livable Streets Program. Target groups served or affected include local cities and counties, state and regional agencies as well as the public at-large. This program relates to Metro's mission and value statement by ensuring that people have the ability to get around the region using a variety of transportation options.

RELATION TO PREVIOUS WORK

FY 2003 was the fourth year for the Regional Travel Options Program. The program provided expertise to corridor studies and local TSP development efforts; ranked and prioritized bicycle and pedestrian projects in the MTIP process; provided public outreach and education and provided project-development activities related to street design. Metro chairs the TDM Subcommittee of TPAC and works with TriMet, DEQ, local jurisdictions and private employers to plan, fund and implement TDM strategies. In 2001-02, Metro secured a three-year grant from TriMet to expand the Regional Travel Options Program with additional staff support needed to fully implement program goals.

RESPONSIBILITIES

- Provide a leadership role in assisting local jurisdictions with local pedestrian and bicycle-system planning related to city and county TSP updates and implementation;
- Staff and chair the TPAC sub-committee on TDM;
- Provide assistance to corridor planning efforts and local TSP development to ensure that bicycle, pedestrian and TDM measures are fully incorporated into project and local plans;
- Develop a regionally-based pedestrian, bicycle and traffic safety/education program;
- Periodically revise and update the Bike There! map;
- Provide assistance to local efforts to improve pedestrian access to transit;
- Coordinate with state-wide transportation demand management efforts;
- Limited participation in annual Bridge Pedal and Bike Month events;
- Coordinate with local jurisdictions and agencies in gathering bicycle and pedestrian data; and
- Coordinate with TriMet staff on the Access to Work FTA Grant Steering Committee and Bikes on Light Rail Committee.

REGIONAL TRAVEL OPTIONS

OBJECTIVES/PRODUCTS

Provide TDM pedestrian and bicycle-facility planning and design expertise in the following areas:

- Coordination with the Regional Parks and Greenspaces Department to plan and implement multi-use trails (ongoing);
- Coordination with regional studies such as the South Corridor Transportation Alternatives Study as well as the Sunrise, Highway 217 and Foster/Powell corridor studies (ongoing);
- Pedestrian and bicycle access to station areas and park-and-rides, bicycle parking at station areas and park-and-rides and coordination with the Bicycles on TriMet Program (ongoing);
- Update the regional pedestrian-system inventory (September 2003);
- Complete development of a bicycle network travel-demand model (June 2004);
- Develop interactive bike route mapping on Metro's web site (March 2004);
- Produce an annual report on Congestion Mitigation/Air Quality (CMAQ) projects (December 2003); and
- Distribute 2002 update of "Bike There" map (ongoing).

BUDGET SUMMARY

Requirements:

Personal Services	\$ 153,406
Materials & Services	\$ 1,500
Interfund Transfers	\$ 50,094

TOTAL	\$ 205,000
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Resources:

PL	\$ 105,084
STP/ODOT Match	\$ 17,945
TriMet	\$ 75,000
Metro	\$ 6,971

TOTAL	\$ 205,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.97
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TOTAL	1.97
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PROGRAM

Metro's Planning Public Involvement Procedures (adopted July 1995) calls for "the removal of barriers to public participation to those traditionally under-served in the planning process." Since 1995, Metro's Planning staff have made a concerted effort to broaden public outreach to include as many people as possible. Through various planning projects (e.g., RTP Update, Traffic Relief Options, MTIP/STIP, etc.), outreach has expanded to include additional public meetings and workshops, use of surveys and questionnaires, newsletters and other mailings, focus groups and stakeholder meetings, speaker's bureaus, the mobile transportation outreach bus (MILT) and an expanded web site. The result of these efforts has been a significant increase in the numbers and the diversity in public participation.

Despite this success, the vast majority of the public continues to be absent from the public discussion on transportation and growth-management issues. The OPB Pilot Program will considerably broaden regional discussion on transportation. Through use of public television, a 30- to 60-minute program is proposed that will discuss key transportation and related growth management and environmental issues facing the Portland metropolitan area. The program will be linked to other media and community outreach activities. Project partners include local jurisdictions and transportation agencies as well as Oregon Public Broadcasting (OPB). If successful, OPB and the project partners hope to inspire ideas and funding for five years of television programming on current issues facing Oregon communities, including others related to transportation.

RELATION TO PREVIOUS WORK

The OPB Pilot Project relates to the development of Metro's Procedures for Public Involvement and previous outreach activities. The pilot will facilitate discussion and understanding of transportation and related land use and environmental issues. The project was funded through Metro's Priorities 2000 process, and \$100,000 of STP funds approved for use as part of the pilot program. The request was approved in July 1999 by JPACT and the Metro Council and adopted into the MTIP in September 1999.

The project name was changed to "Community Media Project" to better reflect project goals, particularly developing television programming that is effectively linked to other media, including print, radio and the Internet. An advisory committee representing project partners was formed to provide review and input during the research and development phase of the project. A request for proposals was developed, and a consultant team hired to conduct research on successful models for public affairs programs that are linked to other media and community-outreach activities.

In addition to looking at programming models, the research included interviews with key stakeholders and community leaders, a focus group with filmmakers and artists and two focus groups with randomly selected citizens. Information was compiled about community outreach efforts and successful community building projects undertaken by Metro and the study partners with regard to growth and development, transportation and the environment. An Oregon television audience profile was compiled utilizing existing data. The research phase was completed, and the consultant team recommended a model for the pilot program and future programming as well as a process for selecting a filmmaker to produce the pilot program.

RESPONSIBILITIES

The work program is focused on developing the pilot program and involves the actual production, airing, distribution and follow-up for the pilot.

- The objective is to produce an up to one-hour program about key transportation and related land use and environmental issues affecting the Portland metropolitan area;
- The program objective is to generate an informed discussion of issues. The program is not intended to push messages, just issues;
- In airing the program, OPB hopes to generate a significant rating so that additional revenues can be raised, particularly from the private or non-profit sectors, in order to produce other community-based (State of Oregon) programming. Future programs could then address other growth, transportation and community issues;
- Project partners plan to coordinate and work with other media, including print, commercial and public radio, commercial television and the Internet to promote (and augment) the pilot program and its subject matter; and
- OPB and the project partners hope to have widespread distribution of the program or program segments beyond the OPB telecast. For example, the video could be placed in libraries and schools, or segments could be shown to specific interest groups.

OBJECTIVES/PRODUCTS

The following objectives will be completed in FY 2004:

- Final edited version of pilot program (March 2004);
- Up to 200 copies for distribution (April 2004); and
- Report evaluating the success of the program (May 2004).

BUDGET SUMMARY

Requirements:		Resources:	
Materials & Services	\$ 65,000	OPB Grant	\$ 58,325
		Match	\$ 6,675
TOTAL	\$ 65,000	TOTAL	\$ 65,000

Full-Time Equivalent Staffing

Regular Full-Time FTE

TOTAL

PROGRAM

The Damascus rural area along the Sunrise Corridor is also under consideration for urban expansion as of late 2002, largely due to the concentration of "non-resource" lands that must be considered first for urbanization under state goals for protecting forest and farm land. This program links these objectives with a comprehensive transportation corridor and land-use concept plan for the Sunrise Corridor and Damascus areas.

The Sunrise Corridor has been the focus of a number of studies to determine long-term highway needs connecting I-205 in the Clackamas area to Highway 26, south of Gresham. This corridor is already traversed by Highway 212, a rural route that is increasingly congested and unsafe with growth in traffic and urbanization in Clackamas County. The Sunrise Corridor project is described in more detail on page 59 of the UWP.

RELATION TO PREVIOUS WORK

The 2000 RTP and 1999 Oregon Highway Plan (OHP) call for a highway improvement in the Sunrise Corridor. This corridor is a primary connection between the Metro area and statewide destinations to the east, along the Highway 26 corridor, and serves as an important freight route.

The need for a Sunrise Corridor improvement was initially identified in the 1980s as part of the Access Oregon Highways program. A Draft Environmental Impact Statement (DEIS) for the corridor was completed in 1993, with three possible alignments. A Final Environmental Impact Statement (FEIS) has not been completed, nor has the project been funded. The corridor is also subject to statewide planning rules. Findings on location and compatibility for rural portions of the facility must be made before this element of the 2000 RTP can be fully acknowledged by the state Land Conservation and Development Commission. The environmental work for the first phase of the Sunrise Corridor from I-205 to Rock Creek Junction will be completed under a separate, but coordinated effort, as described on page 59 of the UWP.

The Damascus area was identified as an "urban reserve" in the 2040 Growth Concept. This area is a prime candidate for any future urban expansion because of the concentration of "non-resource" lands that must be considered before forest and farmland when expanding the UGB. By definition, "non-resource" lands are relatively small parcels of one to five acres that cannot be effectively farmed or used for commercial forestry and are often developed with single-family housing. Subsequently, these areas present a challenging task if they are to be urbanized.

In 2002, the Executive Officer included a large portion of the Damascus area in his recommendations for expansion of the UGB. In late 2002, the Metro Council adopted a new UGB that incorporated most of the Sunrise Corridor. Subsequent Damascus area planning activities scheduled for 2003-05 will be coordinated with the Sunrise Corridor transportation planning. In 2001, the updated Metropolitan Transportation Improvement Program (MTIP) recognized this opportunity and allocated funding for completion of the highway study and necessary land-use analysis in the rural portions of the corridor.

RESPONSIBILITIES

Metro, ODOT and Clackamas County will serve in lead roles on this project. Metro and Clackamas County would share the lead on UGB and urbanization issues, including concept planning for the Damascus area. Metro may also provide technical support for the transportation analysis of the DEIS alternatives and findings on rural goal exceptions. Clackamas County and ODOT would lead the DEIS element of the project, coordinated with Damascus area concept planning. Other local partners could include adjacent jurisdictions with an interest in the project, advocacy groups and others with an interest in the outcome. The project may also include private contractors for transportation analysis, public outreach and the rural goal exception elements.

The project would be staged over a two-year period, with some elements of the highway and land use planning work completed concurrently. Because of the complex nature of the project, a detailed work plan is an essential first step, and will be completed once the Council has reached a final boundary decision.

OBJECTIVES/PRODUCTS

- Develop a detailed work plan for completing various components of the project;
- Initiate goal-exception process for remaining rural portion, upon adoption of amended UGB, and coordinated with the UGB master planning process;
- Complete UGB expansion concept planning for the Damascus-Boring area, including a conceptual street network that complements the Sunrise. This work would frame the DEIS for this portion of the Sunrise Corridor as a follow-up activity;
- Initiate DEIS for the portions of the corridor between Rock Creek Junction and Highway 26, as needed in subsequent years; and
- Initiate RTP amendments to incorporate recommended transportation facilities needed to serve urbanizing areas.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 186,276	FY 04 STP/Match	\$ 687,772
Materials & Services	\$ 704,213	Clackamas Contract	\$ 250,000
Interfund Transfers	\$ 67,993	Metro	\$ 37,228
Computer	\$ 16,519		
TOTAL	\$ 975,000	TOTAL	\$ 975,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.043
TOTAL	2.043

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM TRIP PLANNER DEVELOPMENT

PROGRAM

The Transportation Model Improvement Program is a large national program initiated for the purpose of developing a new transportation-modeling paradigm in response to policy issues in ISTEA. It is intended to accurately evaluate air-quality impacts of proposed actions. It will depict travel-demand response to transportation infrastructure changes and travel-demand management actions (i.e., road pricing, parking supply actions, fuel price changes and employer travel-reduction programs). This is a multi-year program.

As part of USDOT's TMIP Program, the Los Alamos National Laboratory is developing a new model framework known as TRANSIMS (TRANsportation SIMulationS). The first demonstration of interim operating capability was in Dallas. The dynamic ("real time") assignment algorithms were showcased in that application. The second demonstration is in the Portland metropolitan area. The trip-planning capabilities are being developed in this demonstration.

The USDOT intends to deploy the final software tools to major U.S. cities within two to three years.

RELATION TO PREVIOUS WORK

Over the last several years, The Los Alamos National Laboratory staff created a new modeling paradigm. This paradigm is embedded in the technology known as TRANSIMS. The Portland metropolitan area was chosen as the test bed for the technology. As a consequence, Metro staff have been working closely with the Lab during that time.

The Lab needed much data in the development of the tools. Metro provided information needed to create a simulation network that included every road and street in the region. Data was needed regarding capacity and speed estimates, the location of traffic-control devices and signal timing plans, turning lane locations and their length, parking locations and transit system specifications. Population and employment data was provided at a small level of geography. Databases were built to efficiently organize and analyze traffic-count data.

The Lab used the data to create and test the new modular tools. An algorithm was developed to synthesize the population of the entire region. The algorithm preserves all relationships and cross-classifications found in the census. A trip planner module is available to estimate the number of trips, types of trips and schedule of the trips for each person in the region for the entire day. An assignment algorithm is available that encompasses micro-simulation techniques. Cars, transit vehicles and trucks can be viewed in very small time increments as they move through the network.

The TRANSIMS technology should be complete by the end of 2003. During FY 2002 and 2003, Metro received the operating software and started to test both the hardware and software for use. The hardware was installed January to March 2002, the software was installed by May, about 12 months behind the original schedule. While the work program assumed that Metro would immediately start model tests, evaluate performance, report the results, and carry out two project applications during FY 2002-03, problems arose.

It had been assumed that LANL had a working model that could be applied and that the software/hardware was in a "Beta" condition. Neither of these was true. A lengthy de-bug

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM TRIP PLANNER DEVELOPMENT

phase was required, involving both the core technology (LANL) and the user interface (PriceWaterhouseCoopers Consulting, now IBM). There were also computer architecture problems to overcome (LANL and PriceWaterhouseCoopers Consulting – now IBM consulting).

As a result Metro's tasks changed to working through the modeling package elements to explore functionality and uncover flaws.

Metro is also (working with LANL and consultants hired by the USDOT) developing a new generation of Portland Models – known as Gen 2). At the time of preparing this document, debugging was still underway, the new Gen 2 models were scoped out and exploratory calibration started.

By June 2003, it is expected that the software and hardware will be viable, and that the first version of Gen 2 will be partially complete. This was originally the end date for this project, but it is most probable that this will be extended 18 months to December 2004.

RESPONSIBILITIES

By the end of FY 2003, the algorithms within the technology will be fully validated and the user interfaces complete. At that point, Metro will continue model development (Gen 2). This should be complete by December 2003. (Second quarter 2004.)

The work will then be switched to application in a real study (or studies). The study will use all the TRANSIMS capabilities. The exercise will require a future year horizon, significant network edits and a full multi-modal analysis. In other words, all elements of the model will be tested in their entirety.

Papers will be written to document the application and results. Comparisons will be made to the findings obtained with traditional models. This will occur in both 2004 and the first part of 2005.

Results of the case study will be shared with others via conferences, tutorials and other media, as needed.

OBJECTIVES/PRODUCTS

- Continue to serve on TRANSIMS coordination teams;
- Complete model calibration and sensitivity testing;
- Start application of the calibrated model in a study involving a future year horizon;
- Document the model performance, including a comparison with current techniques; and
- Share the results of the case study via conferences, tutorials and other mediums.

**USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM TRIP PLANNER
DEVELOPMENT**

BUDGET SUMMARY

Requirements:

Personal Services	\$	295,018
Materials & Services	\$	47,250
Interfund Transfers	\$	94,892
Computer	\$	8,040

TOTAL	\$	445,200
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Resources:

TRANSims 02X00006	\$	356,160
Metro	\$	89,040

TOTAL	\$	455,200
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	2.800
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TOTAL	2.800
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PROGRAM

The Model Development Program defines necessary work elements to keep the travel demand model responsive to issues that emerge during transportation analysis. Model maintenance activities ensure the model reflects current infrastructure assumptions and is operating in a computationally efficient manner. Research work elements lead to development of new models with enhanced capabilities.

The program is very important because results from travel demand models are used extensively in analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, and the Oregon Transportation Planning Guidelines) specifies data needs that require a high degree of modeling proficiency.

RELATION TO PREVIOUS WORK

The tasks identified in this program are ongoing. In FY 2003, several notable accomplishments included the porting of the travel demand model to the R programming language, the implementation of several model enhancements (new variables, logic structure), and the update to the regional freight model. Staff continued to serve on TRB Committees and the Oregon Modeling Steering Committee.

RESPONSIBILITIES

The program contains work elements in the following areas:

The program encompasses work elements in research, model application procedures and data input, data processing and display, documentation, the advancement of national practice through committee membership and conference participation, and joint projects with the Oregon Modeling Steering Committee. Each subject area is discussed in more detail below.

Research pertains to those activities that maintain the model sensitivity to policy issues. Work in this area will ensure that the model is responsive to issues of urban design, pricing, accessibility, and other evaluation criteria. As appropriate, some elements in the TRANSIMS demand model design features will be integrated into the Metro model.

The model application procedure and input data category identifies tasks that influence methodologies and assumptions. The transportation analysis zone structure and the network infrastructure assumptions will be reviewed to ensure efficiency and accuracy. The interface procedures between the population and employment allocation model (MetroScope) and the regional transport model will continue to be evaluated so areas of improvement can be implemented.

Data processing and display work elements relate to those work items that improve the computational efficiency of the model and the ability to display data. As necessary, steps will be taken to enhance the data processing function and GIS capabilities.

Routinely, user manuals are prepared describing the technical specifications of the demand model and the coding conventions of the simulation network. Updates are necessary to keep the documentation current.

MODEL DEVELOPMENT PROGRAM

Staff participates on advisory and peer review panels, performs committee work for the Transportation Research Board and attends selected conferences and workshops. This practice is useful in order to contribute to the improvement of modeling techniques.

The primary function of the Oregon Modeling Steering Committee is to coordinate the transportation modeling efforts of state and regional agencies. Member agencies work together to address common concerns and jointly work on projects. Metro staff are active participants on the Committee. The Committee will have an active role in ensuring an integrated implementation of the new statewide model with the MPO models.

All agencies and projects that require the use of travel demand forecasting services benefit from the Model Development Program. Current clients include Metro (e.g., South Corridor, the RTP, the I-5 North Transportation and Trade Partnership Study), regional agencies (the Oregon Department of Transportation, TriMet, the Port of Portland, the Department of Environmental Quality) and governments (the cities and counties in this region).

OBJECTIVES/PRODUCTS

- Conduct research in order to maintain and improve the responsiveness of the demand model to policy needs;
- Continue to improve the model application procedures and input data;
- Continue to improve the data processing and display capabilities;
- Maintain documentation with regard to the demand model and network coding user manuals;
- Contribute to the advancement of national practice through participation on advisory panels, TRB service committees, and conferences; and
- Participate on the Oregon Modeling Steering Committee with a particular emphasis on the coordination of research and model development activities between the MPOs within the state and various government entities.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 228,733	PL	\$ 163,043
Interfund Transfers	\$ 74,391	STP Funds/ODOT Match	\$ 92,025
Computer	\$ 41,076	Section 5303	\$ 25,000
		ODOT Support	\$ 37,400
		TriMet	\$ 9,000
		Metro	\$ 17,532
TOTAL	\$ 344,000	TOTAL	\$ 344,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	2.209
TOTAL	2.209

PROGRAM

Established inventory of transportation related data. Data for the program is updated regularly. It also identifies work tasks necessary to benchmark characteristics of the transportation system. Factors that influence travel choices are also observed.

The Intermodal Surface Transportation Efficiency Act, the Clean Air Act Amendment and the Oregon Transportation Planning Guidelines make the program important for monitoring system performance.

RELATION TO PREVIOUS WORK

Established in 1989, this on-going program has provided for collection of a long history of data.

Each year data is gathered so that the state of the transportation system can be defined and evaluated. The data provides information necessary to monitor the transportation system. Information regarding travel costs, traffic counts (auto and truck), vehicle miles traveled (VMT), transit patronage and other data is collected and summarized. The data helps to understand current characteristics and establish a basis for estimating future conditions.

RESPONSIBILITIES

Each year, transportation data is collected, entered into multiple databases, documented, and queried to process information requests. Information is gathered regarding vehicular traffic counts, transit patronage, parking costs, auto operating costs and transit fares.

Metro maintains a data collection program. Diverse information is captured in this effort. Flow data is gathered for autos, trucks and transit patrons. Key locations have been identified where count data is needed. The regional jurisdictions assist Metro by providing this information. In addition, parking cost data and auto operating cost information is collected. National reports summarizing data from other cities (e.g., VMT) is regularly reviewed.

Traffic count data are collected yearly and summarized by ODOT for submittal to the federal Highway Performance Monitoring System. Population information is included, as well. In FY 2004, Metro will assist ODOT by serving as a source of review for the data pertaining to the Portland Metropolitan area. The review will ensure that the information is reasonable when compared to historical data and other sources of information.

Databases are maintained to keep the above data available for efficient electronic access.

Reports are written to summarize and document the information gleaned from the collection efforts.

Requests are received on a regular basis for information about VMT, parking costs and other system monitoring information. The queries are processed on demand.

The information collected in this program is useful to Metro, the jurisdictions, developers and consultants because it provides an historical perspective on travel trends for use in project planning. The program also provides essential input and validation information (i.e., cost of travel and count data) for the regional travel demand model.

SYSTEM MONITORING

OBJECTIVES/PRODUCTS

- Continue data collection efforts (regional vehicular count program, transit patronage counts, parking cost data, auto operating cost information and national performance data);
- Review HPMS data collected by ODOT for the Portland metropolitan area before submittal to federal agencies;
- Continue data processing and display function (maintain and enhance the vehicular count and transit patronage databases);
- Continue the documentation process (count reports, travel cost papers); and
- Provide response to system performance data requests.

BUDGET SUMMARY

Requirements:

Personal Services	\$	82,561
Interfund Transfers	\$	27,439

Resources:

PL	\$	10,278
STP/ODOT Match	\$	52,861
Section 5303	\$	22,200
ODOT Support	\$	6,800
TriMet	\$	10,000
Metro	\$	7,861

TOTAL	\$	110,000
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TOTAL	\$	110,000
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	1.002
TOTAL	1.002

PROGRAM

The Technical Assistance Program provides travel forecasting support to the Oregon Department of Transportation, TriMet, the Port of Portland and the cities and counties of this region. Assistance is provided in terms of staff support, computer usage and training. A budget allocation defines the amount of assistance to be provided to each jurisdiction.

RELATION TO PREVIOUS WORK

This is an on-going program. In FY 2003, over 100 requests for services were processed.

RESPONSIBILITIES

Three types of service are provided. Each is discussed below:

- The jurisdictions of this region perform a multitude of studies to determine the effects of development, transportation policy and changes to the infrastructure. Upon request, staff support is provided to assist in the travel forecasting aspects of those studies;
- ODOT, Multnomah County, Clackamas County, Washington County, the City of Portland and the City of Gresham have modem connections to the EMME/2 transportation modeling database. These jurisdictions are able to use the software as a remote workstation. Analysis can be done in this way without directly using Metro staff. Computer charges are assessed relative to the use of the system; and
- Metro provides training to the jurisdictional staff regarding the use of the EMME/2 Transportation Planning Software, the theory of travel demand modeling, and computer simulation network analysis. The service is provided on demand.

An expense report provides each jurisdiction the opportunity to assess their use of the program and the remaining dollars in their budget. The report is found in the monthly TPAC progress report. The financial data reflects the most current information available.

OBJECTIVES/PRODUCTS

- Provide travel forecasting assistance to ODOT, TriMet, the Port of Portland and the cities and counties of this region in terms of:
 - Staff support;
 - Access to the EMME/2 Transportation Planning Software via external connections; and
 - Training on the topics of software use and demand modeling theory.

TECHNICAL ASSISTANCE PROGRAM

- Provide technical assistance based upon the following budget allocation:

Jurisdiction	Budget
City of Portland	9,667
Washington County	10,533
Clackamas County	11,200
ODOT	29,900
Port of Portland	6,800
City of Gresham	5,067
Multnomah County	5,667
TriMet	8,500
Sales	11,580

- Provide expense reports to each jurisdiction at least quarterly.

BUDGET SUMMARY

Requirements:

Personal Services	\$	56,820
Computer	\$	21,473
Interfund Transfers	\$	20,621

Resources:

STP/ODOT Match	\$	46,421
ODOT Support	\$	29,900
TriMet	\$	8,500
Sales	\$	6,581
Metro	\$	7,512

TOTAL	\$	98,914	TOTAL	\$	98,914
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Full-Time Equivalent Staffing

Regular Full-Time FTE	.629
TOTAL	.629

PROGRAM

Provide for overall ongoing department management, including budget, UWP, contracts, grants and personnel. It also includes staff to meet required needs of TPAC, JPACT, MTAC, WRPAC and the Metro Council.

RELATION TO PREVIOUS WORK

This is an on-going program.

RESPONSIBILITIES

Ensure compliance with all federal requirements. Maintain "certification" of the region for continued receipt of transit and highway construction funds. Provide documentation to the FHWA and Federal Transit Administration (FTA) of all such activity.

Provide support to JPACT, TPAC, MTAC, WRPAC and subcommittees to ensure coordination between state, regional and local transportation and land use plans and priorities.

Provide overall department management, including budget, personnel, materials, services and capital expenditures. Monitor grants and contracts compliance. Provide information to the public. Also, maintain active memberships and support in national/international organizations such as Cascadia, Rail~Volution and the Association of Metropolitan Planning Organizations (AMPO) as available funds allow.

OBJECTIVES/PRODUCTS

- Prepare and manage the department budget, personnel, programs and products;
- FY 2004 UWP;
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execute, administer and monitor contracts, grants and agreements;
- Interdepartmental coordination;
- Periodic review with FHWA and FTA on UWP progress;
- Federal Certification; and
- Progress Reports for Metro Council and federal agencies.

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

BUDGET SUMMARY

Requirements:

Personal Services	\$	266,395
Materials & Services	\$	16,950
Interfund Transfers	\$	102,351

Resources:

PL	\$	95,039
STP/ODOT Match	\$	135,288
Section 5303	\$	20,000
ODOT Support	\$	15,969
TriMet	\$	2,000
Metro	\$	117,400

TOTAL	\$	385,696
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TOTAL	\$	385,696
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	3.515
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TOTAL	3.515
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PROGRAM

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

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

RELATION TO PREVIOUS WORK

This is an on-going program.

RESPONSIBILITIES

Under proposed new FHWA/FTA guidelines, MPOs need to:

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

The majority of work to ensure compliance with the above will be done within the individual program/project work plans. However, broad community data collection, outreach and qualitative evaluation methods will be developed and employed to assist the Planning Department, as a whole, to effectively comply with the spirit and letter of the DOT guidelines.

OBJECTIVES/PRODUCTS

With the availability of Census 2000 information staff is now able to assess aspects of projects or programs that may be of interest or have potential impact or benefit to minority and/or low-income populations. This will help us to better engage appropriate communities in effective communication and transportation decision-making processes. For the 2004-07 MTIP, block analysis will be conducted on the areas surrounding each project submitted for funding consideration. A qualitative assessment of the project will be provided as part of project evaluation. If successful, a similar method will be applied to projects or project areas during future regional transportation updates.

ENVIRONMENTAL JUSTICE AND TITLE VI

BUDGET SUMMARY

Requirements:

Personal Services	\$	5,977
Materials & Services	\$	1,823
Interfund Transfers	\$	50

TOTAL	\$	7,800
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Resources:

FY 04 STP/ODOT Match	\$	3,172
Metro	\$	4,628

TOTAL	\$	7,800
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	.050
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TOTAL	.050
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PROGRAM

The *South Corridor Supplemental Draft Environmental Impact Statement (SDEIS)* was published during FY 03. Some FTA funding from the SDEIS grant will carry over into FY 04 to fund initial tasks in the production of the *South Corridor Final Environmental Impact Statement (FEIS)*. The work program for the FEIS is detailed in a separate budget narrative.

RELATION TO PREVIOUS WORK

The SDEIS was produced as a supplement to the South/North Light Rail DEIS written by Metro and published by the FTA in 1998. Light rail was selected in 1998 as the Locally Preferred Alternative (LPA). In November 1998, a ballot measure failed that would have provided local match for the project. Subsequent to the vote, a group of citizens and business leaders developed a new lower cost light rail project to the north which became the Interstate MAX line and which is now under construction. At the same time the Interstate MAX project was being developed, the Metro Council directed staff to develop non-light rail transit alternatives in the South Corridor. An Alternatives Analysis was begun in July 1999. The South Corridor Transportation Alternatives Study, authorized by the Metro Council in July 1999, evaluated a wide range of alternatives between July 1999 and July 2001. Due to popular support by neighborhoods and the business community, light rail was added back as an option with two alignments: (1) downtown Portland to Milwaukie, and (2) from the Gateway Transit Center to Clackamas Town Center via I-205. A Combined LRT alternative was also developed that included both LRT alignments. These alternatives, along with a no-build, busway and bus rapid-transit alternative, were evaluated in the SDEIS. The LPA was chosen by the Metro Council in March 2003 and has been advanced into the Preliminary Engineering/FEIS phase of project development with FTA's approval in April 2003.

RESPONSIBILITIES

The Project lead for the South Corridor shifted from Metro to TriMet in March 2003 with the initiation of Preliminary Engineering. Primary responsibilities for FY 2003-04 include:

- Successfully transition public-involvement functions to TriMet in a way that ensures continuity for citizen committees, neighborhoods and the general public;
- Initiate FEIS activities including design and evaluation of environmental mitigation and resolution of any outstanding alignment and station location decisions;
- Prepare FEIS scopes of work and procure consulting services for transportation analysis, environmental analysis and financial and technical assistance;
- Close out SDEIS grant and prepare all appropriate FTA documentation; and
- Prepare intergovernmental agreement with TriMet for FEIS funding.

OBJECTIVES/PRODUCTS

The primary objective of the South Corridor SDEIS and subsequently the South Corridor FEIS is to implement a major high capacity alternative transportation program in the South Corridor that:

- Maintains livability in the metropolitan area;
- Supports local and regional land use goals;
- Optimizes the transportation system;

SOUTH CORRIDOR SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

- Is environmentally sensitive;
- Reflects community values; and
- Is fiscally responsive.

BUDGET SUMMARY

Requirements:

Personal Services	\$	99,445
Interfund Transfers	\$	35,555

TOTAL	\$	135,000
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Resources:

FTA 90X083	\$	121,135
Local Match	\$	13,865

TOTAL	\$	135,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.100
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TOTAL	1.100
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SOUTH CORRIDOR FINAL ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY ENGINEERING

PROGRAM

The South Corridor Final Environmental Impact Statement and Preliminary Engineering (PE/FEIS) will develop environmental mitigation for the impacts of the Locally Preferred Alternative (LPA), selected earlier by the Metro Council in FY 03 and will address all public comments made regarding the SDEIS. Engineering for the project will be advanced to the 30 percent level and capital costs will be developed to a level of accuracy suitable for inclusion in a Final Design application to FTA. TriMet will become lead agency for the project, with Metro taking primary responsibility for the FEIS.

RELATION TO PREVIOUS WORK

The PE/FEIS phase of the South Corridor Project follows the completion of the SDEIS and selection of the Locally Preferred Alternative (LPA). Initial start-up tasks for the FEIS will be accomplished with the carryover of SDEIS project funds as described in the South Corridor SDEIS budget narrative, which also documents earlier stages of the project. The FEIS concludes with the Record of Decision, which signals the completion of the federal National Environmental Policy Act (NEPA) process.

RESPONSIBILITIES

Metro staff will directly manage all staff and consultants involved in the preparation of the FEIS. TriMet will be the overall project lead, with responsibility for PE and public involvement. The PE/FEIS phase is scheduled for completion in mid-FY 04. Primary responsibilities include:

- Perform technical analysis including mitigation for environmental impacts, transportation and traffic impacts;
- Management of FEIS consultants;
- Development of the financial analysis and financial plan for the locally preferred alternative being evaluated in the FEIS;
- Management of the FEIS ensuring that budget and schedule are met;
- Assist TriMet in development and evaluation of Preliminary Engineering designs for alignments and facilities;
- Assist TriMet with public involvement activities; and
- Perform necessary analyses in support of the project's FTA New Starts submittal.

OBJECTIVES/PRODUCTS

The primary objective of the South Corridor FEIS is to implement a major high capacity alternative transportation program in the South Corridor that:

- Maintains livability in the metropolitan area;
- Supports local and regional land use goals;
- Optimizes the transportation system;
- Environmentally sensitive;
- Reflects community values; and
- Fiscally responsive.

**SOUTH CORRIDOR FINAL ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY
ENGINEERING**

BUDGET SUMMARY

Requirements:

Personal Services	\$	517,502
Materials and Services	\$	865,000
Interfund Transfers	\$	169,832
Computer	\$	32,666

TOTAL	\$	1,585,000
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Resources:

FTA 90X083	\$	1,422,220
Local Match	\$	162,780

TOTAL	\$	1,585,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	5.290
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TOTAL	5.290
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PROGRAM

The Willamette Shoreline Planning Program consists of two major work areas: 1) the support of the Willamette Shoreline Consortium that oversees preservation and maintenance of the former Jefferson Branch rail alignment between Portland and Lake Oswego, and 2) the development of transportation options for long-term use of the Willamette Shoreline Right-of-Way as a regional rail transportation corridor.

RELATION TO PREVIOUS WORK

Metro has been active in the management of the Willamette Shoreline right-of-way since the Consortium purchased the Jefferson Branch Line between Portland and Lake Oswego in 1988. Metro continues to staff the Consortium of local governments (Metro, TriMet, ODOT, Portland, Lake Oswego, Clackamas and Multnomah Counties), providing administrative, technical and policy support for continued management of the corridor. In FY 03, Metro played a key role in resolving issues related to the City of Portland's Combined Sewer Overflow project within a portion of the Willamette Shoreline Right-of-way. Lake Oswego contracts with the non-profit Oregon Electric Railway Historic Society to operate the Willamette Shore Trolley, an excursion trolley that operates in the corridor.

RESPONSIBILITIES

Program objectives in FY 04 include:

- Continue to support the Willamette Shoreline Consortium by staffing meetings, providing technical analyses and facilitating agreement on related activities and agreements.
- Initiate a Metro-led planning effort to evaluate the potential for development of the Willamette Shoreline right-of-way between Portland and Lake Oswego into a regional transportation corridor eligible for federal funding. This planning effort would include:
 - Define the appropriate level of federal environmental documentation;
 - Evaluation of transit modes;
 - Development of capital, operations and maintenance costs;
 - Phasing and implementation strategies;
 - Integration with a pedestrian/bicycle path where there is extra room in the right-of-way;
 - Identification of potential capital and operating revenues; and
 - Coordination with local jurisdictions that could include intergovernmental agreements and establishment of project committees.

OBJECTIVES/PRODUCTS

Objectives for FY 04 include:

- Develop, refine and implement a scope of work and budget for the initial analysis of rail transit and pedestrian/bicycle improvements in the Willamette Shoreline right-of-way between Lake Oswego and Portland;
- Facilitate agreement among Consortium members on how to best use the Willamette Shoreline right-of-way in the future and how to fund interim maintenance of the track;
- Prepare detailed work programs, budgets and schedules for the rail and trail study;
- Manage the studies in accordance with the defined work program, budget and schedule;

WILLAMETTE SHORELINE PLANNING PROGRAM

- Procure consultant assistance as required;
- Manage federal grant funding and execute Intergovernmental Agreements as needed; and
- Serve as liaison with the FTA.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 182,326	MTIP/STP*	\$ 300,000
Materials & Services	\$ 295,000	Local Match-Consortium	\$ 34,336
Interfund Transfers	\$ 63,415	Other Grants**	\$ 170,872
Computer (Direct)	\$ 8,259	ODOT Support	\$ 9,606
		STP/ODOT Match	\$ 10,572
		Section 5303	\$ 5,000
		Metro	\$ 18,614
TOTAL	\$ 549,000	TOTAL	\$ 549,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.160
TOTAL	2.160

*Through FTA.

**To be determined.

PROGRAM

The Transit Planning Program supports the budget theme that Metro will identify and promote multiple transportation choices to easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles supports the budget theme of improving air quality. This program will implement the transit policy direction established by the RTP with emphasis on coordinating with TriMet, C-TRAN (Vancouver) and SMART (Wilsonville) to ensure that short, medium and long-range transit needs of the region are addressed. Specific elements of the FY 04 work program include continued work on implementation of the Elderly and Disabled Transportation Plan and related issues.

RELATION TO PREVIOUS WORK

The Transit Planning Program in general works toward the implementation of the 2020 RTP. In FY 01, Metro staff began work in support of the Tri-County Elderly and Disabled transportation plan study, TriMet's Committee on Accessible Transportation (CAT) and the Special Transportation Fund Advisory Committee (STFAC).

The Transit Element of the RTP has been revised to support implementation of several related elements of the Tri-County Elderly and Disabled Plan. Following amendment to the RTP, staff will work to ensure that transit providers and local jurisdictions implement transit service that supports the policy direction of the RTP and the Regional Growth Management policies.

RESPONSIBILITIES

- Assist TriMet, C-TRAN and SMART in the development of their short, medium and long-range transit plans;
- Assist transit operators in meeting requirements mandated by the Americans with Disabilities Act, Title VI and other federal requirements;
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources; and
- Coordinate activities related to elderly and disabled transportation planning such as implementation of the Tri-County Elderly and Disabled Transportation Plan and Special Transportation Fund Advisory Committee.

OBJECTIVES/PRODUCTS

Objectives for FY 2004 include:

- Continue serving on the Committee for Accessible Transportation (CAT), which advises TriMet on issues of transit system accessibility;
- Continue serving on the Special Transportation Fund Advisory Committee, which advises TriMet and the State of Oregon on use of Special Transportation Funds for the Tri-County area;
- Work with public and non-profit transit service providers to develop an integrated, efficient network of transit services to the elderly and disabled people in the area;
- Work on implementation of transit elements in the RTP;
- Access resources from the federal "New Freedom Initiative";
- Prepare detailed work programs, budgets and schedules for various related activities;
- Manage the studies in accordance with the defined work program, budget and schedule;

TRANSIT PLANNING

- Procure consultant assistance as required;
- Manage federal grant funding and execute Intergovernmental Agreements as needed; and
- Serve as liaison with the FTA.

BUDGET SUMMARY

Requirements:

Personal Services	\$	45,938
Interfund Transfers	\$	15,803
Computer (Direct)	\$	8,259

TOTAL	\$	70,000
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Resources:

PL	\$	4,741
STP/ODOT Match	\$	14,476
TriMet	\$	50,000
Metro	\$	783

TOTAL	\$	70,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	.495
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TOTAL	.495
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PROGRAM

The Portland/Vancouver Region is one economy divided by state and regional jurisdictions. Bi-State coordination is needed to make plans for the two parts of the Portland/Vancouver Region consistent and complimentary. Bi-State Coordination meets federal requirements that the two Metropolitan Planning Organizations work together. Development patterns within the region and commuting patterns across the Columbia River lead to the need for coordination between federal and state agencies on transportation and land use issues. Based on recommendations from the I-5 Partnership Governors' Task Force, Metro and the Southwest Washington Regional Transportation Council (RTC) will reconstitute the Bi-State Transportation Committee into the Bi-State Coordination Committee in early 2003. The purpose of this reconstituted joint committee is to advise the region, state and local jurisdictions on transportation and land use issues of bi-state significance.

RELATION TO PREVIOUS WORK

Metro and RTC created the Bi-State Transportation Committee in May 1999. The Committee has met regularly and forwarded recommendations to Metro and the RTC board on several important issues. For many years, Metro has participated in other bi-state coordination efforts through its Local Coordination Program.

The recommendation to expand the purview of the Bi-State Transportation Committee to include land use issues was included in the I-5 Strategic Plan adopted by the I-5 Partnership Governors' Task Force in June 2002.

RESPONSIBILITIES

- Staff the Bi-State Coordination Committee, including bringing issues of bi-state significance forward for consideration at appropriate times and forwarding actions to JPACT and Metro Council as necessary;
- Coordinate MPO planning activities with participation on RTCs Regional Technical Advisory Committee (RTAC) and other regional and local committees as required; and
- Work with bi-state partners including City of Vancouver, Washington State Department of Transportation (WSDOT), C-TRAN, Clark County and RTC to explain the bi-state issues within the Portland/Vancouver area to federal and state representatives.

OBJECTIVES/PRODUCTS

- Ensure that JPACT/Metro Council have information on transportation and land use issues of bi-state significance before decisions regarding bi-state projects are made; and
- Ensure efficient and effective use of planning and construction resources within the Portland/Vancouver Region.

BI-STATE COORDINATION

BUDGET SUMMARY

Requirements:

Personal Services	\$	45,808
Interfund Transfers	\$	16,192

Resources:

PL	\$	16,762
ODOT Support	\$	10,394
STP/ODOT Match	\$	28,311
TriMet	\$	5,000
Metro	\$	1,533

TOTAL	\$	62,000
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TOTAL	\$	62,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	.47
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TOTAL	.47
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PROGRAM

The I-5 Corridor is critical to the metropolitan economy and to national and international trade. Traffic congestion on I-5 affects goods moved by air, rail, barge and truck as well as passenger travel. Within the Portland/Vancouver region, I-5 has a number of bottlenecks - the most significant of which occur between I-205 in Vancouver, Washington and I-84 in Portland. Within this corridor crossing the Columbia River, is one of the last and most active drawbridges on the interstate system. Because of the importance in the region of community livability, the environment, regional, national and international trade, plans must address a broad range of issues and include numerous stakeholders and the public.

The Transportation Equity Act for the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. ODOT and WSDOT have completed the initial phase of the I-5 Transportation and Trade Partnership Study which was funded in part by FHWA through the National Trade Corridors and Borders Program.

The initial phase of the I-5 Partnership study evaluated a wide range of multi-modal alternatives to improve travel and facilitate freight movement in the I-5 corridor between Portland and Clark County, Washington. Staff and the consulting team reported findings to a 28-member task force appointed by the governors of Oregon and Washington. Metro staff supported the I-5 Partnership by completing travel demand forecasts for the alternatives and providing transportation analysis oversight on a contract basis and participating on the Partnership's various advisory and technical committees.

Based on the recommendations from the Governors' Task Force, the study will proceed into a Draft Environmental Impact Statement (DEIS) process that will include an extensive Scoping phase. ODOT will lead the DEIS process on the Oregon side of the river. During the DEIS Scoping period, ODOT, WSDOT, C-TRAN, TriMet, Metro and RTC will evaluate freeway design alternatives in the Interstate Bridge Influence Area (BIA) and light rail alignment alternatives for crossing the Columbia River and serving Clark County. Metro staff will provide travel demand forecasting support, transportation analysis assistance and work with RTC, TriMet and C-TRAN to develop and analyze light rail alternatives. Metro staff will also continue to participate on technical and policy advisory committees.

RELATION TO PREVIOUS WORK

The I-5 Transportation and Trade Partnership builds upon work completed over previous years.

In FY 2000, a group of civic and business leaders from the bi-state area concluded that the problems within the I-5 Corridor are significant and will require a significant effort to address. They recommended that the region develop a strategic plan for the corridor.

In FY 01 and FY 02, the I-5 Partnership broadened discussion of the problems and solutions to include the corridor business and residential community and other regional interests. The two Governor's appointed a bi-partisan task force of elected officials, civic and business leaders to evaluate the range of options and develop recommendations for a strategic plan. The public participated in development of the strategic plan through comments at Task Force meetings, open houses and other forums. The strategic plan was approved by the Task Force in June

I-5 TRANSPORTATION AND TRADE PARTNERSHIPS

2002 and circulated for endorsement by the project participants in fall 2002. The initial DEIS Scoping process began in early 2003.

RESPONSIBILITIES

- Use the regional travel demand model to assist in evaluation of roadway and transit alternatives in the DEIS;
- Assist in developing institutional or legislative changes necessary to finance and manage projects and programs recommended for the I-5 Corridor;
- Participate in multi-jurisdictional forums and special committee meetings as necessary to support the program; and
- Refine plans for proposed transit and road projects as needed for implementation, if additional funding for project implementation is available.

OBJECTIVES/PRODUCTS

The objective for FY 04 will be to cooperate with ODOT, WSDOT, C-TRAN, TriMet and RTC in evaluating and documenting the impacts of I-5 Bridge Influence Area alternatives in a Draft Environmental Impact Statement. The DEIS process will require that Metro meet public participation requirements prior to taking action and that Metro continue to participate in bi-state and jurisdictional partnership to resolve issues that may develop during the evaluation.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 67,959	ODOT Contract*	\$ 200,000
Materials & Services	\$ 107,000		
Interfund Transfers	\$ 25,041		
TOTAL	\$ 200,000	TOTAL	\$ 200,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.00
TOTAL	1.00

*Anticipated.

PROGRAM

The Regional Freight Program will help Metro meet its responsibility to plan for goods-movement needs, document freight-project priorities and support livability in the region. The program supports Metro's ability to coordinate with FHWA, local jurisdictions and other agencies on freight-mobility research and policy development, identify freight-project priorities and lead outreach activities that support freight mobility.

The Transportation Efficiency Act for the 21st Century (TEA-21) requires Metropolitan Planning Organizations to meet seven planning factors including planning for people and freight and supporting economic vitality by enabling global competitiveness, productivity and equity. The 2040 Growth Concept identifies the importance of industrial activity to the region by establishing special industrial districts as a priority land use. The Regional Framework Plan and the RTP identify policies to ensure the efficient movement of freight to these industrial districts. The RTP further identifies project priorities to support movement of goods in the region.

The Regional Freight Program is one component of a series of transportation activities that address economic aspects of goods movement. The development of the MTIP criteria, the Regional Freight Data Collection Study and RTP Implementation are complementary to the Regional Freight Program and also address economic and freight needs.

RELATION TO PREVIOUS WORK

Over the past several years, Metro, working with the Port of Portland and the ODOT, has made a significant contribution to understanding and communicating goods movement needs by documenting regional freight-mobility issues and involving the private sector. In 2000-01, Metro produced a brochure of regional freight needs within the region.

In FY 02, the Freight Program focused on making regional freight information available to prioritize local transportation needs. The data is the result of previous research from:

- The regional truck forecasting model;
- Commodity Flow Study;
- National Highway System Intermodal Connectors Report for FHWA;
- Metro area Shipper and Carrier Interviews; and
- Freight policies for the 2000 RTP.

In FY 02, Metro also created the Regional Freight Committee was created to efficiently use regional freight data and to define local transportation needs. Participants included local and state planners involved in transportation planning and project programming. Metro also coordinated with other freight-related efforts in the region such as: Regional Industrial Lands Study; City of Portland's St. Johns Truck Study; Portland State University's Regional Connections Study, Gresham's Sandy Boulevard project and the I-5 Trade Transportation and Trade Partnership Study.

In FY 03, the Freight Program focused on addressing gaps in existing freight information. There is a good understanding of freight flows at a regional level but limited insight into flows on specific facilities. Metro worked with ODOT and other partners to establish a state Freight Data Collection methodology. Metro initiated an effort to identify a scope and funding for

REGIONAL FREIGHT PROGRAM

implementation of a regional freight data collection project. A scope of work was developed and, in FY 04, the Port will lead the Regional Freight Data Collection Study.

RESPONSIBILITIES

- Maintain involvement of private-sector business representatives in identifying and assessing freight mobility issues;
- Identify freight mobility bottlenecks and advance project priorities to respond to freight mobility needs;
- Work with other Metro staff, local jurisdictions and agency representatives to ensure regional freight needs are reflected in plans, programs and project development;
- Coordinate with the FHWA as new freight programs and policies emerge and represent our regional freight interest;
- Coordinate freight-planning activities within Oregon to ensure consistency between state and regional planning. This includes participation in efforts such as the Statewide Freight Advisory Committee;
- Learn from experiences with freight programs and research in the U.S. about programs and policies for application in the Portland/Vancouver region; and
- Support research to improve regional freight data and truck model.

OBJECTIVES/PRODUCTS

- Coordinate Freight Advisory Committee;
- Participate in other on-going freight studies and projects;
- (With Port) Finalize Freight Data Collection funding, scope and budget (September 2004);
- Participate in Regional Freight Data Collection project management and study advisory committees;
- As part of Regional Freight Data Collection effort, complete study interviews and data collection (January 2004); and
- Commence upgrade of Truck Model to incorporate results of Regional Freight Data Collection effort (June 2004).

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 64,939	MTIP/STP	\$ 75,000
Interfund Transfers	\$ 21,759	ODOT Support	\$ 2,000
Computer	\$ 3,304	Metro	\$ 13,000
TOTAL	\$ 90,000	TOTAL	\$ 90,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	.72
TOTAL	.72

PROGRAM

The 2000 RTP identified significant transportation needs in this corridor but stipulated that additional work was needed before a specific project could be developed and implemented. This work program is designed to complete the second phase of the refinement planning needed in the corridor spanning from inner southeast Portland and following Powell east to Gresham and Foster to Damascus. This work program will take the results and recommendations - including project alternatives - from Phase I and evaluate and refine them in light of recent land use decisions affecting the corridor area. It will conclude with selection of a preferred alternative(s) for adoption by JPACT and the Metro Council.

RELATION TO PREVIOUS WORK

As provided by the State TPR, the 2000 RTP calls for completion of a number of specific corridor refinement plans. Chapter 6 of the RTP identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor-refinement plans in these corridors.

In FY 01, the Corridor Initiatives Program prioritized completion of the corridor studies. Foster/Powell was one of the corridors identified as requiring a major, new planning effort by 2005. In FY 02, Metro obtained a Transportation Growth Management grant to support completion of this work. Staff established the project scope and budget, coordinated with other planning efforts in the area, issued RFPs for consultants and executed an agreement with ODOT.

In FY 03, Metro completed the first phase of a multi-modal alternatives analysis. The work included an existing conditions and needs analysis and definition and, preliminary evaluation of a wide range of feasible transit and roadway improvement alternatives. The final report recommended a smaller group of multi-modal alternatives for more detailed study.

RESPONSIBILITIES

- Based on the final Phase I recommendations, develop a detailed scope of work and budget;
- Execute funding agreements for needed grant funds;
- Coordinate with related planning efforts, especially Damascus Concept Planning, Pleasant Valley Plan implementation and Gresham Powell Corridor project development;
- Create a Public Involvement Plan; and
- Issue an RFP and execute contracts with consultants.

OBJECTIVES/PRODUCTS

The work program is designed to complete the corridor-planning process. Over a two-year period, it will evaluate and refine a range of alternatives. The study will recommend short, medium and long-range transportation improvement strategies and a phasing and financial plan. Projects will be defined at an appropriate level of detail to commence review under the National Environmental Protection Act (NEPA). Projects will address the recent and anticipated growth needs and support the following objectives:

- Enhance opportunities for use of bicycles, walking and transit;
- Preserve or enhance the through movement function of the highway;

POWELL/FOSTER CORRIDOR PLAN, PHASE 2

- Reduce reliance upon the automobile;
- Provide alternatives to major transportation improvements; and
- Increase efficient use of land.

BUDGET SUMMARY

Requirements:

Personal Services	\$ 149,386
Materials & Services	\$ 277,750
Interfund Transfers	\$ 52,575
Computer	\$ 14,289

Resources:

PL	\$ 63,640
STP/ODOT Match	\$ 47,382
ODOT Support	\$ 4,000
Section 5303	\$ 25,000
TriMet	\$ 12,000
MTIP/STP	\$ 300,000
Other Local Match	\$ 34,336
Metro	\$ 7,642

TOTAL	\$ 494,000	TOTAL	\$ 494,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.625
TOTAL	1.625

PROGRAM

This work program will complete the corridor refinement planning needed in the Highway 217 corridor. The RTP identified a significant transportation need in this corridor but specified that additional work was needed before a specific project could be implemented. In FY 04, the focus will be on completing the bulk of a multi-modal alternatives analysis. Conclusion at the end of FY 04 will select a preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and the Metro Council.

RELATION TO PREVIOUS WORK

As provided by the State TPR, the 2000 RTP calls for completion of 16 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor refinements and studies.

In FY 01, the Corridor Initiatives Program prioritized completion of corridor plans and refinements. In FY 02, Metro, in consultation with agencies and jurisdictions, developed the scope and budget and submitted a proposal to the FHWA Value Pricing Pilot Program for funds to support completion of the work. A background report was completed for the project. In FY 03, the grant was approved, intergovernmental agreements and contracts executed, completed an existing and future conditions analysis and undertook public opinion research. The Policy Committee was established, which set project goals and defined the initial range of alternatives for evaluation.

RESPONSIBILITIES

Evaluate and refine the alternatives through iterative:

- Travel forecasts;
- Conceptual design;
- Cost estimates;
- Community workshops;
- Public-opinion research;
- Financial analysis; and
- Public participation opportunities at key study milestones.

OBJECTIVES/PRODUCTS

- Study goals are to:
 - Develop an appropriate range of improvement strategies that address corridor transportation needs to the level of detail necessary to commence the appropriate National Environmental Protection Action (NEPA) process and begin more advanced planning;
 - Consider innovative demand and system management and financing approaches, including High Occupancy Vehicle (HOV) lanes and value pricing, and make a determination as to whether they are appropriate for this corridor;
 - Establish a phasing plan that identifies projects and strategies that can be implemented in the near, short and long-term; and

HIGHWAY 217 CORRIDOR REFINEMENT PLAN

- Build public understanding of, and support for, the selected transportation improvement strategies.
- Transportation strategies will achieve the following objectives:
 - Enhance the through movement function of the highway;
 - Encourage increased use of transit and carpooling;
 - Enhance opportunities for use of bicycles and walking. Particular attention will be paid to multi-modal overcrossings and increasing connectivity within the regional centers;
 - Increase efficient use of land. Particular attention will be given to supporting development plans within the regional centers; and
 - Provide alternatives to major transportation improvements.

BUDGET SUMMARY

Requirements:

Personal Services	\$	426,114
Materials & Services	\$	442,200
Interfund Transfers	\$	139,168
Computer	\$	16,518

Resources:

PL	\$	340,035
STP/ODOT Match	\$	200,778
ODOT Support	\$	38,999
Local Partner Match	\$	49,500
Section 5303	\$	24,750
TriMet	\$	21,000
Value Pricing	\$	264,000
Other Grants*	\$	57,000
Metro	\$	27,938

TOTAL	\$	1,024,000	TOTAL	\$	1,024,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	4.83
TOTAL	4.83

*To be determined.

PROJECT DEVELOPMENT

PROGRAM

The program implements multi-modal RTP projects and policies for major transportation corridors. It involves ongoing involvement in local and regional transit and roadway project conception, funding and design.

RELATION TO PREVIOUS WORK

In previous years, this program encompassed a broader focus that also included a variety of RTP implementation activities related to development of projects. This year the program is being split into two more focused efforts. The Project Development Program will now focus on project development along major transportation corridors that provide connections between key 2040 land uses, including regional and town centers and industrial and employment areas. A separate Livable Streets Program has been established to address implementation of street design at the local level.

In 2001, the Corridor Initiatives Project prioritized the multi-modal corridors outlined in the 2000 RTP. The outcome of that inclusive multi-jurisdictional process was a regional commitment to a strategy for completing required planning of transportation improvements on 18 major transportation corridors. In FY 03, the RTP was amended to include that corridor planning strategy. The Project Development Program will focus now on development of major transit, freight, highway and arterial projects related to major transportation corridors. It includes work with local jurisdictions, TriMet, the Port and ODOT on both new efforts that may result in major planning efforts under Metro's lead as well as activities in support of planning efforts being led by other agencies.

RESPONSIBILITIES

Traditionally, Metro has participated in local project-development activities for regionally-funded transportation projects. During FY 04, the Program will focus on project activities that directly relate to completion of planning and project development activities in regional transportation corridors. A few of these corridors already had major planning efforts underway under separate budget lines. However, for the bulk of the corridors project development is still needed. This program will coordinate with local efforts to ensure consistency with regional projects, plans and policies. It will also support initiation of new efforts.

OBJECTIVES/PRODUCTS

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes as well as formal comment on proposed projects; and
- Implement the Corridor Initiatives Project strategy in the RTP through monitoring on-going planning activities and working with other jurisdictions to initiate new corridor efforts.

PROJECT DEVELOPMENT

BUDGET SUMMARY

Requirements:

Personal Services	\$	32,741
Interfund Transfers	\$	12,259

Resources:

PL	\$	9,988
STP/ODOT Match	\$	32,688
ODOT Support	\$	554
Metro	\$	1,770

TOTAL	\$	45,000
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TOTAL	\$	45,000
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Full-Time Equivalent Staffing:

Regular Full-Time FTE	.315
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TOTAL	.315
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PROGRAM

A transit-oriented development has three fundamental characteristics that combine to generate a high modal share for transit; a mix of moderate to high-intensity land uses; a physical or functional connection to the transit system and design features that reinforce pedestrian relationships and scale. The mission of the Transit-Oriented Development (TOD) Implementation Program is to increase transit ridership and lessen risks and costs associated with the construction of TOD projects. It ensures that some regionally significant TOD demonstration projects are undertaken and that joint-development tools are in place to help the region implement growth-management plans for station areas.

RELATION TO PREVIOUS WORK

Work in FY 04 builds directly upon previous FY 03 work and toward the program's five and ten year goals. Projects in the pre-development stage will move into construction, and new projects selected for implementation.

RESPONSIBILITIES

The major responsibilities for the coming year include:

- Begin work on the third phase of Russellville;
- Disposition of the Hillsboro Central site to a selected developer;
- Move through design development and into construction of the second project in the Gresham Civic neighborhood;
- Complete pre-development activities for the second round of projects selected through the Regional RFP process; and
- Implementation of a TCSP-funded project within the Kenton Station area on Interstate MAX, subject to new federal funding.

OBJECTIVES/PRODUCTS

The program helps cause the construction by the private sector of high-density housing and mixed-use projects that encourage increased transit use. Projects are located at light rail stations on the Eastside MAX, Westside MAX and potentially within the Interstate, PDX and commuter-rail transit corridor. Public-private partnerships (coordinated through Development Agreements) are forged to develop projects with higher density, mixed uses where possible, and with a strong pedestrian environment by including street and sidewalk amenities, plazas, promenades and building massing and orientation that reinforce the street level activity. Land-sale proceeds from the projects are returned to the program for use in other TOD projects. Program activities also include providing technical assistance to agencies (local, national and international) working to implement TOD programs, plans and projects; to academicians studying TOD and public/private partnerships and to members of the private real-estate development community.

TRANSIT-ORIENTED DEVELOPMENT IMPLEMENTATION PROGRAM

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	\$	245,310	FTA	\$	50,000
Materials & Services	\$	65,000	Local Funds	\$	249,000
Interfund Transfers	\$	88,690	Program Income	\$	50,000
			Metro	\$	50,000
TOTAL	\$	399,000	TOTAL	\$	399,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	2.720
TOTAL	2.720

PROGRAM

The Data Resource Center (DRC) serves a multi-faceted role within the agency and throughout the community. Within the agency, the DRC contributes to the success of analysis and projects undertaken by Planning, Solid Waste and Regional Parks and Open Spaces. The DRC provides state-of-the-art mapping and spatial analysis, regional economic and demographic forecasting, land-use and vacant-land studies and sophisticated urban-economic analysis.

Periodically updated economic and demographic projections are required of Metropolitan Planning Organizations (MPO) by the federal government prior to allocation of transportation funds. Other forecasting requirements include the Regional Framework Plan and periodic reviews to maintain the 20-year land supply required for inside the UGB. Metro's long-range regional forecast (20 years) provides this foundation for the RTP and various other urban growth management and Solid Waste issues. The regional forecast is also used by local governments and businesses as a moderate economic growth scenario and long-term planning tool. It is the only local source of bi-state metropolitan level forecast data for this region.

RLIS is a computer mapping system providing land records (assessors' tax database), urban development patterns (zoning, 2040 land-use concepts and data, developed and vacant land studies and other tax lot data) and environmental data (floodplains, parks and open spaces, slopes and contours and natural hazard mitigation data). RLIS was created and is maintained by the DRC as a source of information for the Portland area land, population and economy.

RELATION TO PREVIOUS WORK

Metro is the data clearinghouse for collecting, maintaining and producing vital land-use analysis, economic and demographic information supporting significant regional programs. Metro is also a leader in providing desktop GIS to the regional planning community through *RLIS-Lite* and *MAGIC* on CD-ROM disk.

The DRC maintains the integrated regional economic/demographic growth simulation model of the Portland-Vancouver area. This structural economic model is an econometric representation of the regional economy. The model is used in mid-range (5-10 years) and long-range (10-30 years) forecasting and analysis to support the RTP, land use planning and revenue forecasting. Other uses include growth simulation scenarios and impact analysis.

Urban Growth Modeling, Simulation and Analysis: The DRC developed a state-of-the-art land-use simulation model, MetroScope. This decision support tool is linked to the Travel Forecasting Model, making it possible to produce and analyze alternative growth scenarios.

RESPONSIBILITIES

The ongoing uses for the model for purposes of futures forecasting and scenario evaluation is to provide contextual information and quantitative support for policy makers and analysts investigating long-run growth options. The application of this model improves Metro's standing and regional reputation for the quality of its analysis and quantitative expertise. Continuing model development and reliable forecasts not only satisfies Metro's programmatic needs, but also provides useful planning information to our regional planning partners.

DATA, GROWTH MONITORING

- Maintain timely and high quality economic and demographic analysis and reports to support Metro program needs;
- Provide quality GIS products and services to Metro programs, subscribing jurisdictions, TriMet, ODOT and Storefront customers (private sector businesses and the general public);
- Strengthen community (public and private) awareness of RLIS products and services;
- Continue to maintain the high accuracy of the RLIS database; and
- Provide timely information for meeting Performance Measurement requirements.

OBJECTIVES/PRODUCTS

- Revise the population/employment forecast to a 2000 to 2025 time span;
- Use MetroScope to develop alternate growth scenarios;
- Maintain timely and high quality economic and demographic analysis and reports to support Metro program needs;
- Seek grant funding for research using the MetroScope model;
- Use the Internet and the Electronic Storefront to market services and distribute data;
- Migrate RLIS UNIX applications to PC-Windows to empower desktop users with the data and the applications they need to work more efficiently;
- Integrate databases of the region's building permit issuing jurisdictions and county assessor's database with Metro's RLIS database;
- Enhance Metro Intranet and Internet applications to provide interactive capabilities to Metro staff, regional partners and the public; and
- Initiate an RLIS/MTIP coordinated database that streamlines production and use of MTIP materials and maintenance of the MTIP database.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 545,994	PL	\$ 78,521
Materials & Services	\$ 147,700	Section 5303	\$ 65,240
Interfund Transfers	\$ 177,540	ODOT Support Funds	\$ 15,000
Computer	\$ 53,265	Tri-Met	\$ 37,500
		Other*	\$ 284,536
		Metro	443,703
TOTAL	\$ 924,500	TOTAL	\$ 924,500

Full-Time Equivalent Staffing:

Regular Full-Time FTE	6.349
TOTAL	6.349

*Various sources, i.e., jurisdictional IGAs, sales, intra-agency transfers.

CLACKAMAS COUNTY SUNRISE CORRIDOR

This draft work program is being included as a place holder. The study details, funding and lead agency have not been determined.

This work program is designed to complete a Supplementary Draft Environmental Impact Statement (SDEIS) and final EIS as well as start preliminary engineering needed for Unit 1 of the Sunrise Corridor (I-205 to Rock Creek Junction). The RTP identified a significant transportation need in this corridor but specified that additional work was needed before a project could be implemented. JPACT and the Metro Council recently approved, as part of the MTIP funding, to continue preliminary engineering and land-use studies for the proposed improvements. In FY 2003, work will focus on completing the bulk of the Supplementary EIS. This program is intended to conclude in FY 2006 with selection of a preferred alternative and completion of the final EIS, including a financing and phasing plan.

RELATION TO PREVIOUS WORK

As provided by the State TPR, the 2000 RTP calls for completion of 16 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas that require further analysis before a specific project can be developed.

A Sunrise Corridor DEIS was prepared in 1993. However, a supplementary EIS is needed to update the design, update the environmental information and determine construction phasing of Unit 1. In addition, Metro will be completing the land-use planning elements for Unit 2. These elements would include finalizing the Sunrise Corridor exception findings and preparing the Damascus Concept Plan.

RESPONSIBILITIES

Evaluate and refine the following alternatives:

- Travel forecasts;
- Conceptual design;
- Cost estimates;
- Environmental issues and mitigation;
- Community workshops;
- Preliminary engineering;
- Financial analysis; and
- Public-participation opportunities at key milestones.

OBJECTIVES/PRODUCTS

The goal of the SEIS is to ensure the project meets the following criteria:

- Enhance the through-movement function of the highway;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area -- one of the busiest trucking centers in the state;
- Provide regional access from the Portland area to the US-26 corridor that links the metropolitan area to central and eastern Oregon;

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay;
- Provide access to the Damascus and Boring areas. It is expected that future UGB expansion will occur on exception land along this corridor;
- Increase efficient use of land. Particular attention will be given to supporting development plans within the Clackamas Regional Center, Clackamas Industrial Area, Sunnyside Area and Damascus;
- Provide alternatives to major transportation improvements;
- Encourage increased use of transit;
- Enhance opportunities for use of bicycles and walking; and
- Determine any environmental concerns and determine mitigation measures (if needed).

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 300,000	STP *	\$ 1,000,000
Materials & Services	\$ 814,455	Local Match *	\$ 114,455
TOTAL	\$ 1,114,455	TOTAL	\$ 1,114,455

* Placeholder. Exact funding has not been determined.

ODOT I-5/99W CONNECTOR STUDY

The I-5/99W Connector Study is to identify feasible alignments and design concepts within the southern corridor. These alternatives must be reasonable (from a land use perspective) and feasible and prudent (from NEPA perspective). The studied alignments should represent a reasonable range (up to six) of alternatives that would be consistent with a possible future NEPA process. The detail for identifying these alignment alternatives and designs should be at a planning or concept level - enough detail to understand broad feasibility and environmental effects.

The southern corridor was carefully chosen to avoid and/or minimize impacts to agricultural and forest resource lands, natural resources such as streams, wetlands and riparian corridors, public facilities, regional trails, parks and open spaces, existing development and aggregate resource extraction activities. In addition, the corridor boundary was defined to remain close to the UGB, south of Tualatin and Sherwood, within exception lands as much as possible to allow the corridor to serve as a future "hard edge" to lands outside of the current UGB designated for future growth.

RELATION TO PREVIOUS WORK

In 1995, the ODOT completed the Western Bypass Study, which evaluated five alternatives for addressing circumferential travel in the southwest Portland metropolitan area, including the urban portion of Washington County and westernmost portions of the City of Portland and Clackamas County. The study also included portions of rural Washington County. The recommended alternative from this study was a combination of improvements to the existing transportation system in conjunction with construction of new arterial and collector road improvements, implementation of transportation system management and demand management strategies and expanded transit service in the study area.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

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

OBJECTIVES/PRODUCTS

The goal of this study is to evaluate an arterial improvement/truck route between I-5 and Highway 99W. The general area of the alignment would be south of Sherwood and north of Wilsonville. The intent is to examine a complementary project that would help meet the east-west needs of the connector.

The study will compare and contrast traffic, environmental, and engineering issues for various alignment alternatives. It will focus on utilizing existing facilities and right-of-way as much as possible. Traffic analysis will identify arterial options for consideration. An initial conceptual engineering evaluation cost estimate, and environmental screening will be completed.

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

ACTIVITIES

- Decision Making Process: Setting up and support a Steering Team made up of affected government officials and representatives from key agencies.
- Alternatives: Identify and evaluate several alternatives that have the potential to function as an arterial between I-5 and Highway 99W utilizing existing facilities and right-of-way as much as possible.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- **Environmental Setting, Inventory and Comparative Evaluation:** Compile a summary map of the study area showing significant environmental (physical, social and cultural) features that influence the location of transportation improvements.
- **Impacts and Cost:** Reconnaissance level review of environmental issues associated with each alternative. Conceptual engineering for each alternative. Develop preliminary/ planning costs for each alternative.
- **Significant Land Use Characteristics:** Compile a summary map showing significant land uses, jurisdictional boundaries, the UGB, roadways, "Exceptions" lands, wildlife refuges, floodplains, etc.
- **Summary Report:** The findings and conclusions of the above analyses will be summarized in a single report of a size and format suitable for distribution to public and elected officials. Sufficient narrative, graphs, maps, data, etc. should be included so that the reader understands the basis for the findings and conclusions without having to refer to more detailed technical papers or reports.

PRODUCTS AND TARGETS

- Technical memo documenting Steering Team process, involvement and outcome;
- Maps showing each alternative and its relationship to key environmental (physical, social and cultural) features;
- A technical paper describing the conceptual design characteristics and cost estimate of each alternative selected for further study. The paper should describe the process used for narrowing the alternatives to those selected and should document the basis for rejecting other alternatives that were considered;
- Environmental resource summary map;
- Technical report and appendices describing the environmental setting and documenting the comparative environmental evaluation of studied alternatives;
- Land use features summary map and technical report; and
- Transportation technical report.

BUDGET SUMMARY

Resources:		
High Priority Project (HPP)	\$	375,000
T21 Earmark		
Match	\$	93,750
<hr/>		
TOTAL	\$	468,750

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF PORTLAND

RED ELECTRIC RECONNAISSANCE STUDY

The study will determine how the Red Electric Line might be incorporated into a continuous regional network of safe and convenient off-street bicycle and pedestrian routes.

RELATION TO PREVIOUS WORK

In previous years, Metro and its regional partners have cooperated in planning the overall regional trail system and constructing initial bicycle and pedestrian improvements. Southwest Portland is particularly challenging for non-motorized traffic because the topography is rugged and the street system incomplete. Portland's Office of Transportation identified this route in the *Southwest Urban Trails Plan*. The Red Electric Line could potentially provide an east-west alternative transportation corridor for southwest Portland that connects to downtown Portland.

RESPONSIBILITIES

Portland Parks and Recreation will perform an evaluation of the Red Electric Line. Parks will determine whether a multi-use trail could be constructed along this long-abandoned rail alignment and propose conceptual design solutions to any constraints. The Red Electric is one of three routes at the east end of the Fanno Creek Greenway that will connect the Tualatin River to the Willamette River. Metro is managing a related project to study the Fanno Creek Greenway, and public involvement efforts will be coordinated.

OBJECTIVES/PRODUCTS

- Investigate topography, vegetation, development, land use/zoning and property ownership along the abandoned Red Electric rail alignment;
- Propose conceptual design solutions to any constraints revealed in site investigation;
- Present results of site investigation and design alternatives to neighbors and interested citizens for their input;
- Provide preliminary cost estimates for acquisition, design and construction of an approximately 4.5 mile long multi-modal trail between Willamette Park and Olsen Road; and
- Identify funding opportunities and propose plan for implementation.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services (PP&R)	\$ 120,000	ODOT STP	\$ 135,000
Materials & Services (PDOT)	\$ 30,000	Portland Parks Match	\$ 15,000
TOTAL	\$ 150,000	TOTAL	\$ 150,000

INTERSTATE TRAVELSMART PROJECT

The Interstate Travelsmart Project is a no-build ("soft policy") project to reduce car trips and improve the efficiency of the transportation infrastructure in the Interstate Corridor. The City of Portland seeks to implement TravelSmart around four of the new light rail stations at Kenton, Lombard, Portland Boulevard and Killingsworth. The project is designed to coincide with

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

startup of Interstate MAX. In addition, it will complement changes in transit service improvements to bike and pedestrian facilities that are planned for the startup.

The Travelsmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit and provides the information and training needed to get them where they want to go without driving alone in their cars. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A large scale project in S. Perth, Australia reduced car travel by 14 percent.

RELATION TO PREVIOUS WORK

The Interstate Corridor and construction of Interstate MAX offer a unique opportunity to increase the efficiency of the region's largest recent transportation infrastructure investment. The Interstate TravelSmart Project is an effective tool to train and educate citizens about Interstate MAX, local connecting bus service, biking, walking, and smart use of the auto. This corridor is an ideal place to implement TravelSmart. It has accessible transit, walkable and bikeable streets, destinations such as places of employment, schools and commercial areas, relatively flat terrain, and connectivity between streets. In addition to containing a regional transportation corridor, the targeted area contains a Community Main/Community Corridor (Killingsworth), and regional Main Street (Interstate), and two community Corridors (Portland Boulevard and Lombard Street).

This project is consistent with TriMet's Transportation Improvement Plan, which designates the Interstate Corridor as one of five local focus areas. The Interstate Corridor is also targeted by the Portland Development Commission, the Portland Office of Transportation and TriMet in a Memorandum of Understanding entered into in May 2002. This agreement provides for the development of an Interstate Avenue Access Plan to provide a coordinated process to improve access, leverage public and private investments and promote mobility options in the Corridor.

This project provides a demand management benefit for the Interstate MAX corridor and station communities. It is distinguished from TriMet's demand management program in several ways. It is targeted to specific geographic area and a new major transportation service improvement. Travelsmart is also effective in addressing all trip purposes rather than focusing on the employee commute trip that is typical of other demand management programs. Also, Travelsmart has a specific program follow-up and identified project conclusion date.

RESPONSIBILITIES

Project will be carried out and managed by Transportation Options Division of the City of Portland Office of Transportation.

OBJECTIVE/PRODUCTS

Project Design: Establishment of Work Plan and project design.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Project Setup: Organization of existing materials, preparation and printing of information and materials, office setup, recruitment and training of staff, database completed.

Materials, Rewards, Incentives: Design and produce materials for individualized marketing campaign, purchase of incentives and rewards.

Conduct before Survey: Random sample of the total number of households in the target area.

TravelSmart Individualized Marketing Campaign: After households are contacted, they are segmented into those who are willing to change their travel behavior, those who are already regular users, and those who are not interested or unable to use environmentally friendly modes more frequently. The interested households will receive ongoing motivation, encouragement and support, and there is no further contact with those who are not interested.

After Survey and Analysis: Travel survey and analysis completed.

One-Year Follow Up Survey: Follow up travel survey conducted one year after before survey completed.

Coding, Recording, Evaluation, Final Report.

BUDGET SUMMARY

Requirements:	Resources:		
	STP	\$	300,000
	Match	\$	30,000
TOTAL	TOTAL	\$	330,000

UNION STATION MULTI-MODAL FACILITY DEVELOPMENT

This project will establish a planning program to improve multi-modal access to Union Station from regional and local transit system. Planning study would analyze and recommend improvements to the following connections: current light rail at NW 1st and NW Everett, and monitoring of South Corridor Transit Study to determine if there are future plans to run light rail on the transit mall; the Portland Streetcar at NW 10th and NW Lovejoy and the North Downtown Bus Mall extension. There would also be some preliminary planning to determine the need for updates to the station's electrical, structural and mechanical systems.

RELATION TO PREVIOUS WORK

Transportation improvements that have created the need for more direct connections to Union Station include the following:

- Eastside light rail, including new airport rail is 1,800 feet from the Station at NW 1st and Davis. The Portland Streetcar line is 1,200 feet away at NW 10th and Lovejoy.
- The transit mall extension brings many TriMet buses within one block of the station.
- The inter-city bus terminal is also adjacent to the Station, linking passengers to other towns and cities throughout the state, region and nation.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- A new street, NW 6th Avenue extension, will be completed in 2003, improving access to the Station from both the River and Pearl Districts.
- A possible new rail alignment on the 5th and 6th street transit mall will bring light rail less than two blocks away from the Station.

Constructing direct links to these other facilities will greatly enhance the Station's access to the local and regional transit system.

RESPONSIBILITIES

The City of Portland's, Bureau of General Services will have full responsibility for carrying out and managing this study.

OBJECTIVES/PRODUCTS

The objectives of the Union Station Multi-Modal Facility Development area:

- Preserve and upgrade the historic building;
- Reinforce the role of the facility as an inter-city transportation hub providing vital connections to regional and city transit services;
- Improve the pedestrian environment and orientation in the vicinity; and
- Provide a catalyst for transit supportive development in the area.

Products:

- An analysis of the station area geography;
- Recommendation of facilities and programs to improve multi-modal access to Union Station and related circulation improvements;
- Emphasis on transit access in and around the station;
- Recommend projects that would improve transit connections;
- Prepare cost estimates; and
- Determination of preliminary engineering requirements for the next stages of the overall Union Station improvement program. It would also include preliminary architectural work for structural and mechanical system improvements to the historic Union Station.

BUDGET SUMMARY

Requirements:	Resources:		
	STP/CMAC	\$	300,000
	Local	\$	184,000
TOTAL	TOTAL	\$	484,000

CENTRAL CITY STREETCAR - NORTH MACADAM AND EASTSIDE PROJECTS

The purpose of the planned extensions of the Portland Streetcar is to provide a physical transit connection of the current streetcar service to existing and planned high-density development in the South Waterfront, North Macadam, Lloyd District and Central Eastside districts of Portland's Central City. These extensions will result in an interconnected transit service providing access to all of the major districts of the Central City and circulation within these districts.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

The Eastside extension will provide access to employment concentrations in the Lloyd District and the Central Eastside Industrial District and numerous public attractors including the Rose Quarter, the Oregon Convention Center and the Oregon Museum of Science and Industry (OMSI). This extension will also provide access to key commercial destinations such as the Lloyd Center mall and the Grand Avenue corridor.

The South Waterfront/North Macadam extension will provide access to the existing and planned mixed-use development projects of this district featuring residential, commercial and employment destinations. These include Riverplace - an existing mixed use development along the Willamette River, a new North Macadam multi-modal Transit Hub, and a new Transit and Housing Center adjacent to the transit hub.

A possible scope expansion may be developed to include a planning study/alternatives analysis for extension of streetcar facilities and services from North Macadam to Lake Oswego. This extension of approximately five miles in length would provide commuter transit access between the Lake Oswego town center and Portland's central city.

RELATION TO PREVIOUS WORK

During the late 1990s, the City constructed an initial operating segment for the Central City Streetcar. This route provides service to the NW 23rd Avenue shopping district, Good Samaritan Medical Center, the Pearl District, the City's West End, Portland State University and the South Auditorium high density housing and office district. The line permits a transfer to existing east/west/airport MAX at SW 10th Avenue and SW Morrison and SW Yamhill Streets. The line has 17 stations along its 5.7-mile length.

Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. The City's goals call for 15,000 new housing units and 75,000 new jobs in the Central City along over the next 40 years. Jobs, housing and public attractors in close proximity to each other, connected by high quality transit services, supports substantial growth and activity in the Central City. Reduced vehicle-miles-traveled per capita provides associated environment benefits to air quality, energy conservation and urban land use efficiencies.

RESPONSIBILITIES

The project will be developed and managed by the City of Portland, Office of Transportation.

OBJECTIVES/PRODUCTS

Eastside Extension:

- Plan basic route and preliminary station locations;
- Determine a logical first phase extension segment;
- Determine service and vehicle requirements; and
- Conduct preliminary engineering on the initial segment.

North Macadam Extension:

- Determine final alignment and station locations;
- Conduct preliminary engineering on the Riverplace-Gibbs Street segment; and

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Conduct planning study/alternatives analysis for extension of streetcar facilities and services from North Macadam to Lake Oswego (possible scope expansion and not included in budget estimate).

BUDGET SUMMARY

Requirements:		Resources:	
Services/Materials	\$ 2,250,000	HUD*	\$ 2,250,000

TOTAL	2,250,000	TOTAL	\$ 2,250,000
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*HUD = Housing and Urban Development.

WASHINGTON COUNTY ITS/ATMS

The purpose of the Washington County ITS/ATMS (Intelligent Transportation System/Advanced Traffic Management System) Plan is to develop a coordinated strategy for using technological advancements to increase the efficiency of existing transportation infrastructure. A plan for all of Washington County will be developed, including the cities and rural areas and will coordinate with work within the Portland region through the Portland Regionwide Advanced Traffic System.

The work will identify key objectives and elements, such as traffic monitoring, traffic control and traveler information systems. Implementation strategies and equipment requirements will be identified and a list of projects developed. Staffing and budget requirements for implementing and sustaining the program will also be identified.

RELATION TO PREVIOUS WORK

Washington County proposes to construct a Traffic Management Center that will serve as the operational center of the Washington County ATMS program. The County, along with the greater Portland metropolitan region, is making a conscious effort to shift from major new roadway construction to improved management of the existing system to increase capacity. Representatives from ODOT, City of Portland, TriMet, Metro, Clackamas, Multnomah and Washington Counties, WSDOT, FHWA and Portland State University have been involved in developing, implementing and coordinating ITS/ATMS projects through a program called TransPort. This program has developed traffic management and data collection, incident response and traveler information. Specifically, traffic is managed through tools such as traffic signal optimization and coordination, signal monitoring and management, vehicle and bicycle detection devices as well as signal priority for transit and emergency services, and ramp metering. Traveler information is provided through local television and radio, the Internet, transit information kiosks and message signs.

RESPONSIBILITIES

The first year of funding, FY 2001-2002, will allow Washington County to conduct a *Needs Assessment* that identifies the vision, challenges and benefits of ATMS. The issues to be addressed in this assessment will include design and planning, institutional issues, administrative relationships, implementation issues, system integration and coordination, procurement practices, operational and maintenance responsibilities, staffing and training

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

requirements and funding. With the *Needs Assessment* complete, the next phase is outlined below defining the responsibilities and work elements for this phase of the project:

- Assessment of Existing Conditions: A successful Implementation plan will integrate and build upon the existing infrastructure and plans to solve the local transportation problems. The purpose of this task is to assess and inventory the existing and planned system as well as address institutional issues. A mapped inventory of the existing and planned ITS elements and infrastructure in Washington County will be developed.
- Development of ITS Strategies for Washington County: A list of integrated strategies for implementation of ITS elements as identified in the earlier *Needs Assessment* will be developed. Focus will be centered on solving transportation problems within Washington County and assure the needs are compatible with current approved strategies for long-term infrastructure provision in the County.
- Development of Washington County's Regional Architecture: Those items identified in the *Needs Assessment* will be used as a basis for building the ITS countywide architecture. A system architecture is the framework that describes how system components interact to achieve total system goals. This includes both physical and logical architecture. Washington County will include specific auxiliary components that are found to be important to us, but not necessarily included in the National ITS Architecture.
- Development of a Deployment and Implementation Plan for Washington County: An implementation plan for prioritized ITS improvements in Washington County will be developed. This plan will serve as a road map, to guide Washington County to the vision established early in the planning process, using this plan as a blue print for deploying ITS projects.
 1. Washington County will engage the Steering Committee established with the *Needs Assessment* project. Together, it will develop a list of projects and select the best implementation strategies based upon transportation system needs while focused on the benefits. All selected projects shall be ranked and sorted by priority. The rank and prioritization of projects will focus on expected benefits and be based upon the success of other projects within the Portland metropolitan area and throughout the United States. Criteria ranking will include, but not be limited to, anticipated benefits, how the project addresses current needs, how the project provides consistency with the Comprehensive Plan and how the project fits in with regional goals.
 2. The projects with the highest priorities will be categorized by time schedule for deployment. The County will develop a complete list of projects including descriptions of those falling within the first five years of the implementation period. Each project will include a preliminary concept definition, implementation and operating characteristics, objectives, agencies involved and initial evaluation concepts as well as possible institutional and legal issues.
 3. Finally, an Operational Plan for deployment will be developed based upon regional goals and required improvements, with priority phasing for projects most likely to provide early, direct benefits.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

As part of this activity, the County will prepare an Expenditures and Business Plan to document the funding and financial aspect of the individual projects. The final list of prioritized, phased-in projects will include the following:

- Project Components Description;
- Expected Benefits;
- Responsible Organizations;
- Estimated Capital Costs;
- Estimated Annual Operations and Maintenance Budget; and
- Funding Sources.

OBJECTIVES/PRODUCTS

The overall objective of the described work elements is to increase efficiency of the existing transportation infrastructure and reduce congestion. Benefits include reducing travel times and fuel consumption, improving movement of goods and services and improving air quality. Additional benefits include improving safety, faster accident response, providing more information and choices for travelers and enhancing transit service.

To best achieve these objectives, the County proposes to:

- Prepare an inventory map of existing conditions;
- Prepare a working paper on institutional issues;
- Draft ITS Strategies for Washington County;
- Develop a Washington County ITS System Architecture; and
- Develop a Washington County ITS Deployment and Implementation Plan.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	\$	84,699	STP	\$	76,000
			Match	\$	8,699
TOTAL	\$	84,699	TOTAL	\$	84,699

TRIMET

STREAMLINE

This is the fifth year of a comprehensive program that incorporates the grant-funded signal priority treatment project that is managed by the City of Portland. In partnership with the City, TriMet has expanded that program to include other preferential street treatments and related bus stop amenities. It is designed to reduce transit running times and thereby reduce operating costs, while also making the service more attractive to riders. Twelve high ridership lines within the City of Portland were targeted for these improvements. The program focus in FY 04 will shift to addressing "hotspots" throughout the bus system and will expand priority treatments to suburban jurisdictions that were not an original part of the grant-supported program.

RELATION TO PREVIOUS WORK

As noted above, this program builds on the TEA-21 funded signal priority project. The program is also coordinated with other City pedestrian and streetscape programs. The essentially capital program will evolve to use CMAQ funds identified in the MTIP for FY 04 and FY 05.

OBJECTIVES

- Decrease transit running time on 12 targeted routes by 10 percent or enough to eliminate one bus from the weekday operating schedule.
- Increase transit ridership on those same lines by 10 percent.
- Improve the transit riding environment through enhanced rider amenities.
- Increase the visibility of transit in the community.

PRODUCTS AND TARGETS

- Assessment of principal intersections used by the targeted bus routes, prioritized for installation of signal priority treatment, including Opticom preemption, potential queue jump lanes or curb extensions.
- Detailed review of each selected bus route, including inventory of facilities and compliance to bus stop standards, ADA requirements and operating requirements.
- Identification of related bus stop improvements including improved access, respacing of stops, amenity improvements, customer information and adjacent sidewalk/crosswalk needs – in coordination with those respective programs.
- Work program, schedule and budget for each line.
- Construction drawings and documents.

STATUS

- Three bus routes have been substantially “Streamlined”:
 - Line 4: Division/Fessenden is completed and being evaluated. Route schedule reductions have already been taken in the range of 10 percent.
 - Line 72: 82nd Avenue/Killingsworth is completed. A significant element of this project is a northbound bus only lane on 82nd Avenue from the Clackamas Town Center.
 - Line 12: Sandy/Barbur is completed.
- Two routes are to being “Streamlined” in the FY 03 and FY 04 budget years:
 - Line 9 Powell/Broadway is a major route serving the urban northeast and a major State-operated arterial in the southeast. The Powell Corridor is the subject of a regional corridor study. Streamline improvements on this route can help to initiate a long-term need to build transit ridership in this congested corridor. This work is being coordinated with ODOT and related ODOT and City of Portland projects.
 - Line 14 Hawthorne is a heavily used urban route. Hawthorne Boulevard is to receive City of Portland streetscape improvements. Efforts will be combined to improve operation and ridership on this route.
- Signal priority emitters are operational on all TriMet buses. Opticom installation is nearing completion at the 225 City of Portland intersections.

BUDGET SUMMARY

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

The TriMet portion of the original TEA-21 four-year program was \$6,650,000. This program used \$1.5 million of the City of Portland's TEA-21 funded signal priority project for the installation of Opticom emitters on buses. Program Federal and local matching funds have been expended in the FY 03 budget year.

FY 04 CMAQ funds in the amount of \$312,665 locally matched to support a total budget of \$348,451 will continue this program. These funds were provided through the region's MTIP.

TriMet expects to continue this program as long as benefits are cost-effectively realized. High frequency, high ridership routes will receive priority consideration under this on-going program.

REGIONAL JOB ACCESS AND REVERSE COMMUTE (JARC) PROGRAM

OR-37-X001-01 of the Job Access and Reverse Commute (JARC) funds will be applied to the Portland Area-Wide Job Access Program administered by TriMet. Funds will be used to support and promote programs in the region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.

The Portland Area-Wide Job Access Program includes over 20 programs designed to serve targeted low-income populations and employment areas (see below) in the region. Creating and improving access to work and job-training services for low-income job seekers is the focus of the programs. They include:

- U-Ride Shuttle in Tigard and rural Washington County
- Washington County Ride Connection service to the Capital Resource Center
- Swan Island Evening Shuttle
- Installation of bike racks and lockers at transit centers
- Community resource maps at transit centers identifying social service agencies, bike and bus routes and childcare information
- Non-commute taxi voucher program (Clackamas and Multnomah County)
- Tualatin employer vanpool shuttle
- Create-a-Commuter bike program
- Alternative Commute Center
- Portland Community College Joblink Program and Workforce Shuttle
- Improved bike and pedestrian access to Swan Island
- South Metro Area Region Transit (SMART) service between Wilsonville and Portland as well as between Wilsonville and Canby
- South Clackamas Transportation District Service (SCTD) service between Mollala and Canby
- Clackamas and Washington County travel training programs
- Trainings and presentations for case managers and their clients regarding transportation options
- Free transit schedules and maps
- Increased fixed route transit service in targeted areas
- Free *Commuter Choices* brochures, available in English and Spanish
- *How to Ride* brochures and videos available in seven languages
- *Job Access Quarterly* newsletter
- Vehicle purchases in rural and suburban communities

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

TARGET AREAS

The Job Access program works to increase the mobility of residents in lower income neighborhoods and improve access to areas that provide a high number of entry-level employment opportunities. In the Portland metropolitan region, such areas include:

Population Areas

Gateway Transit Center
N/NE Portland
Lents & Brentwood/Darlington
Hillsboro Central Transit Center
Oregon City Transit Center
Rural Washington County
Rockwood

Employment Areas

Clackamas Town Center
Columbia Corridor
Rivergate Industrial area
City of Tualatin (Industrial area)
City of Wilsonville
Swan Island Industrial area
Washington County (Light rail corridor)
City of Milwaukie (Industrial Way area)
Tigard (Nimbus Business area)

REGIONAL PARTNERS

Implementation of the Portland Area-Wide Job Access Program takes place through partnerships TriMet has formed in the region. Many partners provide direct services to the Job Access targeted audience as well as matching funds to the grant. Partners include:

- Oregon Department of Human Services (DHS)
- Clackamas County Employment Training and Business Services
- Housing Authority of Portland
- Washington County Housing Authority
- Metro Childcare Resource and Referral/AMA
- Multnomah County Aging and Disabilities Services
- Clackamas County Social Services
- Steps to Success (Mt Hood and Portland Community colleges)
- Worksystem Inc. (Southeast One Stop, Northeast One Stop, East County One Stop and Capital Career Center)
- City of Portland
- City of Gresham
- Tualatin Transportation Association
- Westside Transportation Association
- Swan Island Transportation Management Association
- Ride Connection
- Goodwill Industries
- Oregon Department of Employment
- Community Cycling Center
- South Metro Rapid Transit District
- South Clackamas Transit District
- Metro
- U.S. FTA

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

OBJECTIVES

Compliance with JARC Program Objectives

1. According to the 1990 Census, 17 percent of the 1.3 million people that live in the Portland metropolitan region live below 150 percent of the poverty level. Among this 17 percent, 15,000 are currently receiving welfare.
2. Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include affordable childcare and acquiring job skills and training.
3. Rides provided by Job Access funded programs and services totaled over \$2,000,000 between 9/00 and 9/02.

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the FTA and regional match dollars from partners. Elements of the work program and their respective funding source are shown below.

Line Item	FTA	Total
Project Marketing Staff	\$ 126,000	\$ 126,000
Customer Support and Information	\$ 18,000	\$ 18,000
Regional Transportation Improvements	\$ 515,100	\$ 515,100
Transportation Services	\$ 497,400	\$ 497,400
Non-Commute Trips	\$ 52,500	\$ 52,500
Service to Employment Area	\$ 403,800	\$ 403,800
Bicycle Program	\$ 75,500	\$ 75,500
Other operating	\$ 111,700	\$ 111,700
Match Project: TriMet Operating Costs	\$ 0	\$ 800,000
Match Project: AFS Capital Costs (bus pass & ticket purchases)	\$ 0	\$ 500,000
Match Project: City of Portland Capital Costs (Pedestrian Improvements)	\$ 0	\$ 500,000
TOTAL	\$1,800,000	\$3,600,000

REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM

OR-90-X087 of the Congestion Mitigation Air Quality (CMAQ) funds will be applied to the regional transportation demand management (TDM) program housed at TriMet. The funds will be used to support local jurisdictions with implementation of Region 2040 mode split goals, support regional carpooling matching, assist employers throughout the region to meet the Employee Commute Option (ECO) Rule trip reduction goals, and expand public/private partnership programs.

The regional TDM program serves over 500 employers (approximately 200,000 employees), and anyone interested in carpooling. Services include:

- Passport - employer and residential demonstration programs
- Employer/employee outreach: technical assistance, training and alternative transportation promotion

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- TDM support services: carpool matching and parking programs, emergency ride home, carpool check, employer fare incentives, and vanpool subsidy
- TDM marketing materials for employers and their employees
- Public/private partnerships to increase TDM services at targeted employment centers
- Technical assistance and partnerships with Transportation Management Associations, Chambers of Commerce and local jurisdictions to encourage alternative transportation in a specific area
- Technical assistance to employers/jurisdictions for regulatory compliance with the Employee Commute Option (ECO) rule and Transportation Planning Rule
- Program funding and evaluation

RELATION TO PREVIOUS WORK

The TDM program is a key element of Region 2040, the regional land use and transportation plan. Under Region 2040, local jurisdictions are asked to reduce single occupant vehicle trips. In addition to the established TDM programs, such as carpool matching, TriMet will use OR-90-X087 CMAQ funds to assist local jurisdictions with innovative TDM strategies including such things as station cars, car-sharing, regional center management associations, and focused partnerships in developing areas. In addition, TriMet passes through \$75,000 in funding to Metro to maintain a planner focused on regional coordination efforts.

RESPONSIBILITIES

Employer Compliance Assistance

The regional TDM program has been key to the implementation of DEQ's ECO Rule. TriMet provides assistance to 75 percent of all ECO affected employers. OR-90-X087 CMAQ funds will help TriMet continue to assist employers with ECO plan maintenance, plan updates and worksite program improvements. Planning, marketing and educational programs will educate employees on how their mode choice decisions affect regional air quality, land use planning, and improvements to the transportation network.

Transportation Demand Management Program New Research and Development

OR-90-X087 will provide additional resources to explore a variety of new innovative alternative transportation options.

TMA's & 2040 Projects

The focus of TMA & 2040 funds will be to enhance available programs/services and continue to involve the private sector in the responsibility of reducing commuter trips. The TMAs have worked effectively to maintain business involvement. New TMAs have been formed in Gresham and Clackamas County. These TMAs and the existing TMAs (WTA, Lloyd District, SIBA, Tualatin) will continue to pursue planning activities that encourage employer annual transit pass subsidies, privately funded community shuttles, and targeted marketing or educational materials.

OBJECTIVES

These TDM programs are compliant with CMAQ program objectives as follows:

1. Follow up ECO survey results for 99 worksites indicate an average reduction of 7 percent annually in drive alone work trips, and a 5.9 percent reduction in total auto work trips.
2. In pre-ECO conditions, Metro estimates that the TDM program reduced about 46,000

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

weekday trips (does not include transit use), the equivalent of 23 miles of new highway lanes. With ECO requirements, TriMet estimates an additional 13,900 weekday trips are avoided.

3. For every \$1 of public money spent on TDM, it is estimated that another \$5-\$6 is leveraged from employers for alternative transportation subsidies for their employees. (The majority comes from the subsidy of transit passes.)

BUDGET SUMMARY

The CMAQ assistance under OR-90-X087 for transportation demand management, combined with TriMet general fund, will maintain TriMet's existing TDM program. Elements of the work program and their respective funding source are shown below.

Requirements		Resources	
Line Item	Total	CMAQ	TriMet
Program Manager	\$ 66,000		\$ 66,000
Rideshare Specialist	\$ 51,000	\$ 45,000	\$ 6,000
Metro Pass-Through (Planner)	\$ 75,000	\$ 66,750	\$ 8,250
Outreach Representatives (9)	\$ 433,000	\$ 292,000	\$141,000
Employer Materials	\$ 10,000	\$ 8,900	\$ 1,100
Emergency Ride Home	\$ 10,000	\$ 8,900	\$ 1,100
Vanpool Program*	\$ 200,000	\$ 183,500	\$ 16,500
TMA Assistance	\$ 40,000	\$ 35,000	\$ 5,000
Staff Development	\$ 5,000		\$ 5,000
ECO Surveys	\$ 35,000	\$ 31,000	\$ 4,000
Evaluation Staff	\$ 104,000	\$ 93,000	\$ 11,000
TMA/2040 Program	\$ 500,000	\$ 445,000	\$ 55,000
TOTAL	\$1,529,000	\$1,209,050	\$319,950

BUS STOP DEVELOPMENT

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

Bus Stop Sign and Pole Replacement with Schedule Displays

- Deployment of new two-sided bus stop signs and poles. The multi-part signs are a unique shape and the pole are dedicated and colored to make this stop identifier more distinguishable in the streetscape.
- Printed schedule displays are being installed on each bus stop pole, which is a significant convenience for riders.
- These signs are already being deployed and in FY 04 will be focused in the North and Northeast Portland areas.
- This program requires a \$238,000 annual investment in each of the next three years and \$75,000 in the fourth and final year to complete all bus stops.

Bus Stop Enhancements

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- This program improves bus stops by constructing wheelchair access, strategic sidewalk connections and other improvements that integrate stops with the streetscape. The cost can vary greatly, but approximately 50+ locations can be addressed annually.
- These improvements must be closely integrated with other streetscape improvements (sidewalks and crosswalks) and will be programmed in support of TIP focus areas and frequent corridors and where jurisdictions are making other improvements that can support these improvements.

Shelter Expansion

- TriMet continues to increase the number of bus shelters from a total of 850 three years ago to approximately 1,075 by the end of FY 03.
- With the help of other grant funding additional bus stop improvements are being made in Washington County and local funds are supporting bus stop improvements in Linnton.
- TriMet expects to install up to 25 new shelters in FY 04 using CMAQ funds provided through the regional MTIP process.

Transit Tracker

- With software development and refinement complete, TriMet will begin implementation and expansion real time customer information at bus stops and MAX light rail stations. These electronic units are being deployed based on criteria that address the TIP focus areas and frequent corridors together with needs and benefit-based criteria.
- TriMet expects to install up to 50 Transit Tracker units in fiscal year 2004 in bus shelters already supplied with electricity (107 total sites – 11 in the N/NE Focus Area).
- Installation of Transit Tracker in FY 04 will be focused on the downtown transit mall.

While this is a capital program and CMAQ and Section 5307 funds are being used for capital elements of these programs, they are presented here as each program requires detailed up-front planning using in-house general funded staff. Planning activities are performed by in-house staff and paid with general TriMet funds.

RELATION TO PREVIOUS WORK

This program is at the core of TriMet's service development and expansion program and is a part of the five-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. It is also integrated with the on-going Streamline program which is described herein and which has been funded through federal grants.

OBJECTIVES

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

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Respond to specific user needs and community input for improved transit facilities, access and information.

PRODUCTS AND TARGETS

- Preparation of work programs, schedule and budget for each sub-program.
- Community outreach to assess needs and coordinate implementation.
- Supporting intergovernmental agreements, property transactions and permits.
- Construction drawings and documents.
- Delivery of specific and priorities on-street capital facilities investments.
- Coordination of capital improvements with related roadway improvements managed by local jurisdiction and ODOT.

STATUS

These programs build on prior work. FY 04 priorities are identified in the Transit Investment Plan. The on-street programs, including Streamline, will be coordinated to achieve the greatest combined effect that will contribute to new transit ridership. Where possible they are being combined with service improvements. The FY 04 program will largely focus on the North and Northeast Portland community in concert with the anticipated opening of the Interstate light rail line. The installation of new signs is proceeding on a route-by-route basis, again with priority given to the focus areas identified in the Transit Investment Plan.

BUDGET SUMMARY

The FY 04 budget for this composite program is as follows:

Bus Stop Development Program	CMAQ	Section 5307	TriMet	Total
Transit Tracker		\$261,000	\$52,200	\$313,200
Bus shelter expansion	\$ 99,000		\$11,331	\$110,331
Bus shelter pavement and ADA improvements	\$ 13,665		\$ 1,564	\$ 15,229
Bus stop signs and poles	\$200,000		\$22,891	\$222,891
Total: Bus Stop Development	\$312,665	\$261,000	\$87,986	\$661,651

Note that these are capital budget funds that are provided through the MTIP and do not reflect the non-grant funded work of TriMet staff who will be planning and administering these programs.

PORT OF PORTLAND REGIONAL FREIGHT DATA COLLECTION

The safe and efficient movement of freight and the role it plays in the region's economic competitiveness is increasingly important as we increase our participation in the global economy. This region lacks a comprehensive understanding of freight flows – impacting investment decisions and land supply issues.

Approximately 63 percent of all freight tonnage moves by truck into, out of, and through the region. Within 30 years, this figure is expected to increase to more than 70 percent, and total

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

freight volume will more than double. Regional commodity flow data describes these inter-regional trips, but gives little information about freight movement within the region. Better translating the commodity flow data into sub-regional trips is a primary goal of this project. This will help the region get the most return on its investments by targeting projects that best facilitate the movement of goods that are so critical to the region's economy.

RELATION TO PREVIOUS WORK

The state and region have invested time and resources to better understand freight movement. The region has developed a freight facilities database, nationally recognized truck model and commodity volume information. The truck modeling in the region is based in part on commodity flow data, updated every three to five years. The commodity flow database provides information on commodity volumes by industry sector by mode and supplies data on truck load factors. However, the database only shows whether the freight is moving in, out, within or through the region. It does not translate that commodity information into specific truck routing and movements, leaving the region with basic questions like:

- What kinds of commodities cross the Interstate Bridge (on Interstate 5) between Portland and Vancouver and where are they going?
- How much and what type of freight moves between the suburban counties and Portland International Airport and what is it? What are the origins of air freight arriving at Portland International Airport by truck for shipment out of the region by air? Conversely, what are the destinations of arriving air freight and to be delivered to its ultimate destination by truck?
- What percentage of suburban county O/D freight moves to/from either transportation facilities or transshipment/reload centers in the Columbia Corridor?
- Have we adequately identified the key chokepoints for cargo in the region?

The answers to these and other questions will improve Metro's truck model, provide the local jurisdictions with better information on key freight flows and potential bottlenecks and help the region make better, more effective infrastructure investments for multiple travel modes.

RESPONSIBILITIES

This project will obtain extensive freight mobility data to augment Metro's truck model and to answer key questions posed by jurisdictions and business associations within the region. The data collection and analysis will be accomplished in four elements:

1. The collection of origin-destination for truck movements, particularly less than truckload (LTL);
2. The collection of information on transshipment points, including their size, commodities handled, truck trip generation rates and origin and destination patterns;
3. The survey of freight forwarders and other freight movers to develop decision making criteria regarding movement patterns, modes and ports of entry/exit; and
4. The development of a truck traffic monitoring program for the region.

OBJECTIVES/PRODUCTS

This data should provide the region with a better understanding of:

- Origin and destination of shipments;
- Freight routing on roads;

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Truck load factors (how full are trucks based on the commodities they carry);
- Empty loads; and
- Other factors to be determined.

Ultimately, the project will help the region make more targeted, strategic freight investments, increasing the benefit for each dollar spent.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 750,000	STP (MTIP)	\$ 500,000
		Local Match	\$ 250,000
TOTAL	\$ 750,000	TOTAL	\$ 750,000

CITY OF WILSONVILLE SOUTH METRO AREA RAPID TRANSIT (SMART)

SMART is operated by the City of Wilsonville, Oregon. SMART provides fixed-route service within the City of Wilsonville and connecting service to Portland, Canby and Salem. SMART also provides Dial-a-Ride service within the city and provides transportation to medical appointments in the Portland area for Wilsonville seniors and people with disabilities. There is no charge to the passenger for any of these services. SMART has recently added a transportation demand management program (SMART Options), which promotes transportation alternatives to driving alone and assists local employers in establishing TDM worksite programs.

SMART coordinates its service with TriMet, Canby Area Transit (CAT) and Cherriotts in Salem. SMART also participates in coordinated regional planning processes for the elderly and disabled and for jobs access. The SMART Options program takes part in coordinated regional TDM planning processes through Metro's TDM Subcommittee and works closely with other area transit agencies, transportation management associations (TMAs) and jurisdictions in planning outreach and employer programs.

SMART is supported by a Wilsonville payroll tax and by grant funding from sources including FTA earmarked funds, JARC, Section 5311, ADA and STP. SMART will apply for Section 5307 funds (in lieu of the Section 5311 funds) in the future. With the exception of the SMART Options program, SMART does not currently receive any grant funding for planning; all of the grants are for capital and operations. The SMART Options program is funded at an annual rate of \$55,000 in STP funds through the FTA.

With continuing growth and development in Wilsonville, SMART will need to examine the nature, frequency and scope of its service. In particular, the advent of commuter rail in Wilsonville, and the redevelopment of the Dammasch site with the 3,000-unit Villebois development, will greatly increase the demand for transit service. At the same time, the nature of the demand will be different than what it has been in the past. SMART intends to start work on a Transit Master Plan in FY 04 to address these changes and to plan for future service.

SPR PROGRAM

RESPONSIBILITIES

In partnership with local and regional governments update, refine and implement the Portland MPO Regional Transportation Plan. Coordinate the RTP with the Metro's 2040 Growth Concept Plan and Urban Growth Management Functional Plan, and Oregon's Transportation Plan, Highway Plan and the Transportation Planning Rule.

RELATIONSHIP TO OVERALL PROGRAM

Transportation improvement projects in the Portland MPO must be included in the Metro RTP before they can receive federal funds for project development.

PREVIOUS WORK

Continuing work on updating and implementation of the RTP.

MAJOR ACTIVITIES AND TASKS

Coordination and Support of Metro Programs.

Provide staff for Metro standing and project committees and conduct analysis (as needed) to support efforts. Specifically:

- Coordinate TIP Development: ODOT staff to work with Metro to assure that the process for selecting federally funded transportation projects is balanced, fair and provides for a range of needs. ODOT staff will study the following: I-205 Hot Spots, Wilsonville Interchange, US30 through Linnton and I-84 at 181st.
- Support RTP Updates: ODOT staff works closely with Metro to update the RTP to accommodate UGB amendments and industrial lands.
- Support RTP Implementation: ODOT staff works closely with Metro to assure that the implementation accurately reflected ODOT projects and incorporates the State's interest into regional policy making. ODOT staff will continue participation in development of the Corridor Initiatives Program, PTP Business Partnership, Model Refinement and Local Plan Coordination.
- Support Metro Transportation/Land Use Integration Efforts: ODOT staff to work with Metro to implement the 2040 Growth Concept Plan. ODOT staff will participate in the Community Solution Team (CST) process to assist in selection of projects to implement the Plan. The CST will collaboratively solve transportation and community issues that affect the Portland MPO area. ODOT works closely with Metro to assure that the regional growth management policy does not adversely impact the State's transportation system.
- Support Regional High Capacity Transit (HCT) Studies: ODOT staff will work with Metro to assess the utility of HCT and propose regional policy response. HCT is responsible for analysis of alternative transportation modes and the completion of project planning for major fixed guideway transit facilities including commuter rail, light rail (LRT), and busways.

- Assist Green Corridor Implementation Strategy: ODOT staff will assist in development of a strategy for assuring that ODOT facilities on the fringe of the UGB can function as a green corridor as envisioned in the 2040 Growth Concept Plan.
- Assist in Transportation Model, Traffic Analysis and Methodology: ODOT staff to provide assistance with traffic input and analysis. ODOT staff, Metro and local governments will develop traffic analysis methodology to identify new land use patterns. Traditional methods of analysis of traffic impacts are inadequate for these new patterns.
- Assist in the Development of the Transportation Model and Traffic Analysis: Assist with analysis and input from ODOT traffic engineers.

Coordinate Transportation Planning Activities.

Link the land use and transportation planning programs with planning and operation of State highways as part of the regional transportation system. Coordinate with other state agencies concerning activities that affect regional transportation planning. Specific activities:

- Local Land Use and Development Review: ODOT staff process almost 5000 land use notices and provides comments on several hundred that potentially affect state highways. Staff response usually consists of a letter of record, however it sometimes requires extensive negotiation and traffic analysis.
- Coordinate Local Transportation System Plan (TSP): ODOT staff to participate in the development of TSPs for every jurisdiction in the region. The TSPs are critical in identifying the impact of future growth on the state highway system. ODOT staff to assist in development of these plans to assure consistency with the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Corridor Plans and the Transportation Planning Rule (TPR).
- Oregon Highway Plan (OHP) Coordination: ODOT staff to coordinate and participate with regional and local jurisdictions in the process of selecting Special Transportation Areas (STA), Urban Business Areas (UBA), and expressways in the Portland metropolitan area. ODOT staff will continue to negotiate the transfer of state highways whose function is primary local or redundant. Staff will work with Metro and local jurisdictions to redefine national highway system (NHS), state freight route and the functional classifications system in conjunction with the adoption of local TSPs and RTP.
- Regional Air Quality Planning: ODOT staff to participate with DEQ to assure that the region's transportation projects complies with federal air quality regulations.
- Regional Air Quality Planning: ODOT staff to participate with DEQ to ensure that the region's transportation projects comply with federal air-quality regulations.

Conduct Transportation Planning Studies.

Conduct various transportation planning studies within the metropolitan area to refine proposed transportation improvement alternatives and develop management strategies. Specific activities:

- Freeway Interchange Management Studies: Conduct studies of various freeway interchanges in the Portland metropolitan area to assess the potential to accommodate growth. The studies will identify any short term, relatively inexpensive improvements that can be made to add capacity. The studies will determine the feasibility of acquiring additional right-of-way for access control in the vicinity of the interchange.
- I-5 Trade Corridor: Assist and participate in Phase II of the I-5 Trade Corridor study.

- **Urban Corridor Studies:** Participate in studies of the Urban Corridor in the Portland metropolitan area. The studies will identify long-term management strategies for the corridor while identifying and prioritizing future improvements in the corridor. It will include technical analysis, policy development and ongoing public involvement. The study will include an evaluation of congestion pricing, HOV and HOT, and Transit capital improvements on selected corridors as a possible strategy to accommodate future traffic growth. The Urban Corridor studies will provide recommendations on future level of service standards as specified in the OHP and the Metro RTP.
- **Innovative Improvements Studies:** Assist and participate in studies to identify and examine potential freight improvements on interstate freeway corridors and participate in regional efforts to develop a freight network to better accommodate goods movement.

BUDGET SUMMARY**Resources:**

SPR	\$ 1,038,500
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TOTAL	\$ 1,038,500
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METRO
FY 2004 UNITED WORK PROGRAM FUNDING SUMMARY

	04PL	04STP*		FY04	FY04	FY04 Lcl	FY04	FTA	Federal		Carry over					2004		Local	TOTAL
	ODOT	Metro	ODOT	ODOT	Sec5303*	TriMet	Damascus	STP	TOD	OTHER	FHWA	FHWA	00FTA	FY00	FTA-TOD(3)		Other	Match	
	(1)	(2)	Mtch	Funds	80X013		STP	Williamette Shoreline	Program Income	MTIP	ValuePricing Hwy 217 VP-S000	TRANSIMS 66-01*	Sec 5307* 90-x083	FHWA STP* OPS Pilot	97Sec5307 90-x073* 90-x070*	SPR*	Funds (4)		
METRO																			
RTP Update/Refinement	302,712	114,234	6,538	13,150	34,100	4,303												15,063	490,100
2040 Performance Indicators	39,757	60,916	3,486	9,178	23,742	1,500												9,421	148,000
Rx for Big Streets				250		334												116	700
Transportation Imprvmnt Pgm	58,183	111,032	6,354	30,000	36,914	63,351												15,666	321,500
RTP Financing	51,694	10,000	572	1,800	5,000	512												1,822	71,400
Greenstreets	31,564	25,515	1,460															1,461	60,000
Livable Streets	7,176	48,296	2,764															2,764	61,000
Regional Travel Options	105,084	16,973	972														75,000	6,971	205,000
OPS Pilot Program														58,325				6,675	65,000
Surries/Damascus							687,772										250,000	37,228	975,000
Trans Model Improvement Prog												356,160						89,040	445,200
Model Development	163,043	87,044	4,981	37,400	25,000	9,000												17,532	344,000
Trans System Monitoring	10,278	50,000	2,861	6,800	22,200	10,000												7,861	110,000
Technical Assistance Program		43,908	2,513	29,900		8,500												14,093	98,914
Management & Coordination	95,039	127,965	7,323	15,969	20,000	2,000												117,400	385,696
Environmental Justice		3,000	172															4,628	7,800
S Corridor SDEIS													121,135					13,865	135,000
S Corridor Trans FEIS/PE													1,422,220					162,780	1,585,000
Williamette Shoreline		10,000	572	9,606	5,000			300,000									170,872	52,950	549,000
Transit Planning	4,741	13,692	784			50,000												783	70,000
BI-State	16,762	26,779	1,532	10,394		5,000												1,533	62,000
Regional Freight Plan				2,000						75,000								13,000	90,000
Powell/Foster	63,640	44,817	2,565	4,000	25,000	12,000				300,000								41,978	494,000
Hwy 217	340,035	189,910	10,868	38,999	24,750	21,000					264,000						57,000	77,438	1,024,000
Project Development	9,988	30,919	1,769	554														1,770	45,000
I-5 Trans & Trade Partnership																	200,000		200,000
Transit Oriented Development (3)									50,000						50,000		249,000	50,000	399,000
Data, Growth Monitoring	78,521			15,000	65,240	37,500											284,536	443,703	924,500
																			-
Metro Subtotal	1,378,217	1,015,000	58,086	225,000	286,946	225,000	687,772	300,000	50,000	375,000	264,000	356,160	1,543,355	58,325	50,000	-	1,286,408	1,207,541	9,366,810
																			-
ODOT PLANNING ASSISTANCE																1,038,500			1,038,500
GRAND TOTAL	1,378,217	1,015,000	58,086	225,000	286,946	225,000	687,772	300,000	50,000	375,000	264,000	356,160	1,543,355	58,325	50,000	1,038,500	1,286,408	1,207,541	10,405,310
*Federal funds only, no match included																			

(1) The full \$1,668,533 shown is based on assumption of 1,169,927.56 (fed) new PL plus \$133,903.44 ODOT match and \$327,247.10 carryover PL and \$37,454.90 ODOT match

2. FY 04 STP is comprised of \$705,000 federal + 40,345.20 ODOT (1/2 match) plus \$310,000 FY03 carryover + \$17,740.44 ODOT (1/2 match)

3. TOD budget does not include any land acquisition activities

4. See narratives for anticipated funding sources

10,405,310

01/21/03
revised 2/20/03

FY 2004 UNIFIED WORK PROGRAM
OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FUNDING SUMMARY

<u>Federal Aid Number</u>	<u>Project</u>	<u>Jurisdiction</u>	<u>STP</u>	<u>CMAQ</u>	<u>HPP</u>	<u>37-x00101 JARC</u>	<u>Section 5307</u>	<u>Funds/ Match</u>	<u>TOTAL</u>
	<i>Sunrise Corridor</i>	Clackamas	1,000,000					114,455	1,114,455
	<i>Red Electric</i>	Portland	135,000					15,000	150,000
	<i>Interstate TravelSmart</i>	Portland	300,000					30,000	330,000
	<i>Union Station Facility</i>	Portland	300,000					184,000	484,000
	<i>Central City Streetcar</i>	Portland							
	<i>I-5/99W Corridor</i>	Washington Co			375,000			93,750	468,750
XSTP-C0067-03	<i>ITS</i>	Washington Co	76,000					8,699	84,699
	<i>Streamline</i>	Tri-Met		312,665				35,786	348,451
	<i>TDM</i>	Tri-Met		1,209,050				319,950	1,529,000
	<i>Bus Stop Development</i>	Tri-Met		312,665			261,000	87,986	661,651
	<i>Job Access/JARC</i>	Tri-Met				1,800,000		1,800,000	3,600,000
	<i>Regional Freight Data</i>	Port of Portland	500,000					250,000	750,000
	GRAND TOTAL		2,311,000	1,834,380	375,000	1,800,000	261,000	2,939,626	9,521,006
									9,521,006

**SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)**

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 2004
(July 1, 2003 to June 30, 2004)

First Draft
February 21, 2003

*This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation.
The views expressed in this Program do not necessarily represent the views of these agencies.*

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Vancouver, WA 98660
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FISCAL YEAR 2004 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC), as Metropolitan Planning Organization (MPO) for the Clark County region. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the region became a federally-designated Transportation Management Area (TMA) because it is a larger urban area with over 200,000 population. TMA status brings with it additional transportation planning requirements that the MPO must carry out. RTC is also the designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2004 UPWP runs from July 1, 2003 through June 30, 2004.

The UPWP focuses on transportation work tasks that are priorities for federal and/or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to multiple modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the two rural counties and the Metropolitan Transportation Plan (MTP) for the Clark County region. The federal Transportation Equity Act for the 21st Century (TEA-21), passed in 1998, provides direction for regional transportation planning activities. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991.

RTC was established in 1992 to carry out the regional transportation planning program. Previously, the designated MPO was the Intergovernmental Resource Center (IRC) that disbanded in 1992. In FY 2004 RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs and congestion monitoring and with the Bi-State Transportation Committee to discuss recommendations on bi-state transportation issues.

UPWP Objectives

The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of the national focus to "encourage and promote the safe and efficient management, operation and development of surface transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas". The Program reflects regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver Metropolitan Area and RTPO region with a useful basis for regional coordination.

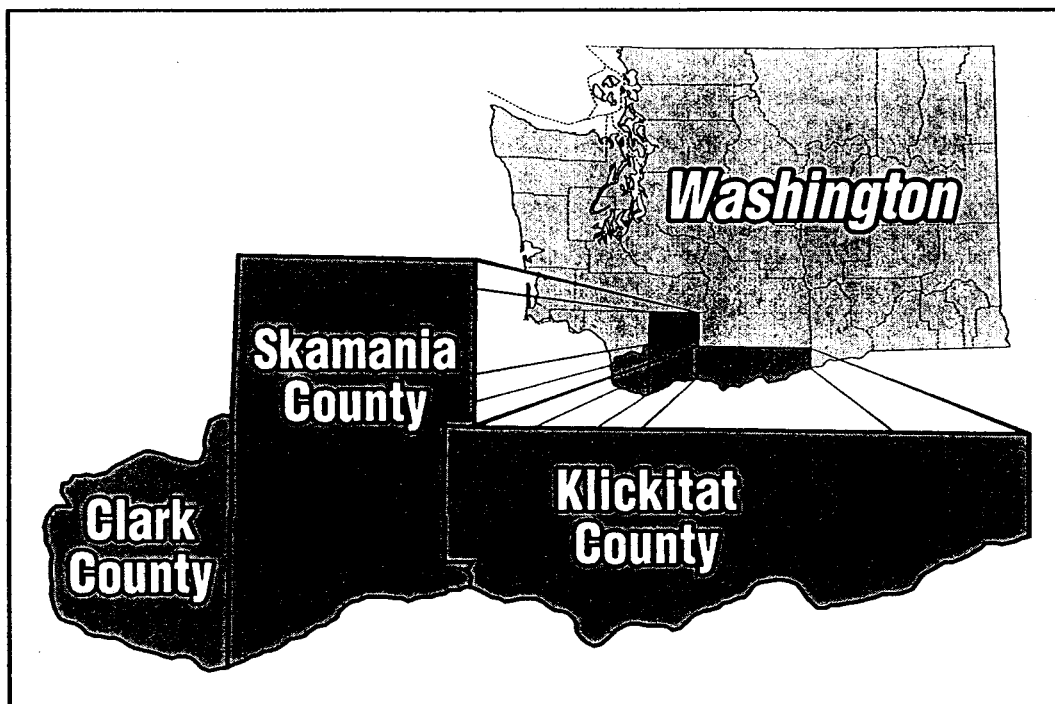
The FY 2004 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting, program and project coordination. The Portland-Vancouver I-5 Transportation and Trade Corridor Partnership arrived at a set of recommendations in June 2002. In FY2004 the region will again work in a bi-state partnership to evaluate and document the impacts of I-5 Bridge Influence Area alternatives in a Draft Environmental Impact Statement (DEIS). The region will also pursue extension of the light rail system into Clark County. The SR-35 Columbia River Bridge Study will conclude in FY2004 following completion of Tier III that will include a Type, Size and Location Report and Draft Exhibit A to Resolution No. 03-3288

Environmental Impact Statement (DEIS). RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as programmed in VAST II. By the end of 2003 an update to the Comprehensive Growth Management Plan for Clark County will be adopted and an update to the Metropolitan Transportation Plan (MTP) will follow in 2004 to ensure that the Comprehensive Plan and MTP use consistent land use assumptions. RTC will also work in partnership with local and state elected officials to bring needed transportation investments to this region.

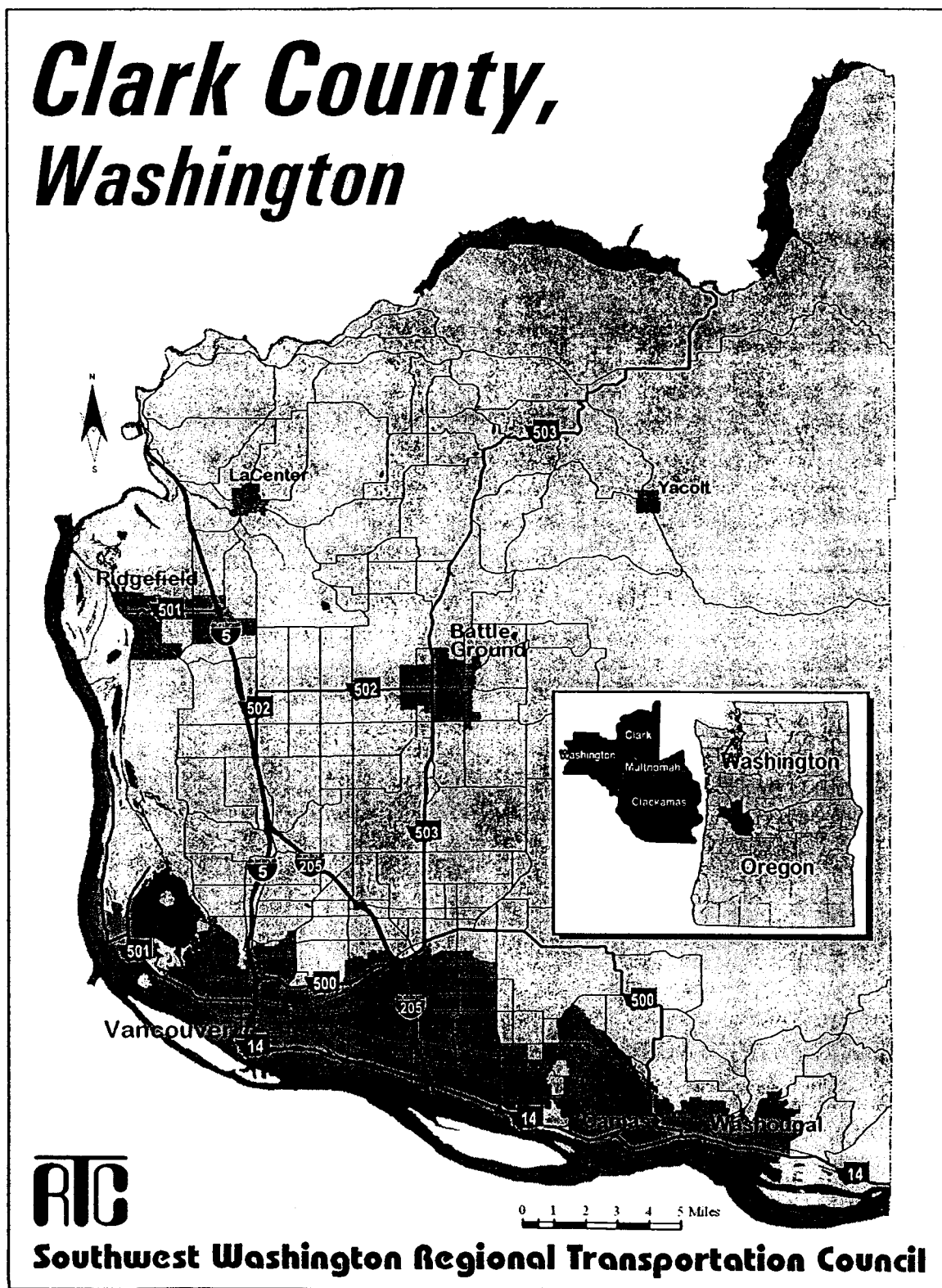
Key Transportation Issues Facing The Region:

- Providing transportation system improvements to accommodate economic development and growth in Clark County. Between 1990 and 2002, Clark County's population grew by 53 percent from 238,053 to 363,400. Transportation system investments have not kept pace with this growth.
- Investing in transportation infrastructure to support the growth in family wage jobs in the region.
- Addressing the lack of revenue sources to fund the "high-cost" interstate and state route projects needed in Clark County.
- Addressing the funding needs for transit service to serve the growing Clark County community. Transit funding now relies heavily on fare box recovery and sales tax revenues after the Motor Vehicle Excise Tax (MVET) was repealed.
- Meeting the growing revenue needs for continued operation and maintenance of the existing transportation system.
- Maintaining Level of Service and concurrency standards given the diminished revenues available for transportation "mobility/capacity" projects. The highway system is primarily funded by the gas tax, a flat tax that does not keep pace with inflation.
- Moving projects through the necessary planning and environmental review phases to ensure that they are "ready to construct" should transportation funds become available.
- Obtaining funding to proceed with environmental review of the I-5 Partnership, I-205 and I-5 North corridors.
- Making the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the Vancouver Area Smart Trek program developed cooperatively in the Clark County region.
- Addressing the increasing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT through the Bi-State Transportation Committee.
- Implementing the recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues.
- Monitoring the growing transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region.
- Involving the public in identifying transportation needs, issues and solutions in the region.

**SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)
EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION**

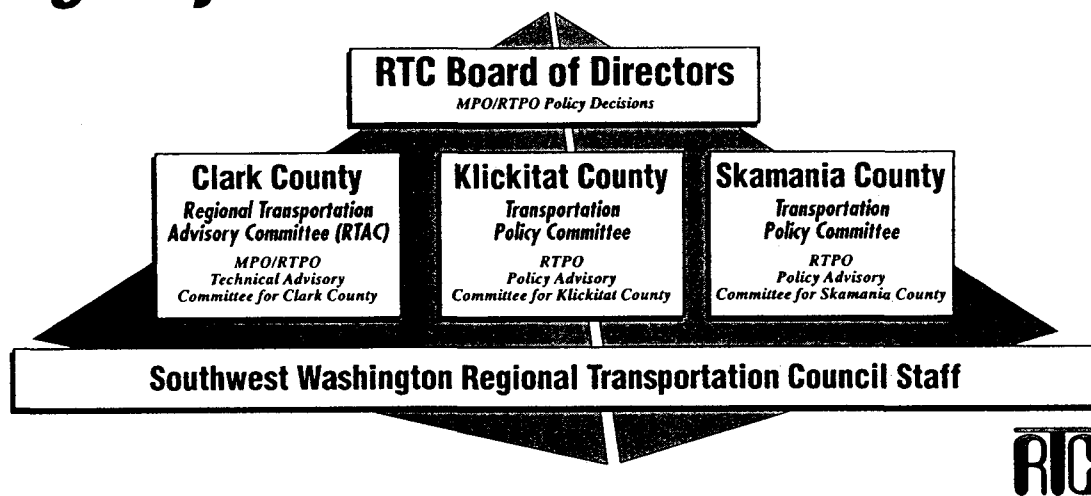


SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION
SHOWING INCORPORATED AREAS WITHIN CLARK COUNTY

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE

Agency Structure

RTC: TABLE OF ORGANIZATION

Position	Duties
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Vancouver Area Smart Trek (VAST), Intelligent Transportation System (ITS), Congestion Management Monitoring, High Capacity Transportation (HCT)
Sr. Transportation Planner	MTP, UPWP, Corridor Studies
Sr. Transportation Planner	Metropolitan Transportation Improvement Program (MTIP), Project Programming, RTPO, Skamania and Klickitat Counties, Traffic Counts
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data, Graphics, Webmaster
Transportation Analyst	Regional Travel Forecast Model, Air Quality
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings
Accountant	Accounts Payable, Grant Billings

Participants, Coordination and Funding Sources

Consistent with the 1990 State Growth Management Act legislation, the Regional Transportation Council (RTC) Board of Directors has been established to deal with transportation policy issues in the three-county RTPO region. Transportation Policy Committees for Skamania and Klickitat Counties are in place and a Regional Transportation Advisory Committee (RTAC) for Clark County. (Refer to *Agency Structure* graphic, Page v).

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, and two federal agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In addition, the Department of Ecology (DOE) is involved in the transportation program as it relates to the State Implementation Plan for carbon monoxide and ozone. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. RTC is also responsible for the development of the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Congestion Management program and other regional transportation studies. C-TRAN regularly adopts a *Transit Development Plan* (TDP) that provides a comprehensive guide to C-TRAN's future development and has information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC cooperates and coordinates with WSDOT, at the Southwest Region and Headquarters' level, in ensuring that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems related to their respective jurisdictions. The coordination of transportation planning activities includes local and state officials in both Oregon and Washington. Coordination occurs at the staff level through involvement on advisory committees (RTC's RTAC and Metro's TPAC). Mechanisms for local, regional and state coordination are described in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).
3. Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on which planning in the area will proceed.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) now renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memoranda of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was adopted by the RTC Board in April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP.

Issues of Interstate Significance

Both RTC and Metro have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning efficiently. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is the continued implementation of air quality maintenance plans for ozone and carbon monoxide. The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed.

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard [Vice-President]
Cities East	Mayor Jeff Guard (Washougal)
Cities North	City Council Member Bill Ganley (Battle Ground)
City of Vancouver	Thayer Rorabaugh (Transportation Services Manager)
Clark County	Commissioner Judie Stanton
Clark County	Commissioner Craig Pridemore [President]
Clark County	Commissioner Betty Sue Morris
C-TRAN	Lynne Griffith (Executive Director)
ODOT	Kay Van Sickle
Ports	Commissioner Arch Miller (Vancouver)
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rod Monroe
Skamania County	Commissioner Bob Talent
Klickitat County	Commissioner Ray Thayer

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Deb Wallace
Clark County Public Works	Bill Wright
Clark County Planning	Patrick Lee
City of Vancouver, Public Works	Matt Ransom
City of Vancouver, Community Development	Bryan Snodgrass
City of Washougal	Mike Conway
City of Camas	Jim Carothers
City of Battle Ground	Rob Charles
City of Ridgefield	City Clerk
C-TRAN	Dale Miller
Port of Vancouver	John Fratt
ODOT	Thomas Picco
Metro	John Cullerton
Regional Transportation Council	Dean Lookingbill

B. Skamania County

The Skamania County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the RTPO Skamania region.

Skamania County Transportation Policy Committee

Skamania County	Commissioner Bob Talent
City of Stevenson	Mary Ann Duncan-Cole, City Clerk
City of North Bonneville	John Kirk, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	Anita Gahimer, Port Manager

C. Klickitat County

The Klickitat County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the RTPO Klickitat region.

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor Roger Holen
City of Bingen	Mayor Brian Prigel
City of Goldendale	Larry Bellamy, City Administrator
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2002 that extended the Plan's horizon year to 2023. The MTP should be consistent with the Washington Transportation Plan (WTP) and state Highway System Plan (HSP) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments. The next MTP update will be in 2004 and will follow the update to the County's comprehensive plan that is due by the end of 2003.

Work Element Objectives

1. Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and federal TEA-21. The state requires that the Plan be reviewed for currency every two years and federal law requires the Plan to be updated at least every three years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of the Washington Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis results from the 20-year regional travel forecasting model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region in that it contains a prioritized list of mobility projects.
2. Comply with state standards and incorporate the provisions of HB 1487 (the "Level of Service Bill") and revised RCW 47.80 (SHB 1928 codified) to have the MTP include the following components:
 - a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)
 - b. A statement of land use assumptions upon which the Plan is based.
 - c. A statement of the regional transportation strategy employed within the region.
 - d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
 - e. A statement defining the least cost planning methodology employed within the region.
 - f. Designation of the regional transportation system.
 - g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.

- h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum. (See WAC 468-86-200, (2))
 - i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.
 - j. A financial section describing resources for Plan development and implementation.
 - k. A discussion of the future transportation network and approach.
 - l. A discussion of high capacity transit and public transportation relationships, where appropriate.
- 3. Address the seven general planning elements in the regional transportation planning process to comply with TEA-21 requirements. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:
 - a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
 - b. Increase the safety and security of the transportation system for motorized and nonmotorized users
 - c. Increase the accessibility and mobility options available to people and for freight
 - d. Protect and enhance the environment, promote energy conservation, and improve quality of life,
 - e. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
 - f. Promote efficient system management and operation; and
 - g. Emphasize the preservation of the existing transportation system. These will be addressed in the MTP.
- 4. Involve the public in MTP development and review.
- 5. Reflect updated results from the Congestion Management System process. The latest update to the Clark County region's *Transportation System Monitoring and Congestion Management Report* was adopted in August 2002 (RTC Board Resolution 08-02-16) and an update is anticipated in 2003.
- 6. Address bi-state travel needs and review of major bi-state policy positions in any MTP update. Issues include High Occupancy Vehicle (HOV) policies and implementation, Light Rail Transit (LRT) expansion, Traffic Relief Options (TRO), Transportation Demand Management (TDM), congestion management policies and ongoing efforts to address transportation needs in the I-5 corridor through the Portland-Vancouver I-5 Transportation and Trade Partnership and Bi State Transportation Committee.
- 7. Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- 8. Address any identified Transportation Control Measures (TCMs) to maintain federal clean air standards and the MTP should be evaluated for its conformity with the Clean Air Act Amendments of 1990.

9. Reflect freight transportation issues and describe the State's Freight and Goods System.
10. Consider concurrency management and its influence on development of the regional transportation system, system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) as a tool to allow for the most effective use of the existing transportation systems
11. Evaluation of the cumulative environmental impacts related to the developing regional transportation system as required by TEA-21, Clean Air Act and State law. This evaluation includes Clean Air Act conformity analysis.
12. Environmental review of the proposed MTP, prior to MTP adoption, as necessary.
13. Address the impacts of the Endangered Species Act as it related to transportation system development.
14. Coordination with environmental resource agencies.
15. Report on transportation system performance. System performance analysis is coordinated with WSDOT Southwest Region and Headquarters Service Center to provide input to statewide transportation plans and programs and with local jurisdictions as part of the comprehensive planning process.
16. Implementation of MTP through corridor planning.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to address future transportation system problems. The MTP for Clark County is interrelated to all other work elements. In particular, the MTP provides planning support for the Metropolitan Transportation Improvement Program and relates to management systems. TDM work would coordinate with GMA transportation elements and the TDM element of the I-5 Partnership Study recommendations.

FY 2004 Products

1. An update to the MTP will be developed and adopted after adoption of the updated Comprehensive Growth Management Plan for Clark County that is due by the end of 2003. The MTP update will likely be adopted by mid-2004 and will reflect the new County demographic projections, updated land use allocations and urban area boundaries, the transportation planning process in the region and will address the seven planning factors as required by federal law. RTC is working closely with the County in the Comprehensive Plan update process. In summary the following list of items are anticipated to be addressed in the MTP update: 1) review of MTP Vision and Goals to ensure consistency with the Comprehensive Plan update, 2) reflect updated land use plans in demographic allocation to TAZs, 3) certification of updated transportation elements of local comprehensive growth management plans, 4) MTP base year update to 2002, 5) MTP horizon year update from 2025 to comply with federal requirements, 6) comprehensive revision of functional classification of the highway/arterial system following update to the Urban Area Boundary, 7) review of the designated regional transportation system, 8) identification of transportation deficiencies in the 20-year horizon, 9) re-assessment of financial plan assumptions, 10) maintenance, preservation, safety improvements and operating costs, 11) update the Level of Service assumptions for Highways of Statewide Significance (HSS) and non-HSS, if needed, 12) incorporate Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies into the plan, 13) incorporate results and recommendations from recent

and ongoing transportation planning studies that affect the regional transportation system, and 14) update the list of transportation improvements to be included in the regional air quality conformity analysis.

2. Update to the Plan will reflect the latest state Highway System Plan (HSP) and will acknowledge federal transportation policy interests, including safety and security of the transportation system, transportation planning for rural areas, reverse commute, welfare to work, environmental justice and integration of environmental review into the planning process.
3. FY2004 MTP update will include further work to enhance the application and implementation of Transportation Demand Management (TDM) to make the most efficient use of the existing transportation system.
4. Development of a comprehensive TDM plan for the Clark County region. The comprehensive plan would broaden the definition of TDM to identify policies, programs and actions to include use of commute alternatives, spread the timing of travel to less congested periods, reduce the need to travel and shift routing of vehicles to less congested facilities or systems.
5. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update and/or amendment. Transportation improvement projects proposed in the MTP and assumed in air quality conformity analysis will be clearly listed in the MTP update.
6. A fully maintained Traffic Congestion Management System serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. Latest results of Congestion Management Monitoring (CMM) work will be reflected in any MTP update or amendment.

FY 2004 Expenses:

	\$
RTC	90,769
Total	<u>90,769</u>

FY 2004 Revenues:

	\$
Fed. CPG	69,876
RTPO	8,486
Local	<u>12,407</u>
	90,769

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a three-year program of transportation projects having a federal funding component. In order for transportation projects to receive federal funds they must be included in the MTIP. Projects programmed in the MTIP should implement the Metropolitan Transportation Plan (MTP). The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT)

Projects listed in the MTIP should have financial commitment and meet the requirements of the Clean Air Act.

Work Element Objectives

1. Develop and adopt the Metropolitan Transportation Improvement Program (MTIP), consistent with the requirements of TEA-21. The federal fiscal year 2004 will be the first year of the new six-year federal transportation reauthorization bill. The MTIP process may need to be modified per any new requirements in the next six-year transportation reauthorization bill.
2. Periodic review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP), state Transportation Improvement Board (TIB) programs, corridor congestion relief and school safety.
4. Program Congestion Mitigation/Air Quality (CM/AQ) funds with consideration given to emissions reduction benefits of such projects.
5. Coordinate with local jurisdictions as they develop their Transportation Improvement Programs and participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee and the City of Vancouver's TIP process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
6. Develop a realistic financial plan for the 2004-2006 MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
7. Analysis of MTIP air quality impacts and documentation of MTIP Clean Air Act conformity.
8. Amendments to the TIP, where necessary.
9. Monitoring of MTIP implementation and obligation of project funding.
10. Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

The MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects uses data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the UPWP. The MTIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2004 Products

1. An adopted 2004-2006 Transportation Improvement Program, fiscally-constrained by year, to reflect the programming of federal funds and project selection procedures. The 2004-2006 MTIP will bring in new projects for years 2005 and 2006 as 2004 projects are already programmed. The MTIP will provide analysis/documentation for Operations and Management (O&M) costs and will provide an explanation of the adequacy/inadequacy of funds for such needs. A summary of significant public comments received during the public review period will be provided.
2. MTIP amendments, as necessary.
3. Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement.
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP).
7. Opportunity for public involvement in MTIP development.

FY 2004 Expenses:

	\$
RTC	50,427
Total	<u>50,427</u>

FY 2004 Revenues:

	\$
Fed. CPG	38,820
RTPO	4,714
Local	<u>6,893</u>
	50,427

1C. CONGESTION MANAGEMENT SYSTEM MONITORING

A Congestion Management System (CMS) was adopted by the RTC Board in May of 1995. ISTEA required that the Clark County region, as a Transportation Management Area (TMA), develop a Congestion Management System for the metropolitan area. The purpose of CMS was to develop a tool to provide information on the performance of the transportation system as well as identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. ISTEA required that facilities proposed for federal funding for additional general-purpose lanes should first be assessed through the CMS process. The regulations have been modified in TEA-21, but the new federal act continues to recognize the value of the CMS by directing TMAs to continue the data collection and monitoring elements of the CMS. It is also a requirement that a process be in place to assess transportation system performance and alternative strategies for addressing congestion. The CMS focuses on vehicular travel, auto occupancy, transit, and TDM performance in congested roadway corridors. Monitoring of the CMS continues with this work program element. Information produced as part of the CMS program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief.

Work Element Objectives

1. Provide a CMS structure to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The CMS monitoring process should provide the region with a better understanding of how the region's transportation system operates. The CMS is intended to be a continuing, systematic process that provides information on transportation system performance.
2. The CMS monitoring program should continually enhance the traffic count data base and other elements, such as transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data for the CMS corridors.
3. Publication of results of the Congestion Management Monitoring program through a System Performance Report that is updated periodically.
4. Incorporate CMS data into the regional traffic count database that, in turn, allows for refined calibration of the regional travel forecast model and provides input to the corridor congestion index update.
5. Initiate development of a database that would incorporate all CMS related data elements into a single transportation database that can be referenced and queried to meet user-defined criteria.
6. Analyze traffic count data, turn movements, vehicle classification counts and travel delay data to get an up-to-date representation of system performance, including evaluation of congestion on the Columbia River Bridges between Clark County and Oregon. Assess expansion of data collection effort to support other regional transportation analysis needs for items such as model calibration, monitoring fast growth locations, and new parallel facilities.
7. Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and Concurrency Management programs
8. Collection, validation, factoring and incorporation of traffic count data into the existing count program.

9. Measure and analyze performance of the transportation corridors in the CMS network. This system performance information is used to help identify system needs and solutions. The data is also used to support Growth Management Act concurrency analysis.
10. Review the existing CMS report content and structure to enhance its use, access and level of analysis. This could include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data. It will assess innovative ways to present the information already collected and look at other items that could be added.
11. Coordinate with Metro on development of CMS plans.
12. Coordinate with WSDOT on development of the Highway System Plan (HSP) update and congestion relief strategies.
13. Report on Congestion Monitoring efforts to the WSDOT Planning Office annually.

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The CMS for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The CMS also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management System Monitoring element is closely related to the data management and travel forecasting model elements. The CMS also supports work by the state to update the WTP and congestion relief strategies.

FY 2004 Products

1. Update traffic counts, turning movements, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data is made available on RTC's web site (<http://www.wa.gov/rtc>). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. In FY2004, two-hour peak period traffic counts will be collected, analyzed and stored to help future regional travel forecast model enhancement and update.
2. New traffic count data will be used to update the corridor congestion ratio for each of the CMS corridors. The congestion ratio is converted into a congestion index that works like the traditional level-of-service measure except that the index assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The index is used to classify each corridor according its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.
3. Review and collect other data for CMS corridors including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Any new data collected needs to support the CMS, concurrency and other regional transportation planning program should be identified.
4. Update of congestion ratio.
5. Comparison between most recent data and prior year data to support identification of system needs and solutions and monitoring of impacts of implemented improvements.

6. The first Transportation System Monitoring and Congestion Management Report was adopted by the RTC Board in April, 2000. The second report was published in April 2001. In FY 2004, the Report will be reviewed and updated, as necessary, including a comparison to previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to limit infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Initially, there were twenty-one transportation corridors identified and monitored through the CMS, additional corridors were added in FY99.
7. Assess transportation system impact of Transportation Demand Management strategies.
8. Provide CMS data and system performance indicators to inform the WTP update process.
9. Provide feedback to Metro on RTC CMS update and keep informed on Metro's CMS program.

FY 2004 Expenses:

	\$
RTC	126,850
Consultant	<u>35,000</u>
Total	161,850

FY 2004 Revenues:

	\$
CM/AQ	140,000
Local	<u>21,850</u>
	161,850

Assumes use of 2003/04 CM/AQ funds, \$35,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS), offers a promising technological strategy to improve the efficiency of the total transportation system. ITS uses advanced electronics, communications, information processing, computers and control technologies to help manage congestion, improve the safety and efficiency of our transportation system.

RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of all transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will jointly be responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ funds for transit management (communications network), freeway management (fiber optics cable, variable message signs, video cameras, data stations) and arterial management (signal timing/coordination).

Work Element Objectives

1. Continuation of the VAST program.
2. Continue implementation projects currently programmed for CMAQ funding in the MTIP which include: 1) a transit management system 2) a freeway operations/incident management program, 3) an arterial traffic signal integration program, 4) a traveler information system and business plan, and 5) management of the VAST program led by RTC. The Transit Management System will allow tracking of transit vehicle operation and maintenance, passenger counting, and real-time tracking of transit vehicle location. The freeway operations and incident management will enhance freeway operations by the implementation of a traffic management center (TMC), data stations, video cameras, variable message signs, and network communications with the ODOT TMC. Traffic Signal Integration will include the installation of fiber optics on important transportation corridors with a signal interconnect system and new controllers that will allow for bus signal preemption. The traveler information system component consists of participation with ODOT to develop a web based traveler information system that can provide real-time information on traffic conditions, incidents, and other transportation information.
3. Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment for integration and interoperability. It will also provide for completion of the VAST project checklist to determine project compliance for current projects and new projects.
4. Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role will include project review and endorsement prior to funding, and monitoring and tracking of projects during

implementation. The Steering Committee will also act as liaison with other key ITS stakeholders and assist in regional ITS policy formulation.

5. Complete development of Interlocal Governmental Agreement (IGA) for the coordination on the construction, management and maintenance of communications infrastructure for VAST member agencies.
6. Manage and facilitate the development of strategies to secure funding for ITS projects contained in the VAST 20-year implementation plan. Assist Steering Committee members on funding applications for individual ITS project funding. Continue process of Steering Committee partnership for joint project funding applications.
7. Expansion of ITS stakeholders to include emergency service providers, including police and fire to participate in the VAST process and begin discussion on the development of an incident management plan for the region.
8. Work to “institutionalize” the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities and the Implementation plan are to be identified and followed through.
9. Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.
10. Technical assistance in ITS implementation.

Relationship To Other Work Elements

The Vancouver Area Smart Trek (VAST) work element relates to the MTP as one element to improve the efficiency of the existing transportation system and to the MTIP where ITS projects are programmed for funding and implementation.

FY 2004 Products

1. Coordination of ITS activities within Clark County and with Oregon.
2. Institutionalize VAST Operational Concept that identifies relationships and protocols in the exchange, sharing, and control of information between agencies that will serve as the foundation for the preparation of operation and maintenance agreements
3. Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects.
4. Development and execution of an Interlocal Governmental Agreement (IGA) for communication infrastructure.
5. Facilitation of the activities of the Steering Committee.
6. Management of consultant technical support activities as needed.

7. Complete the Communication Operations Plan for VAST that provides the specific detail needed to fully implement ITS. It will include defining the fiber optic needs and communication hubs required for ITS and providing the map of the communications network for ITS.
8. Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.
9. Complete development of the Advanced Traveler Information System (ATIS) Business Plan and next steps for deployment.
10. Development of improved tools to analyze costs and benefits of ITS investment.
11. Development and management of an ITS data warehouse and maintenance of the VAST web site.

FY 2004 Expenses:

	\$
RTC: VAST Program	73,988
Coordination/Management	
Total	73,988

FY 2004 Revenues:

	\$
CM/AQ	64,000
MPO Local Match (13.5%)	9,988
	73,988

*Assumes use of 40% of \$160,000 MTIP Year 2003 CM/AQ funds.
Any federal funds for project implementation by WSDOT, C-TRAN and local agencies are programmed in the MTIP.*

1E. PORTLAND-VANCOUVER I-5 TRANSPORTATION AND TRADE PARTNERSHIP: DEIS PROCESS

The Transportation Equity Act for the 21st Century (TEA-21) recognizes the importance of trade corridors to the national economy and has designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The Portland-Vancouver I-5 Transportation and Trade Partnership strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The Committee found that the I-5 corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight. The Committee also concluded that there would be economic and livability consequences if nothing is done in the corridor, improvements will need to be multi-modal and solutions will be costly and require innovative funding. It was noted that congestion on I-5 affects goods moved by air, rail, barge and truck as well as passenger travel and that there are significant bottlenecks in this segment of I-5. In addition, the I-5 drawbridges crossing the Columbia River are some of the last and most active drawbridges on the interstate system.

In FY 2002 ODOT and WSDOT completed the initial phase of the Portland-Vancouver I-5 Transportation and Trade Partnership funded, in part, by FHWA through the National Trade Corridors and Borders Program. In FY 2001/2002, a Task Force appointed by Governors Gary Locke of Washington and John Kitzhaber of Oregon met to guide both development of the Partnership Study. On June 18, 2002, the Bi-State Governors Task Force adopted their recommendations. The December 2002 update to the Metropolitan Transportation Plan for Clark County incorporated the Study recommendations in the Strategic MTP. The I-5 Partnership is now poised to continue efforts on an extensive Scoping phase and proceed with a Draft Environmental Impact Statement (DEIS).

Work Element Objectives

1. Continue Portland-Vancouver I-5 Transportation and Trade Partnership work with Scoping and advancement to DEIS phase.
2. Cooperate with ODOT, WSDOT and Metro in evaluating and documenting the impacts of the I-5 Bridge Influence Area alternatives conducting an in-depth analysis of the "bridge influence area" to determine the preferred Columbia River Crossing and connecting roadway segment between Lombard and SR-500.
3. Address environmental and social impacts of the project.
4. Develop a financing plan through the federal Draft Environmental Impact (DEIS) process.
5. Participate in Study Committee and Forums such as the Bi-State Coordination Committee, the Transportation Demand Management/Transportation System Management Forum, Land Use Forum, Rail Forum and the Bi-State Environmental Justice Work Group.
6. Support development of ODOT's Delta Park to Lombard project environmental and HOV analysis.
7. Participate in the development of an I-5 TDM/TSM Corridor Plan and to make progress on implementing the recommended TDM Current Action Items.
8. Participate in public involvement activities relating to the I-5 Partnership DEIS.

Relationship To Other Work

Work in FY2004 builds upon work completed in previous years. Implementing a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The I-5 Partnership recommendations have been incorporated into the Strategic Plan section of the MTP update for Clark County (December 2002). The Governors' Task Force recommendations included a light rail loop in Clark County that would connect to the Portland region's light rail system. RTC has submitted a funding request for federal reauthorization funds to pursue planning for the light rail recommendation. If funding is forthcoming, an LRT UPWP work element will be added.

FY 2004 Products

1. Draft Environmental Impact Statement (DEIS) process.

FY 2004 Expenses:		FY 2004 Revenues:	
	\$		\$
RTC	101,734	Federal STP (RTC TMA funds)	88,000
		Local Match	13,734
Total	<u>101,734</u>		<u>101,734</u>

Assumes use of 80% of \$110,000 2003 STP TMA funds matched by RTC.

IF. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 90. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Skamania County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted in April 1998 and in the spring of 2003. In 2000, a review of the adopted Regional Transportation Plan for Skamania County was carried out but no changes were made. In 2003, Skamania County completed a transit feasibility Study. In FY 2004 the recommendations of this transit study will begin to be implemented. In FY2004 development and traffic trends will be monitored and the regional transportation planning database for Skamania County will be further developed. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue the regional transportation planning process.
2. Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in the Regional Transportation Plan update.
5. Ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. Continuation of transportation system performance monitoring program.
8. Assistance to Skamania County in implementing a new federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
9. Work with Skamania County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
10. Implement HB 1487 (the Level of Service Bill), as it applies to Skamania County, based on the Guidance developed by the statewide Stakeholders Committee.
11. Continue assessment of public transportation needs, including specialized transportation, in Skamania County. Implement the recommendations of the 2003 Skamania County Transit Feasibility Study.
12. Liaison with Skamania County in conducting the SR-35 Columbia River Crossing Feasibility Study.
13. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
14. Assistance to Skamania County in conducting regional transportation planning studies.

15. Work with the Gorge Commission on updating the Management Plan for the Columbia River Gorge National Scenic Area.

Relationship To Other Work Elements

The RTPPO work program activities for Skamania County will be tailored to their specific needs and issues and, where applicable, coordinated across the RTPPO.

FY 2004 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2004 Expenses:

	\$
RTC	16,811
Total	<u>16,811</u>

FY 2004 Revenues:

	\$
RTPPO	16,811
	<u>16,811</u>

1G. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 90. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Klickitat County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted in April 1998 and in the spring of 2003. In 2000, a review of the adopted Regional Transportation Plan for Klickitat County was carried out but no changes were made. In FY2004 development and traffic trends will be monitored and the regional transportation planning database for Klickitat County will be further developed. RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Ensure the Klickitat County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the Regional Transportation Plan.
5. Ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. Work with Klickitat County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
8. Continuation of transportation system performance monitoring program.
9. Assistance to Klickitat County in implementing the Transportation Equity Act for the 21st Century (TEA-21). This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
10. Implement HB 1487 (the Level of Service Bill), as it applies to Klickitat County, based on the Guidance developed by the statewide Stakeholders Committee.
11. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
12. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County. A November, 1998 vote failed to gather sufficient public support to establish a Public Transportation Benefit Authority for public transit in Klickitat County (vote results: 48% for, 52% against). Currently, Klickitat County is fulfilling transit service needs through grant funding.
13. Coordination with Klickitat County in conducting the SR-35 Columbia River Crossing Feasibility Study.
14. Assistance to Klickitat County in conducting regional transportation planning studies.

15. Work with the Gorge Commission on updating the Management Plan for the Columbia River Gorge National Scenic Area.

Relationship To Other Work Elements

The RTPO work program activities for Klickitat County will be tailored to their specific needs and issues and, where applicable, coordinated across the RTPO.

FY 2004 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continued development of a technical transportation planning assistance program
3. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2004 Expenses:

	\$
RTC	<u>18,531</u>
Total	<u>18,531</u>

FY 2004 Revenues:

	\$
RTPO	<u>18,531</u>
	<u>18,531</u>

1H. STATE ROUTE 35 COLUMBIA RIVER CROSSING FEASIBILITY STUDY

The SR-35 Columbia River Bridge Feasibility Study is the result of a local grass roots effort by a wide range of individuals who are interested in the near and distant future of the White Salmon/Bingen, Washington and Hood River, Oregon region. The SR-35 Columbia River Crossing Feasibility Study will examine the feasibility of a future Columbia River crossing between White Salmon/Bingen and Hood River. The existing Columbia River Bridge is referred to locally as the Hood River Bridge and was built in 1924. The bridge spans the Columbia River connecting the cities of Bingen and White Salmon in Washington to Hood River in Oregon. This bridge is the second oldest Columbia River crossing and one of only three crossings in the Columbia River Gorge National Scenic Area. It provides a vital economic link between Washington and Oregon communities and commerce. The existing structure is 4,418 feet long with two 9.5-foot wide travel lanes and no pedestrian or bicycle facilities. It has open grid steel decking, which is known to adversely affect vehicle tracking. The first phase, the Scoping Phase, of this study was initiated in FY 1999. The Scoping Phase developed a scope for conducting the full feasibility study. The full feasibility study began in the summer of 2000. The State Route 35 Columbia River Crossing Feasibility Study received \$942,000 of federal High Priority funding from the Transportation Equity Act for the 21st Century (TEA-21). The study is managed by RTC in partnership with WSDOT and ODOT and is being carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. Parsons Brinckerhoff provides consultant assistance for the feasibility study. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

1. Provide an increased understanding of the current and future river crossing conditions and needs. Respond to local concerns about the functionality of the existing bridge.
2. Conduct an evaluation of the feasibility of an improved crossing, select a preferred crossing corridor and type, develop a preliminary design to a level needed to carry out NEPA environmental analysis and produce a Draft Environmental Impact Statement (DEIS). The feasibility study will be executed in a three-tier process, with the first two tiers concluding with a decision point determination. Advancement to each subsequent tier will generally involve higher levels of alternatives evaluation and refinement.
3. Conduct a public and agency participation program that builds a decision-making structure for selecting short term and long term solutions and builds local consensus and momentum to work toward long term crossing solutions

Relationship To Other Work Elements

The SR-35 Feasibility Study is most closely related to work under the Klickitat County RTPO work element and is also of significance to the Skamania County RTPO work element.

FY 2004 Products

1. Completion of Tier II Summary Report documenting the range of alternatives studied and analyzed.
2. Completion of a draft Type, Size, and Location report.
3. Completion of Project Newsletters
4. Completion of technical memorandums

FY 2004 Expenses:

	\$
RTC	24,758
Parsons Brinckerhoff	84,406
ODOT	5,418
WSDOT	5,418
Total	<u>120,000</u>

FY 2004 Revenues:

	\$
Federal High Priority	96,000
ODOT & WSDOT Match	24,000
	<u>120,000</u>

Assumes use of estimated balance of federal High Priority funds.

DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

2A. REGIONAL TRANSPORTATION DATA, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. Use of the data includes measuring system performance, evaluating level of service standards, calibration of the regional travel forecasting model, functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database and technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in implementing and updating Growth Management Act (GMA) plans. The GMA requires that transportation infrastructure is provided concurrent with the development of land. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. RTC continues to use Metro's model with a refined zone system for Clark County and coordinates closely with Metro to ensure the model is kept up to date. An important part of this element in FY2004 will be use of the 2000 census data to enhance regional travel data and forecasting.

The element also includes air quality planning. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. The Southwest Clean Air Agency (SWCAA) has developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO), and 2) for Ozone (O₃). In October 1996 the CO Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04). The Vancouver region is classified as a "maintenance" area for both carbon monoxide and ozone. Prior to this, the region was classified as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts; indeed, transportation conformity requirements contained in the Federal Clean Air Act Amendments and the State Clean Air Act mandate that transportation plans and programs are to be a part of air quality improvement strategies. The MPO will monitor federal and state activity on the Clean Air Act and seek to implement any necessary transportation measures to maintain national ambient air quality standards. RTC assists the region's air quality planning program in providing demographic forecasts, development of a Vehicle Miles Traveled (VMT) grid, and monitoring changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and measures project-level air quality impacts.

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling including maintenance and update of the region's highway network GIS layer, as necessary and incorporate transit ridership statistics and transit-related data developed by C-TRAN into the regional transportation database which are used for input to regional plans, travel forecasting model and for map-making. Collect, analyze and report on regional transportation data. Data sources include census data, Census Transportation Planning Package, Nationwide Personal Transportation Study (NPTS) data, travel behavior survey data, and County GIS information.
2. Maintain a comprehensive, continuing, and coordinated traffic count program.

3. Analyze growth trends and relate these to future year population and employment forecasts. RTC coordinates with Metro on their work and procedures for forecasting the region's population and employment data for future years and works with Clark County jurisdictions to allocate the region-wide growth total to Clark County's transportation analysis zones.
4. Continue to incorporate transportation planning data elements into the Arc/Info GIS system and use ArcView and ArcMap to enhance RTC's GIS capabilities.
5. Maintain designated regional transportation system, federal functional classification system of highways and freight routes GIS layers.
6. Assist local jurisdictions in analyzing data and information from the regional transportation data base and in implementing and updating GMA plans, including implementation of Concurrency Management programs.
7. Coordinate with the Count's computer division to update computer equipment and software, as needed.
8. Continue use of the regional travel forecast model to identify deficiencies in the regional transportation system.
9. Work with local agencies to provide access to regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are used.
10. Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.
11. Participate in the Oregon Modeling Steering Committee meetings to learn about model development in Oregon and the Portland region.
12. Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent/design demand, performance standards analysis, air quality, growth management, and life-style, as well as the more traditional transportation issues.
13. Develop and maintain the regional travel model to include: periodic update to provide updated base year, six year and twenty year horizons together with necessary re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements.
14. Continue research into regional travel forecasting model enhancement.
15. Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies. RTC's model is consistent with Metro's. Metro participates in USDOT's Transportation Model Improvement Program (TMIP). As part of the program a new model framework known as TRANSIMS is being developed. RTC will work with Metro on this USDOT program and on updating the regional forecast model to include a tour-based framework.
16. Continue to expand RTC's travel modeling scope through development of micro-simulation model applications that are increasingly important in evaluating new planning alternatives, such as HOV operation and impact, ITS impact evaluation, and concurrency analysis.

17. Further develop procedures to carry out post-processing of results from travel assignments.
18. Continue to develop data on vehicle miles traveled (VMT) and vehicle occupancy measures for use in air quality and Transportation Demand Management (TDM) planning.
19. Assist local agencies by supplying regional travel model output for use in local planning studies, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates.
20. Assist local jurisdictions in conducting their Concurrency Management Programs by modifying the travel model to apply it to defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvement needs.
21. Provide technical support for implementation of the Commute Trip Reduction program including geo-coding maps as requested by work-sites, site-specific survey evaluation and additional technical support as requested.

Air Quality Planning

22. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation. In FY2003 this may include dealing with issues concerning reverting to the one-hour from the eight-hour ozone standard and possible impact on AQMA status. The EPA has noted that the Portland-Vancouver area is affected by this change.
23. Develop an MTP that is responsive to mobile emissions budgets established in the Maintenance Plans. If needed, Transportation Control Measures (TCMs) will be identified in the MTP.
24. Program any identified TCMs in the Transportation Improvement Program (TIP), as necessary.
25. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.
26. Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and TIP. Also, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.
27. Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. This consultation process supports the review, update, and testing of new mobile emissions model to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.
28. Tracking of mobile emission strategies required in the Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.
29. Participate in discussions regarding RTC role and responsibility in upcoming update of the carbon monoxide and ozone maintenance plans for the air quality maintenance area.
30. Analyze transportation data as required by federal and state Clean Air Acts.
31. Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.

32. Use TCM Tools, where applicable, to assess the comparative effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.
33. Carry out project level conformity analysis for local jurisdictions to provide for consistency within the region.
34. Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

Transportation Technical Services

35. Enhance technical transportation services provided to member agencies. The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common analysis of traffic congestion issues is a key element in the overall process of planning and building additional transportation system capacity as well as making most efficient use of the existing system. The complexity of the analytical tools and need for comprehensive data support the concept of conducting this analysis on a coordinated regional platform. Technical service activities are intended to support micro traffic simulation models, updating the population and employment forecasts, and the translation of the land use and growth forecasts into the travel demand model.

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports the development of the MTP, TIP and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Monitoring program and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecasting model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as the most significant tool for long-range transportation planning. It relates to the MTP, TIP, management systems, traffic count, transit planning, and air quality planning.

FY 2004 Products

1. Update of the regional transportation database with data from the 2000 US Census and its Census Transportation Planning Package (CTPP) as well as the Nationwide Personal Transportation Study (NPTS).
2. Report on Clark County transportation information. The main elements will include: transportation measures in the GMA update, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis to include travel time calculations will be one of the methods used to address environmental justice issues.
3. Metro's 2025 population and employment forecast and Clark County comprehensive plan update to 2023 will be used to update the regional travel forecasting model. Updated land use and demographic data will be input to the regional transportation database. RTC will assist Clark County and local jurisdictions in allocation of future population and employment forecast data to Clark County transportation analysis zones as part of the Comprehensive Growth Management Plan update. The model base year will be reviewed and updated. A six-year model is also updated regularly to help growth management planning efforts and concurrency program development. The MTP's long-range

planning horizon is currently is at 2023 (as of early 2003) but is likely to updated, along with work by Metro, to 2025 for the next MTP update.

4. Integration of transportation planning and GIS Arc/Info data.
5. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage. Review and update of the federal functional classification system is anticipated in summer 2003 and will follow federal Urban Area Boundary (UAB) revision.
6. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.
7. Update to the traffic count database.
8. Technical assistance to local jurisdictions.
9. Transportation data analysis provided to assist C-TRAN in planning for future transit service provision.
10. Purchase of updated computer equipment with RTPO revenues.
11. Continued implementation of interlocal agreement relating to use of model in the region and implementation of sub-area modeling .
12. Host Transportation Model Users' Group (TMUG) meetings.
13. Refine travel forecast methodology using the EMME/2 program and post-processing techniques.
14. Documentation of regional travel forecasting model procedures.
15. Re-calibration and validation of model as necessary.
16. Review and update of model transportation system networks, including highway and transit.
17. Research and implement a framework to estimate TDM and ITS impacts.
18. Continue to review the duration of peak hour auto assignments. Currently, RTC uses a one-hour peak. Future year RTC models may shift to use of a multiple hour peak.
19. Use regional travel forecasting model data for MTP and MTIP development as well as for the Clark County Comprehensive Plan and state WTP/HSP.

Air Quality Planning

20. Monitoring and implementation activities relating to the federal and State Clean Air Acts.
21. Implementation and tracking of Ten Year Air Quality Maintenance Plans.
22. Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990.
23. Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities.
24. Project level air quality conformity analysis as requested by local jurisdictions and agencies.

Transportation Technical Services

25. RTC will continue to serve local jurisdictions' needs in travel modeling and analysis. Coordination among all member jurisdictions is an important task.
26. An annual travel model update procedure for base year and six-year travel forecasts is now established to use for the concurrency programs of the City of Vancouver and Clark County. This requires update of the model base year annually.
27. Travel Demand Forecast Model Workshops will be held for planners and other staff, such as managers in Public Works at Cities and County, in order to improve their understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region, as the need arises.
28. Use of model results for local development review purposes and air quality hotspot analysis.
29. Technical assistance to support update of the Comprehensive Growth Management Plan for Clark County due by the end of 2003 and in development of the City of Vancouver's Transportation System Plan.

FY 2004 Expenses:

	\$
RTC	195,708
Computer	6,000
Equipment (use of RTPO revenues)	
Total	<u>201,708</u>

FY 2004 Revenues:

	\$
Fed. CPG	155,280
RTPO	18,857
Local	<u>27,571</u>
	<u>201,708</u>

2B. ANNUAL CONCURRENCY UPDATE

RTC's involvement in the Concurrency Programs of local jurisdictions is in using the travel forecasting model to assist in conducting their transportation concurrency analysis. RTC's role is in technical analysis. The local jurisdictions themselves are responsible for the overall Concurrency Program.

Work Element Objectives

1. Assist local jurisdictions in conducting their Concurrency Management Program.
2. Modify the travel model and apply it to the defined transportation concurrency corridors to determine available traffic capacity, development capacity and identify six-year transportation improvements.

Relationship To Other Work Elements

The Concurrency Program work element relates directly to RTC's Regional Transportation Database and Forecasting element.

FY 2004 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2004 Expenses:

	\$
RTC	20,000
Total	<u>20,000</u>

FY 2004 Revenues:

	\$
Clark County/ City of Vancouver	20,000
	<u>20,000</u>

Note: Budget not yet determined.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Coordination Committee likely to be formed in early 2003. The Bi-State Coordination Committee will replace the Bi-state Transportation Committee that was formed in 1999 through a joint resolution of RTC and Metro. The Bi-State Coordination Committee will have a broader scope to include advising the region, state and local jurisdictions on transportation and land use issues of bi-state significance. In addition, it provides for public outreach and involvement activities. The fulfillment of federal and state requirements is also included in the element.

Work Element Objectives

Program Coordination and Management

1. Coordinate, manage and administer the regional transportation planning program.
2. Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Transportation Committee Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
3. Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
4. Provide leadership, coordination, and represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Coordination Committee.
5. Coordinate and promote regional and bi-state transportation issues with the Washington State Legislative delegation and with the Washington State Congressional delegation. An emphasis is placed on involving our region's state or federal delegation in the RTC regional transportation process, wherever possible. Information on regional transportation issues, policies, and priorities will also be provided to the individual lobbyists that represent our region in Olympia.
6. Represent RTC's interest in the following organizations: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
7. Coordinate regional transportation plans with local transportation plans and projects.
8. Coordinate with the Growth Management Act (GMA) planning process. By the end of 2003, the local GMA plan update should be complete. The actions of the Western Washington Growth Management Hearings Board as they relate to transportation planning will be tracked. RTC will review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.

9. Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation. The MPO should be represented at EIS scoping meetings relating to transportation projects and plans.
10. Monitor new legislative activities as they relate to regional transportation planning requirements.
11. Participate in transportation seminars and training.
12. Prepare RTC's annual budget and indirect cost proposal.
13. Ensure that the MPO/RTPO computer system is maintained and is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.
14. Continue the Bi-State Memorandum of Understanding between Metro and RTC.
15. Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
16. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2004 this will include taking recommendations from the I-5 Partnership's Governors' Task Force and proceeding to the next phase in implementing improvements in the I-5 north corridor between Portland and Vancouver.
17. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.

Bi-State Coordination Committee

The I-5 Transportation and Trade Partnership Study recommendations called for the reformation of the Bi-State Transportation Committee to become the Bi-State Coordination Committee. The new committee would be charged with not only coordinating transportation issues of bi-state significance, but also coordinating bi-state land use-transportation issues. The new committee would be advisory to JPACT/Metro, RTC, and Clark County. The Bi-State Coordination Committee would be formed through an intergovernmental agreement.

18. Hold meetings of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve the needs of over 56,000 daily commuters who travel from Clark County to Portland to work. In addition to the commuters, the two interstates must serve business, commercial, freight and other personal travel needs.

Public Involvement

19. Increase public awareness and information provision of regional and transportation issues.
20. Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public involvement at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.
21. Implementation of the adopted Public Involvement Program (update adopted by RTC Board Resolution 10-01-17; October 2, 2001). Any changes to the Program require that the MPO meet the procedures outlined in federal Metropolitan Planning guidelines.

22. Hold public meetings, including meetings relating to the MTP and MTIP, coordinated with local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN.
23. Conduct public involvement process for any special projects and studies conducted by RTC.
24. Continue to update the RTC web site (<http://www.rtc.wa.gov>) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.
25. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee and the City of Vancouver's 18th Street Corridor Committee.
26. Communicate with local media.
27. Maintain a mailing list of interested citizens, agencies, and businesses.
28. Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.
29. Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.

Federal Compliance

30. Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program.
31. Annually develop and adopt a UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. Each year a UPWP Annual Report is also produced.
32. Certification of the transportation planning process as required by federal law. The Triennial certification process is anticipated in late 2004.
33. In 1990 the federal government enacted the Americans with Disabilities Act (ADA). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. The MPO/RTPO undertakes planning activities, such as data gathering, data analysis and map-making needed to support C-TRAN and local jurisdictions' implementation of ADA's provisions. C-TRAN published the 1997 C-TRAN ADA Paratransit Service Plan in January, 1997 and in 1997 achieved full compliance with ADA requirements.
34. In 2002 RTC worked with WSDOT's Office of Equal Opportunity to develop a Title VI Plan. The Plan was adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). RTC will submit an annual report outlining Title VI activities in the year to WSDOT each October.
35. FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation was is following the release of the relevant decennial Census data.

36. Compliance with Title VI and related regulations such as the President's 1994 Executive Order 12898 on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
37. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participation in SIP development process led by the Washington State Department of Ecology (DOE). Implementation of strategies for maintaining clean air standards by such means as Transportation Control Measures (TCMs) to promote emissions reductions. MTP updates address the need to ensure that mobile emissions budgets established in the Ten-Year Air Quality Maintenance Plan for Carbon Monoxide and the Ten-Year Air Quality Maintenance Plan for Ozone can continue to be met.
38. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will endeavor to assess the distribution of benefits and adverse environmental impacts at both the plan and project level.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2004 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2004 Budget and Indirect Cost Proposal.
3. Participation in relevant Metro's regional transportation planning activities.

Bi-State Transportation Committee

4. Continue partnership with Metro to organize and host meetings of the Bi-State Coordination Committee.

Public Involvement

5. Documentation of public involvement and public outreach activities carried out by RTC during FY 2004.
6. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences.

Federal Compliance

7. Certification of the MPO planning process. RTC usually signs annual certification documents and includes the certification statement in the MTIP.
8. An adopted FY2005 UPWP, annual report on the FY2003 UPWP and FY 2004 UPWP amendments, as necessary
9. Production of maps and data analysis, to assist C-TRAN in their efforts to implement ADA and for transportation planning Title VI and environmental justice compliance.
10. Title VI and Executive Order 12898 (Environmental Justice) compliance documentation, as required by federal agencies.

FY 2004 Expenses:

	\$
RTC	161,367
Total	<u>161,367</u>

FY 2004 Revenues:

	\$
Fed. CPG	124,224
RTPO	15,086
Local	<u>22,057</u>
	161,367

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Section 4 provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO and local jurisdictions coordinate to develop the transportation planning work programs.

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2004 Unified Planning Work Program* that provides details of each planning element outlined below.

Key issues and planning activities for the WSDOT Southwest Region within the RTC's region are:

1. Follow-up on the Phase Two Strategic Plan Recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership (Partnership Study), managed jointly by WSDOT and ODOT. Specific activities include:
 - a. Support development of the next Draft Environmental Impact Statement Phase of the Partnership study.
 - b. Support development of a Bi-State Environmental Justice Work Group and ODOT's Delta Park to Lombard project environmental and HOV analysis.
 - c. Provide staff support for the establishment of the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
 - d. Work with ODOT and the I-5 Partners to develop an I-5 TDM/TSM Corridor Plan and to make progress on implementing the recommended TDM Current Action Items.
 - e. Work with Clark County, C-TRAN, RTC and the City of Vancouver on the next steps for pursuing the recommended light rail loop in Clark County that will connect to the Oregon light rail system.
2. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
3. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
4. Coordinate with tribes located in the region on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
5. Work with the RTPO's and MPO's on updating the HSP.
6. Continue to analyze mobility and safety deficiencies, and mitigation implementation on the State Highway system.
7. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
8. Provide data and support model improvements for the Transportation Performance Measurement System (TPMS) being developed by WSDOT Headquarters Planning Office in coordination with regional planning offices.
9. Provide public information and support opportunities for public involvement and communication in elements of regional and statewide WSDOT planning, EIS, accountability, and communications activities.

10. Work with local agencies to review development proposals to assess and mitigate potential impacts on the transportation system.
11. Coordinate with Counties and their local jurisdictions on Growth Management Area planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans.
12. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.
13. Work with Clark County and the City of Vancouver to develop interim transportation solutions to concurrency issues involving the 134th Street interchange with I-5 and the Mill Plain interchange with I-205.
14. Research Bi-State freight issues and participate in regional data collection, analysis and planning activities with Portland Metro' Regional Freight Committee.
15. Coordinate SW Washington freight mobility issues with WSDOT's Office of Freight Strategy and Policy and with WSDOT's Freight Working Group.
16. Continue to implement elements of the local Commute Trip Reduction program.
17. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
18. Continue to support additional evaluation of the I-5 HOV lane operation.
19. Work with RTC, ODOT and local governments on the SR-35 Columbia River Crossing Study.
20. Investigate SR-14 and additional Route Development Plan (RDP) needs.

WSDOT WORK ELEMENTS:

Planning and Administration

Public Information/Communications/Community Involvement

MPO/RTPO Regional and Local Planning

MPO/RTPO Coordination and Planning

Bi-State Coordination

Tribal Coordination

Regional or Local Studies

Corridor Planning

Route Development Planning

Corridor and Special Studies

Corridor Management Planning

State Highway System Plan

Deficiency Analysis

Benefit/Cost Analysis

Data and Research

Data Collection/Analysis

Travel Demand Forecasting

Transportation Planning and Coordination

Public Transportation and Rail Planning/Coordination

Multimodal/Intermodal Planning/Coordination

Transportation Demand Management (TDM)

High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination

Non-Motorized (Bike & Pedestrian Planning/Coordination

Freight Mobility Planning/Coordination

Growth Management and Development Review

Coordinate Access Management/SEPA/NEPA reviews and mitigation

Local Comprehensive Plans/County Planning Policies and Other Policy Review

Transportation Demand Management

Congestion Relief

Commute Trip Reduction

4B. C-TRAN

In addition to coordinating work with RTC, C-TRAN has identified the following planning elements for FY2004:

Transit System Development

Service Planning: C-TRAN continuously strives to maximize efficiencies within the transit system. As a result, C-TRAN typically modifies service delivery on a semi-annual basis.

Growth Management Act (GMA) Comprehensive Plan reviews are underway in Clark County at this time. C-TRAN continues to participate in the process on several levels, coordinating with jurisdictions to advocate for comprehensive plans that support multiple modes of transportation, including transit. The GMA review process also informs C-TRAN about areas of growth and future needs in the region in the next 20 years.

C-TRAN has begun the process of developing a 20-year plan for operations and expansion. This plan will incorporate local jurisdictional standards with transit improvements. The plan will include a detailed 6-year plan and a general 20-year plan.

Park and Ride Development: Consistent with the findings of the 1999 Park and Ride Study, the development of a Park and Ride facility in the I-5 corridor is progressing. C-TRAN has purchased land, may participate in a Clark County Road Improvement District (RID), and is pursuing public and public/private partnerships to establish transit-oriented development with the ultimate goal of including pedestrian/transit-friendly housing, shopping, commercial services, and support services.

Transit-Oriented Development aims to make transit use more convenient for the passenger, thus encouraging transit ridership. Examples of such development include siting other services such as residences, daycare, banking, and/or shopping adjacent to transit facilities. C-TRAN is planning partnership activities with other public and private organizations to encourage the siting of transit-oriented development.

Funding has been approved for a Park & Ride at 99th Street and I-5. This site will be a Transit-Oriented Development. Potential partners in this project include the Vancouver Housing Authority and the Clark County Sheriff's Department. Also, there is a potential for shared parking with an adjacent retail development.

Negotiations began in late 2002 on a Park & Ride lot at the Clark County Fairgrounds (NE 179th Street and I-5). This 500+/- space facility would serve the needs of North Clark County and increase usage of the HOV lane on I-5 Southbound.

Fishers Landing Transit Center opened in the summer of 2000. This 560-space facility services transit for Eastern Clark County, and is already nearing capacity. The facility includes a community room, which is being used on a regular basis. Planning efforts will focus on the need for the second phase of development of the remaining available land, including additional parking capacity and transit-oriented development partnerships.

Funding for the redesign of the transit center at Westfield Shoppingtown Mall has been approved. Engineering of the redesigned transit center will begin early 2003. This redesign will allow for more efficient transfers and increased service.

Portland-Vancouver I-5 Transportation and Trade Partnership: Draft recommendations from the Governors' Task Force identify the desire to extend Tri-Met's MAX light rail system into and through the City of Vancouver. In addition, expanded express bus is desired as an interim measure. Finally, a supporting network of fixed route and paratransit service needs to be defined. During FY 2004, I-5 Partnership recommendations may begin to be implemented. Implementation of TDM measures will proceed immediately.

Origin-Destination Study: Identification of the origins and destinations of transit riders will enable further efficiencies within the regional transit service structure. Future data from VAST will further contribute to identifying areas where additional efficiencies can be realized.

Transportation Demand Management

Commute Trip Reduction (CTR) Program: C-TRAN continues to be the lead agency for implementing the Washington State Commute Trip Reduction Program intended to reduce single occupant vehicle trips to Clark County's largest employers. Coordination with Clark County and other jurisdictions will continue.

Job Access / Reverse Commute: A federal JARC grant was approved to provide for transportation needs of low-income workers needing to access training and/or employment. This grant will be used, in part, to provide an innovative service in the east Clark County area between identified low-income neighborhoods and the major employers in the Cascade Business Park in Camas.

Intelligent Transportation System (ITS)

VAST (Vancouver Area Smart Trek) is a cooperative program by transportation agencies in Clark County (the cities of Vancouver and Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, the Port of Vancouver and C-TRAN) to develop and implement a 20-year Intelligent Transportation System (ITS) Plan. ITS uses advances in technology to improve the safety and efficiency of our transportation system. The VAST program partnership is being coordinated with similar efforts underway in the Portland metropolitan area to ensure ITS strategies throughout the region are integrated and complementary.

Transit Operations and Management: Individual C-TRAN components are as follows:

- Install Automated Vehicle Location (AVL) equipment on each bus to provide inputs into operations and traveler information systems. 2002/2003
- Provide transit traveler information on the Internet. 2003
- Provide transit traveler information at key bus stops. 2004+
- Install automated fleet maintenance management system. 2003/2004
- Integrate transit operations system with regional traffic management systems. 2003/2004
- Integrate paratransit service dispatch with fixed-route service dispatch. 2003/2004
- Install automated passenger counters on all vehicles to provide continual ridership data for planning. 2002/2003
- Provide transit traveler information to mobile devices including pagers and hand held PC's. 2004+
- Install automated fare system. 2004+
- Provide transit priority treatment to C-TRAN buses at traffic signals. 2003

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following planning studies:

- Development of Transportation Improvement Program (TIP).
- Concurrency Management System: includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals. In coordination with the review and update to the comprehensive plan, Clark County will be reviewing level of service standards for county transportation concurrency management corridors.
- Update to the Comprehensive Plan for Clark County as required by the state's Growth Management laws. Adoption of a full update to the Plan, including re-consideration of Urban Growth Areas, is expected to be completed by end of 2003. The County will be working with regional partners to fully meet the requirements of HB 1487 (the LOS Bill) as part of the Plan update.
- The County's "affordable" Transportation Capital Facilities Plan and associated Transportation Impact Fee program will be updated concurrently with the Comprehensive Plan Review to match adopted changes in the land use plans of Clark County (and the partner land use jurisdictions). Since one concept emerging in the Comprehensive Plan Review is "focused public investment" (targeting public investment in locations serving regionally significant employment centers), Clark County may seek to incorporate a freight mobility strategy in the transportation element of the Comprehensive Plan and provide a higher emphasis on funding freight mobility transportation improvements.
- An Arterial System Classification Map was adopted in 1996 and relates to the GMA to guide improvements required of developments for existing and future roadway cross-sections. The classification system will be updated as necessary concurrently with the Comprehensive Plan review to ensure transportation system and land use consistency.
- Working through the Vancouver Area Smart Trek (VAST) process to implement promising ITS strategies.
- A Bicycle Advisory Committee assisted Clark County in putting together the 1995-2001 Bikeways Program. Clark County will continue to carry out multi-modal transportation planning activities during FY2004.
- In connection with the on-going I-5 Transportation and Trade Partnership, Clark County will examine how to address the recommendations of that corridor study in the Comprehensive Plan.
- To protect the classified arterials and the serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas. Areas identified for work that may be accomplished within FY2004 include the State Route 500/NE 124th Avenue area, the Burnt Bridge Creek industrial area and the Olin/Eastridge Business Park area.
- In order to improve the information base for transportation investment decisions and planning-level transportation improvement cost estimation, Clark County will be developing a Transportation System Database to track arterial classification, capital facilities, cost and funding information in a geographically organized system.
- On-going management of the Commute Trip Reduction contract between the State of Washington and Clark County for the provision of employer-assistance (by C-TRAN).

CITY OF VANCOUVER has identified the following planning studies:

- City of Vancouver Transportation System Plan (TSP).
- Development and adoption of Transportation Improvement Program.
- Development of Transportation Capital Facilities Plan to support comprehensive plan review and update.
- Access Management Code development and implementation.
- Southeast Neighborhood Traffic Management Plan (SENTMP).
- Annual Concurrency Program review and development.
- Support for subarea analysis as needed for city comprehensive plan review effort.
- NE 18th Street Environmental Assessment and Design.
- Vancouver Area Smart Trek (VAST) coordination.
- Adaptive traffic signal control evaluation.
- Green Fleet Car Sharing pilot program evaluation.
- South Central Neighborhoods Traffic Management Plan.
- Grand Boulevard Safety Improvement Study.
- Transportation Finance Taskforce for Operations, Maintenance, and Capital.
- ADA Transition Planning.
- EPA Car Sharing Grant: Continued Program Implementation.
- Fourth Plain Boulevard – Pedestrian Safety Enhancement and Pre-design.
- Neighborhood Traffic Safety – Traffic Calming Program Project Design and Implementation.
- CDBG Transportation Program Implementation.

CITY OF CAMAS has identified the following planning studies:

- Growth Management Plan Update.
- Transportation Impact Fees Update. .

CITY OF WASHOUGAL has identified the following planning studies:

- Growth Management Plan Update together with Capital Improvement Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

- Transportation System Plan Update as part of the Growth Management Plan update. Work will include update to the traffic impact fees program, access management, identification of truck routes and update to the Capital Facilities Plan.
- Establish traffic calming program.
- Implement the pathways element that is a part of Battle Ground's Parks Plan Update.
- I-5 North Interchange. Battle Ground will participate in planning for a new interchange at I-5/219th Street if a funding source is secured to pursue the interchange project as well as widening of SR-502.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ATIS	Advanced Traveler Information System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRCT	Blue Ribbon Commission on Transportation
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
CERB	Community Economic Revitalization Board
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFP	Community Framework Plan
CHAP	City Hardship Assistance Program
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CORBOR	Corridors and Borders Program (federal)
CREDC	Columbia River Economic Development Council

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAC	Local Advisory Committee
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
LMC	Lane Miles of Congestion
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the 21 st Century
TF	Task Force
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMZ	Transportation Management Zone
TMUG	Transportation Model Users' Group
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software (a product of PTV AG of Karlsruhe, Germany)
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2004 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL FY 2004 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE										
Work Element	FY 2004 Federal CPG	FY 2004 State RTPO	Federal CM/AQ	Federal High Priority	Federal STP	State	Local Funds	Other Match	MPO Funds (RTC Local Match) *	RTC TOTAL
I REGIONAL TRANSPORTATION PLANNING PROGRAM										
A Metropolitan Transportation Plan	69,876	8,486							12,407	90,769
B Metropolitan Transportation Improvement Program	38,820	4,714							6,893	50,427
C Congestion Management System Monitoring 1			140,000						21,850	161,850
D Vancouver Area Smart Trek 2			64,000						9,988	73,988
E I-5 Transportation Partnership 3					88,000				13,734	101,734
F Skamania County RTPO		16,811								16,811
G Klickitat County RTPO		18,531								18,531
H SR-35 Study 4				96,000		24,000				120,000
Sub-Total	108,696	48,542	204,000	96,000	88,000	24,000	0	0	64,872	634,110
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES										
A Reg. Transp. Data, Forecast, Air Quality & Tech. Services	155,280	18,857							27,571	201,708
B Annual Concurrence Update							20,000			20,000
Sub-Total	155,280	18,857	0	0	0	0	20,000	0	27,571	221,708
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT										
A Reg. Transp. Program Coord. & Management	124,224	15,086							22,057	161,367
TOTALS	388,200	82,485	204,000	96,000	88,000	24,000	20,000	0	114,500	1,017,185

Feb. 21, 2003

NOTE

- * \$104,500 annual local match + MPO local match reserve.
- 1 Assumes use of 2003/04 CMAQ funds, \$35,000 of which is used for data collection by contractor.
- 2 Assumes use of 40% of \$160,000 MTIP Year 2003 CM/AQ funds.
- 3 Assumes use of 80% of \$110,000 2003 STP TMA funds matched by RTC.
- 4 Assumes use of estimated balance of federal High Priority funds.

PROGRAM

The adopted 2000 RTP serves as a policy and investment blueprint for long-range improvements to the region's transportation system. Ongoing maintenance and periodic updates of the RTP ensure an adequate reflection of changing population as well as travel and economic trends including federal, state and regional planning requirements.

Transportation plans in the region must conform to the RTP. Metro provides ongoing technical and policy support for local transportation planning activities. The RTP Program also includes corridor studies conducted in cooperation with the state and local jurisdictions.

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 96 and concluded in early FY 2001, with the adoption of the 2000 RTP in August 2000. The purpose of the update was twofold: first, the plan had to meet the State TPR requirements. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote the use of alternative modes of transportation. Second, the update reflected the ongoing Region 2040 planning effort. The RTP now serves as the transportation element of the Regional Framework Plan. During the four-year process, the update advanced through three distinct phases: (1) policy revisions in 1996 (approved by Metro Council resolution), (2) system alternatives analysis in 1997 and (3) project development and analysis in 1998-99. Finally, an adoption phase occurred from December 1999 to August 2000.

The 2000 RTP established consistency with federal regulations for development of a financially constrained transportation system. The RTP financially constrained system was created in partnership with ODOT, TriMet and local governments using state forecasts generated by ODOT. The 2000 RTP also addresses all other planning factors called for in federal regulations. As such, the RTP functions as an element of the Oregon Highway Plan for the metropolitan region, and establishes eligibility for use of federal funds in transportation projects.

The State TPR required the 24 cities and 3 counties in the Metro region to update local plans to be consistent with the RTP within one year of the August 10, 2000 adoption date. To assist local jurisdictions, a number of supporting fact sheets were produced along with other materials to help local officials interpret the new plan. In 2002, many jurisdictions were still involved in local transportation updates to implement the new regional policies. Specific Metro staff were assigned to each implementing jurisdiction and worked closely with their staff to ensure those local-plan updates proceeded successfully. Though state transportation planning rules require the local plans to be updated within one year, it is likely that several jurisdictions will need more time to fully address the new RTP.

The 2000 RTP also included a number of "refinement plans" for corridors where more detailed work is needed to identify specific transportation needs. In 2001, Metro completed the Corridor Initiatives project, thereby establishing an implementation program for these corridor studies. It was adopted as an amendment to the RTP Appendix. In 2002, JPACT and the Metro Council adopted a package of "post-acknowledgement" amendments that were largely required as part of state approval of the RTP in 2001.

RESPONSIBILITIES

RTP Update: A minor “housekeeping” update to the RTP is scheduled to begin in spring 2003, with completion in early 2004. This update will incorporate a number of amendments identified in local TSPs as well as a new horizon year of 2025 for project planning and systems analysis. This update will also re-establish conformity with federal air quality regulations, and all other federal planning factors called out in federal regulations. This update will include development of a new financially constrained transportation system that will become the basis for upcoming funding allocations.

Local TSP Implementation: Metro will continue to work closely with local jurisdictions during the next fiscal year to ensure regional policies and projects are enacted through local plans. This work element will include the following activities:

- Publish an updated version of the 2000 RTP which incorporates amendments identified during the acknowledgement process, and adopted in July 2002;
- Professional support for technical analysis and modeling required as part of local plan updates;
- Professional support at the local level to assist in development of local policies, programs and regulations that implement the 2000 RTP;
- Written and spoken testimony in support of proposed amendments to local plans; and
- Provide public information and formal presentations to local government committees, commissions and elected bodies as well as interested citizen, civic and business groups on the 2000 RTP.

Management Systems: Congestion Management Systems (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1997-98. Key activities for FY 2004 will be to incorporate information into planning activities, system monitoring based upon management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Regional Transportation and Information: A transportation “annual report” will be prepared detailing key RTP policies and strategies. The report will list information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly, public-release version as well as a Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project.

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups interested in the RTP as well as public agencies involved in local plan updates. The work site will be continually upgraded and expanded to include emphasis on 2000 RTP implementation as well as an on-line public forum for transportation and other planning issues.

OBJECTIVES/PRODUCTS

- Publish a final, updated version of the 2000 RTP incorporating amendments required in the June 2001 acknowledgement order;
- Complete and publish the RTP Technical Appendix for regional distribution;
- Complete follow-up studies on street design and connectivity;
- Expand the web presence of the RTP to include a public forum and implementation tools;

REGIONAL TRANSPORTATION PLAN IMPLEMENTATION

- Coordinate and provide technical assistance in local transportation system plan development and adoption;
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOT's Corridor Studies;
- Maintain and update the RTP database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and
- Participate with local jurisdictions involved in implementation of the updated RTP and development of local transportation system plans.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 319,220	PL	\$ 272,712
Materials & Services	\$ 21,500	STP/ODOT Match	\$ 120,772
Interfund Transfers	\$ 108,161	Section 5303	\$ 34,100
Computer	\$ 14,219	ODOT Support	\$ 13,150
		TriMet	\$ 4,303
		Metro	\$ 18,063
TOTAL	\$ 463,100	TOTAL	\$ 463,100

Full-Time Equivalent Staffing:

Regular Full-Time FTE	3.565
TOTAL	3.565

PROGRAM

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

RELATION TO PREVIOUS WORK

FY 2003 saw completion of the Priorities 2001 update to the MTIP and allocation of \$38 million in transportation funds to regional projects. The 2001 update included a demonstration of ongoing conformity with air-quality laws. In November 2001, Federal Highway Administration (FHWA) staff review identified a number of corrective actions, which have been incorporated into this work program. An initial draft of the updated MTIP was published in December 2001.

In early 2002, a major update of MTIP policies and review criteria was launched in anticipation of the Priorities 2003 MTIP update, which is largely scheduled to be completed during FY 2003, bringing the regional allocation process back in sync with the STIP. The purpose of this effort was to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP.

RESPONSIBILITIES

The objective of the MTIP reorganization is to emphasize tangible, built results where citizens will see Metro regional growth management programs in action through transportation improvements. MTIP allocations have been increasingly judged against their ability to help implement the 2040 Growth Concept. This has been accomplished through a system of technical scoring and special project categories that place an emphasis on 2040 centers, industry and ports.

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

OBJECTIVES/PRODUCTS

MTIP/STIP Update: Metro will complete the final stages of the Priorities 2003 update, implementing updated MTIP policies and project review criteria. The updated MTIP will be published in complete and executive summary formats. Continued conformity with federal air quality standards will be demonstrated.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Database Maintenance Focus: Metro will provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will also monitor past and current funding allocations and project schedules to manage cost variations from initial project estimates, and produce quarterly reports that document funding authorizations, obligations and reserves by funding category and jurisdiction. Metro will also produce an annual report required by the FHWA that reflects current costs, schedules, priorities, actual appropriations and other actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by ISTEA.

Other MTIP activities for FY 2004:

- Develop a long-term program to diversify funding opportunities beyond the current scope of federal funds, implementing regional policy through a combination of transportation and other funding sources on an ongoing basis;
- Develop a local partnership initiative, to provide improved linkage between local capital improvement plans (LCIP) and the MTIP and determine what combination of funding and regulatory incentives would be most effective in drawing local funds toward regional policy goals;
- Create a public-awareness program in coordination with Metro and agency communications staff to promote regional policies at the time of project construction and completion, including public signage, dedication activities and a significantly-expanded web resource on projects built with MTIP funds;
- Conduct a block analysis on the areas surrounding each project submitted for funding consideration to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial;
- Expand the MTIP public awareness program to include printed materials, web resources and possibly a short video for use by public access broadcasters;
- Work with ODOT and Metro's Data Resource Center to develop broad agency and public electronic access to a common MTIP database;
- Continue to update the MTIP hardware/software platform to improve production of specialized report formats, cross connection with ODOT data sources and other database refinements; and
- Continue to coordinate inter-agency consultation on air quality conformity as required by state regulations. Conduct full public outreach (including notification), reports and public hearings that are required as part of the conformity process.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 217,416	PL	\$ 53,183
Materials & Services	\$ 8,000	STP/ODOT Match	\$ 117,386
Interfund Transfers	\$ 77,205	Section 5303	\$ 36,914
Computer	\$ 15,879	ODOT Support	\$ 30,000
		TriMet	\$ 63,351
		Metro	\$ 17,666
TOTAL	\$ 318,500	TOTAL	\$ 318,500

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.167
TOTAL	2.167

PROGRAM

Metro, through JPACT and MPAC, provides a forum for cooperative development of funding programs to implement the RTP and Regional Framework Plan. In order to fund the RTP Priority System, new (or expanded) revenue sources need to be pursued.

RELATION TO PREVIOUS WORK

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. This program provides Metro staff support to these transportation finance efforts in FY 2004, oriented toward implementing key elements of the RTP Priority System. A lead role for any particular funding proposal could be a local government, TriMet, Metro, the Oregon Legislature, Congress, the business community or other public interest.

RESPONSIBILITIES

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

- Establish an array of transportation finance options;
- Create linkage between the long-term vision for MTIP funding allocations and the implementation of Priority RTP improvements;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish a plan to pursue promising transportation finance options; and
- Establish an outreach program to gain public input on key issues and strategies.

OBJECTIVES/PRODUCTS

- Develop regional priorities for funding through federal sources, including recommendations from the Transportation Investment Task Force.
- Coordinate with funding strategies for TriMet's Transit Investment Plan;
- Adopt a funding strategy for the "priority" element of the RTP; and
- Work with local partners, the public and business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level.

REGIONAL TRANSPORTATION PLAN FINANCING

BUDGET SUMMARY

Requirements:

Personal Services	\$	48,907
Interfund Transfers	\$	19,880
Computer	\$	2,613

Resources:

PL	\$	51,694
STP/ODOT Match	\$	10,572
Sec 5303	\$	5,000
ODOT Support	\$	1,800
TriMet	\$	512
Metro	\$	1,822

TOTAL	\$	71,400
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TOTAL	\$	71,400
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Full-Time Equivalent Staffing

Regular Full-Time FTE	.36
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TOTAL	.36
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METRO
FY 2004 UNIFIED WORK PROGRAM FUNDING SUMMARY

METRO	04PL	04STP*		FY04	FY04	FY04 Lcl	FY04	FTA	Federal		c a r r y o v e r									
	ODOT	Metro	ODOT	ODOT	Sec5303*	TriMet	Damascus	Metro	TOD*	OTHER	FHWA	FHWA	00FTA	FY00	FTA-TOD(3)	2004		Local	TOTAL	
	(1)	Q23	Mtch	Support	80X013			STP*	Willamette	Program	STP/	ValuePricing	TRANSIMS	Sec 5307*	FHWA STP*	97Sec5307	SPR*	Other	Match	
	(2)			Funds				Shoreline	Income	MTIP	Hwy 217	66-01*	90-x083	OPB Pilot	90-x073*		Funds (4)			
RTP Update/Refinement	272,712	114,234	6,538	13,150	34,100	4,303												18,063	463,100	
2040 Performance Indicators	39,757	60,916	3,486	9,178	23,742	1,500												9,421	148,000	
Rx for Big Streets				250		334												116	700	
Transportation Imprvmnt Pgm	53,183	111,032	6,354	30,000	36,914	63,351												17,666	318,500	
RTP Financing	51,694	10,000	572	1,800	5,000	512												1,822	71,400	
Greenstreets	31,564	25,515	1,460															1,461	60,000	
Livable Streets	7,176	48,296	2,764															2,764	61,000	
Regional Travel Options	105,084	16,973	972														75,000	6,971	205,000	
OPB Pilot Program														58,325				6,675	65,000	
Sunrise/Damascus							777,893										278,294	65,813	1,122,000	
Trans Model Improvement Prog												356,160						89,040	445,200	
Model Development	198,043	87,044	4,981	37,400	25,000	9,000												21,532	383,000	
Trans System Monitoring	10,278	50,000	2,861	6,800	22,200	10,000												7,861	110,000	
Technical Assistance Program		43,908	2,513	29,900		8,500												14,093	98,914	
Management & Coordination	95,039	127,965	7,323	15,969	20,000	2,000												123,047	391,343	
Environmental Justice		3,000	172															4,828	8,000	
S Corridor SDEIS													121,135					13,865	135,000	
S Corridor Trans FEIS/PE													1,422,220					162,780	1,585,000	
Willamette Shoreline		10,000	572	9,606	5,000			300,000									187,664	36,158	549,000	
Transit Planning	4,741	13,692	784			50,000												783	70,000	
Bi-State	16,762	26,779	1,532	10,394		5,000												1,533	62,000	
Regional Freight Plan				2,000						75,000								13,000	90,000	
Powell/Foster	63,640	44,817	2,565	4,000	25,000	12,000				300,000								41,978	494,000	
Hwy 217	340,035	189,910	10,868	38,999	24,750	21,000					264,000						57,000	77,438	1,024,000	
Project Development	9,988	30,919	1,769	554														1,770	45,000	
I-5 Trans & Trade Partnership																	200,000		200,000	
Transit Oriented Development (3)									50,000						50,000			249,000	399,000	
Data, Growth Monitoring	78,521			15,000	65,240	37,500												284,536	437,703	918,500
																			-	-
Metro Subtotal	1,378,217	1,015,000	58,086	225,000	286,946	225,000	777,893	300,000	50,000	375,000	264,000	356,160	1,543,355	58,325	50,000	-	1,331,494	1,228,181	9,522,657	
																			-	-
ODOT PLANNING ASSISTANCE																1,038,500			1,038,500	
GRAND TOTAL	1,378,217	1,015,000	58,086	225,000	286,946	225,000	777,893	300,000	50,000	375,000	264,000	356,160	1,543,355	58,325	50,000	1,038,500	1,331,494	1,228,181	10,561,157	

*Federal funds only, no match included

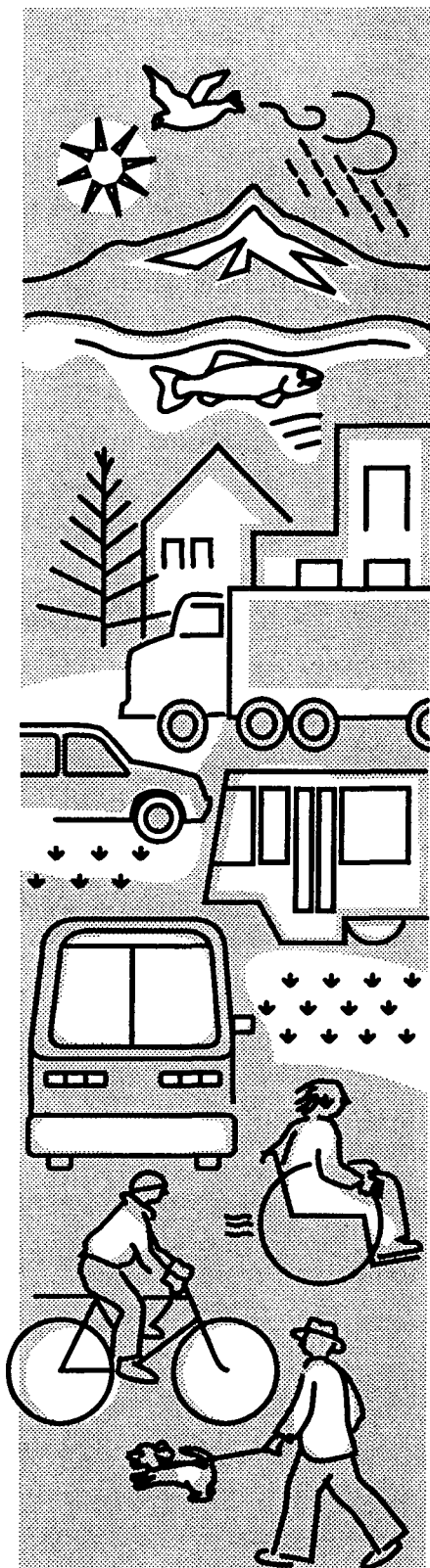
(1) The full \$1,378,217 shown is based on assumption of 909,427.01 (fed) new PL plus \$104,087.99 ODOT match and \$327,247.10 carryover PL and \$37,454.90 ODOT match

2. FY 04 STP is comprised of \$705,000 federal + 40,345.20 ODOT (1/2 match) plus \$310,000 FY03 carryover + \$17,740.44 ODOT (1/2 match)

3. TOD budget does not include any land acquisition activities

4. See narratives for anticipated funding sources

10,561,157



Investing in the 2040 Growth Concept

Transportation Priorities 2004-07

Project Summary

A summary of projects submitted for consideration of regional flexible funds for the years 2006 and 2007

March 11, 2003



METRO

PEOPLE PLACES
OPEN SPACES

Metro

People places • open spaces

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, 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
600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700



METRO
Transportation Priorities 2004-07
Project Summary

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Introduction

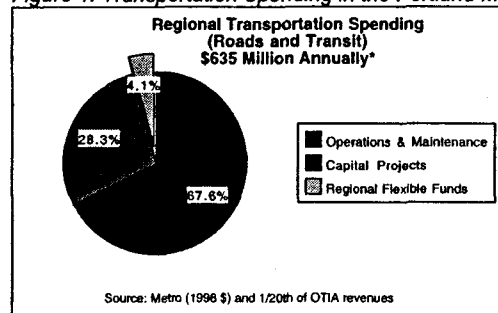
A summary of the projects submitted on behalf of eligible sponsors for allocation of regional flexible funds for the years 2006 and 2007 is included in this packet. The summary includes a brief description of each project and a map of the general location of the project. Projects are summarized alphabetically within the following groupings: regional projects, City of Portland projects, Multnomah County projects (outside the City of Portland), Washington County projects and Clackamas County projects. Appendix A includes a project list summary by mode. Additional information about the Transportation Priorities 2004-07 program is also available on Metro's web site at www.metro-region.org/

The Transportation Priorities 2004-07 program is the regional process to identify which transportation projects and programs will receive these funds. Metro anticipates allocating approximately \$52 million of Surface Transportation Program (STP) and Congestion/Air Quality (CMAQ) grant funds. An outreach process preceded this allocation process to determine a policy objective for the allocation of regional flexible funding and to learn how the allocation process could be improved. The process led to the adoption of Metro Resolution 02-3206, which includes policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 process.

Summary of transportation spending

Approximately \$635 million is spent on transportation in the metro region each year. This includes spending on maintenance and operation of the existing road and transit system, construction of new facilities to meet growing demand for additional capacity and programs to manage or reduce demand for new facilities. Figure 1 shows how funds are spent in this region.

Figure 1. Transportation Spending in the Portland Metropolitan Region



Regional flexible funds represent \$26 million of this annual spending, or approximately 4 percent of the total amount of money spent on transportation in this region. These funds receive a relatively high degree of attention and scrutiny because, unlike most sources of transportation revenue, regional flexible funds may be spent on a wide variety of transportation projects or programs.

Policy guidance

In July 2002, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted new policy direction for the allocation of regional flexible funds and instructions for the Transportation Priorities 2004-07 process. In determining the new program policy, JPACT and the Metro Council reviewed the percentage of total regional spending these funds represent, the wide range of transportation projects eligible to use the funds and 2040 policies to link transportation investments to land-use and economic goals.

The primary policy objective for the program is to leverage economic development in priority 2040 land-use areas through investments that support:

- centers
- industrial areas
- urban growth boundary expansion areas with completed concept plans.

Other policy objectives identified by JPACT and the Metro Council include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system.

The Transportation Priorities 2004-07 program will address this policy guidance in two ways. First, the program provides a financial incentive to nominate projects that leverage economic development in priority 2040 land-use areas. Projects that meet this threshold will be eligible for up to a full regional match of 89.73 percent. Other transportation projects that may have systemic transportation merit but do not meet the priority 2040 land-use threshold will be eligible only for up to 70 percent regional match (see page 8 for further explanation of regional match eligibility).

The second means by which the program will address the policy guidance is through the technical evaluation and ranking criteria. Forty out of a possible 100 points in the technical evaluation score are dedicated to evaluation of the land uses served by the candidate transportation project or program.

New in this year's allocation program is a qualitative assessment of the land uses served. This will provide a broader assessment and understanding of the ability of the transportation project to leverage other community investments, including job retention and creation.

Transportation Priorities 2004-07 program and regional flexible funding

The amount of regional flexible funds available to be allocated is determined through the Congressional authorization and appropriation process. Funds are estimated to be available based on an authorization bill, currently named the Transportation Efficiency Act for the 21st Century (or TEA-21), which grants spending authority for a six-year period. A new authorization bill is expected in 2003.

Regional flexible funds are derived from two components of federal transportation authorization and appropriations process: the Surface Transportation Program (STP) and the Congestion Management/Air Quality (CMAQ) program. Approximately \$53 million is expected to be available to the Portland metropolitan region from these two grant programs during the years 2006 and 2007. Of this amount, \$12 million previously has been committed to development of light rail in the Interstate Avenue and South Corridors. The Transportation Priorities program is the regional process to identify which transportation projects and programs will receive the remaining \$41 million available.

Adjustments to the previous allocation of these funds for the years 2004 and 2005 also will be made as necessitated by delays in project readiness or special appropriations effecting those years.

Type of funding available

Regional flexible funds come from two sources: Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funding programs. Each program's funding comes with unique restrictions:

- **Surface Transportation Program funds** may be used for virtually any transportation project or program except for construction of local streets. STP grant funds represent approximately \$32 million of the approximately \$53 million expected to be available.
- **Congestion Mitigation/Air Quality program funds** cannot be used for construction of new lanes for automobile travel. Additionally, projects that use these funds must demonstrate that some improvement of air quality will result from building or operating the project or program. CMAQ grant funds represent approximately \$21 million of the approximately \$53 million expected to be available.

As in previous allocations, it is expected that a variety of projects will be selected so that funding conditions can be met by assigning projects to appropriate funding sources after the selection of candidate projects.

Eligible applicants and project cost limits

Project applications were submitted by eligible sponsors, which includes Metro, TriMet, SMART, Oregon Department of Environmental Quality (DEQ), Oregon Department of Transportation (ODOT), Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern county cities, City of Portland, Port of Portland, and parks and recreation districts. The deadline for applications was Dec. 20, 2002.

Local agencies were assigned the following targets for the maximum amount of project costs that could be submitted for funding consideration:

Table 1. Local agency funding targets

	Percent of metro population (year 2000)	Target*
Washington County and its cities	31.8 percent	\$26.5 million
Clackamas County and its cities	18.1 percent	\$15.1 million
Multnomah County and its cities	9.4 percent	\$7.8 million
City of Portland	40.6 percent	\$33.9 million

* Calculated using the following formula (percent of metro population * \$41.75 m * 2)

Washington County and its cities, Clackamas County and its cities, Multnomah County and its eastern cities and the City of Portland will be assigned a target for the maximum amount of project costs that can be submitted for funding consideration. These jurisdictions and the parks and recreation and port districts within their jurisdictional boundaries worked through their transportation coordinating committees to determine which projects would be submitted based on the target amount. Transit service providers were expected to inform the transportation coordinating committees of projects or programs within a committee's respective boundary.

Eligible projects

To be eligible for regional flexible funds, projects must be a part of the 2000 Regional Transportation Plan's financially constrained system. To make a project eligible for allocation of regional funds during this process, JPACT and the Metro Council need to approve a proposed amendment to the financially constrained project list. If a project is proposed to be amended to the financially constrained system that is not considered "exempt" for air quality analysis purposes, an air quality analysis would need to be completed and approved before the project(s) could be amended into the financially constrained system.

To be eligible for consideration for regional flexible funding in this allocation process, JPACT and the Metro Council may consider awarding funding to a project and amending the financially constrained system under the following general conditions:

- A jurisdiction can petition JPACT and the Metro Council to exchange a project that is currently in a publicly adopted plan for a project(s) currently in the financially constrained network of similar cost (+ or – 10 percent).
- Alternatively, a jurisdiction can petition JPACT and the Metro Council to propose amending a project that is currently in a publicly adopted plan to the financially constrained list based on the unanticipated modernization revenues the region received with the Oregon Transportation Investment Act. Agreement must be reached through the local transportation coordinating committees that such projects fit within the target cost amounts for the Transportation Priorities 2004-07 program and that the cost of such projects will be accounted for within the sub-regional target allocations of the next RTP update.
- The projects should be expected to result in a neutral or improved impact on air quality. The publicly adopted plan must meet Metro's public involvement requirements.

Application for freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible. Projects to acquire right of way or to construct new freeway capacity are not eligible. These projects will be evaluated in the road capacity category.

Application for funding of regional transportation-related programs are eligible.

Preliminary screening criteria

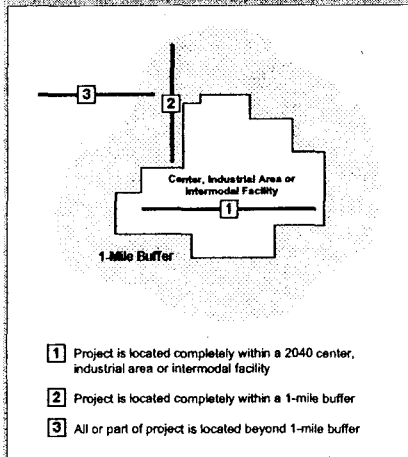
1. Project design must be consistent with regional street design guidelines for its designated design classification. Facility design classifications are in Chapter 1 of the Regional Transportation Plan (RTP). Regional street design guidelines are found in Metro's *Creating Livable Streets* handbook. Green street design alternatives consistent with the design guidelines of the *Creating Livable Streets* handbook are found in Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* handbook. If you have any questions regarding classification of a candidate facility, call Tom Kloster at (503) 797-1832.
2. Project design must be consistent with regional functional classification system described in the 2000 RTP. Chapter 1 of the RTP contains maps designating the motor vehicle, transit, freight, pedestrian and bike systems. Projects that are proposed on facilities identified on these system maps must be consistent with the associated system functions.
3. Candidate projects must be included in the financially constrained system of the 2000 RTP or otherwise eligible for consideration to amendment of the financially constrained system, consistent with the process described in the "Eligible projects" section on page 4.
4. The total cost of submitted projects must be consistent with targets adopted by JPACT and Metro Council for the jurisdictions eligible to apply for funding.
5. Projects of any amount, up to jurisdictional cost targets, may be submitted. Projects costing less than \$200,000 are not encouraged because administrative costs of bringing a project to bid would be relatively high. Refinement of project definition or scope may be encouraged during the preliminary stage for small projects.

Regional match eligibility summary

Projects will be determined to be eligible for different levels of regional match depending on whether they directly and significantly benefit a 2040 primary or secondary land use (central city, regional or town center, main street, station community or industrial area/inter-modal facility).

Projects that are determined to have a direct and significant benefit to these areas will be eligible for up to 89.73 percent regional match on the project. Other projects will be eligible for up to a 70 percent regional match. This determination will be based on the guidelines outlined for each project category. Metro staff will make a preliminary determination on match level based on an early summary of the project that addresses these project definitions. Final determination of match level eligibility will be made by JPACT and the Metro Council.

Figure 2. Regional match determination



- Road, transit, bicycle and freight projects would be eligible for full regional match of 89.73 percent under project conditions 1 and 2 in Figure 2.
- Bridge, pedestrian, TOD and green street demonstration projects would be eligible for full regional match of 89.73 percent under project condition 1 in Figure 2.
- Other projects in these categories would be eligible for up to 70 percent regional match.

Road capacity, road reconstruction, transit and bicycle projects

The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a 2040 primary or secondary land-use area
- projects fully within one mile of a 2040 primary land-use area or town center if the facility directly serves that land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Freight projects

The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in an industrial area,
- projects fully within one mile of an industrial area or inter-modal facility¹ if the project facility directly serves the industrial area or inter-modal facility.

All other projects will be eligible for up to a 70 percent regional match.

Bridge, pedestrian, transit-oriented development (TOD) and green street demonstration projects

The following projects will be eligible for up to an 89.73 percent regional match:

- projects located in a 2040 primary or secondary land-use area.

All other projects will be eligible for up to a 70 percent regional match.

Transportation demand management (TDM)

See TDM technical evaluation sheet in Appendix A.

Planning

All planning projects will be eligible for up to an 89.73 percent regional match.

¹ An inter-modal facility is a facility, terminal or railyard as defined in the 2000 Regional Transportation Plan Figure 1.17.

Public involvement

Projects must meet Metro's requirements for public involvement. Projects must be identified in a plan that meets the standards identified in the Metro Local Public Involvement Checklist (Appendix C). Projects included in the 2000 Regional Transportation Plan meet these standards.

Furthermore, any public agency nominating a project must have its governing body identify that project(s) as its priority for application of regional flexible funds per item 10 on Appendix C. The governing body shall identify these priority projects in a meeting open to the public prior to the release of a technical evaluation of the project(s). Adopting a resolution stating the intentions of the governing body with regard to *project priority for regional flexible funds* is an example of a process that would satisfy this requirement.

Technical ranking methodology

Metro staff will calculate a draft technical score for each project based on the information provided in the application and performance of the project relative to the technical criteria and the other candidate projects within the same mode category.

Project selection process

The draft technical score and other qualitative considerations will be summarized within each modal category and presented to TPAC for review. Metro staff and the Transportation Policy Advisory Committee (TPAC) then will make a recommendation to narrow the projects for further consideration to JPACT and the Metro Council. Metro staff and TPAC cannot recommend further consideration of a project within a particular mode category that has a technical score of 10 or more fewer points than another project not recommended for further consideration.

JPACT and the Metro Council will select projects for further consideration, narrowing the candidate projects to approximately 150 percent of available funding. Further environmental information of remaining candidate projects may be required at that time. A final recommendation and selection of projects within available funding revenues then will be made.

Regional Projects

Frequent Bus Corridors

Project: rtr2

No map

Grant request: \$6,373,670
Match amount: \$726,330
Total project cost: \$7,100,000

Project sponsor: TriMet

This project would construct improvements along frequent and rapid bus corridors identified in the RTP and "Frequent Bus Corridors" identified in TriMet's five-year capital and service plan, the Transit Investment Plan. Many of the targeted improvements are on high-volume, high-speed facilities that act as a barrier to transit use. Other barriers to transit use can be how easy or difficult it can be to locate information on bus schedules and next bus arrival information as well as keeping warm and dry at the bus stop.

The purpose of these projects is to increase safe access to transit service, decrease transit vehicle delay in congested areas and improve customer amenities at targeted bus stops. Project elements at the bus stops include Transit Tracker (real-time next bus arrival information), safer street crossings, bus shelters, transit-signal priority and major stops development identified in the Regional Transportation Plan (e.g., higher capacity bus stops with larger shelters and additional rider information and amenities).

Hybrid Bus Expansion

Project: rtr4

No map

Grant request: \$2,244,250
Match amount: \$255,750
Total project cost: \$2,500,000

Project sponsor: TriMet

This request is for the increment in cost between a standard low-floor bus and a hybrid bus for 12 expansion vehicles already in TriMet's future plans, plus one additional vehicle for which TriMet will identify future operating funding. Funding from regional flexible funds will allow TriMet to accelerate the introduction of the hybrid bus into the fleet, improving both regional and local air quality and enhancing the image and future ridership of the lines. These hybrid buses would serve a limited number of streets – those currently served by routes with frequent service or proposed to have frequent service (15-minute headways or less, seven days a week) by the time the vehicles are purchased. This focuses the investment on the routes that are the highest ridership, highest frequency and often most impacted by other emissions.

I-5 Corridor TDM Plan

No map

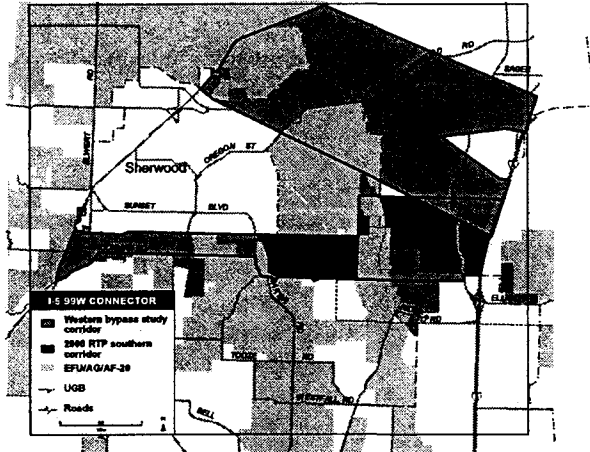
Project: stdm1

Grant request: \$224,325
Match amount: \$25,675
Total project cost: \$250,000

Project sponsor: ODOT

This project is to analyze a range of transportation demand management (TDM) strategies and develop a specific plan for the I-5 (and I-205) corridors to address the goal of reducing single-occupancy vehicle commuting between housing and employment sites in Clark County, Wash., and Portland metro regions. plan is an essential component of the *I-5 Strategic Plan* to develop trip-reduction strategies and targets, programs and funding. It will identify current and future actions. The *I-5 Strategic Plan* includes interim targets for trip reduction and calls for future adoption of final TDM/TSM targets for the I-5 Corridor and region that are acceptable, attainable and measurable that will be developed through a *TDM Corridor Plan*.

I-5/99W Connector Corridor Study



Project: rpIn5

Grant request: \$500,000
Match amount: \$57,250
Total project cost: \$1,000,000

Project sponsor: Metro

The I-5/99W connector corridor extends approximately 3.5 miles from I-5, south of the Tualatin town center, to 99W either north or south of Sherwood. This project request is for funding to complete planning work for a new a proposed new four-lane, grade-separated, limited-access highway in this corridor. The new facility is assumed to have two travel lanes in each direction with access limited to the termini and, if justified, one or two midpoint interchanges. This project would be coordinated with concept planning work for the area south of Sherwood that was brought into the urban growth boundary in December 2002.

Jantzen Beach Access

Project: str1

No map

Grant request: \$448,850
Match amount: \$51,150
Total project cost: \$500,000

Project sponsor: TriMet

This project will construct treatments to improve bus access between I-5 and the Jantzen Beach/Hayden Island area. Improvements would be expected to include potential bus-only (or bus and HOV) lanes at entrance and or exit ramps, as well as potential transit signal priority for access to the freeway in each direction. Specific design and engineering would be developed in partnership with ODOT. The completion of Interstate MAX in 2004 will greatly enhance transit access to north and northeast Portland. However, the link to Hayden Island and the Vancouver Central City will still rely on fixed-route bus service between an Interstate MAX station and Vancouver. Serving this connection quickly and efficiently becomes even more critical as passengers seek to transfer between MAX and bus to make this trip. Providing bus priority treatments at this interchange will allow high-transit mobility between Portland, Hayden Island, and Vancouver on the only all-day, every-day transit link between the two central cities of the region.

Local Focus Areas

Interstate (north/northeast Portland) corridor, Tigard commuter rail stations, North Macadam planning area, Lake Oswego south shore station planning area, Rockwood Urban Renewal Area in Gresham, with particular interest on the 181st and 188th station areas and then a north/south planning corridor, still to be identified in detail in Hillsboro.

Project: rtr3

No map

Grant request: \$1,005,424
Match amount: \$114,576
Total project cost: \$1,120,000

Project sponsor: TriMet

This project will implement improvements that promote transit visibility, access and use in defined "Local Focus Areas" identified in TriMet's five-year Transit Investment Plan. The improvements are conceptual and will be finalized with the jurisdictions through the Local Focus Area planning effort as part of the Transit Investment Plan. Each Local Focus Area will have different opportunities. The range of tools used to implement improvements will include:

- sidewalks, curb cuts, benches, lighting, garbage cans or other area functional and aesthetic improvements that would enhance comfort and visibility of service and improve pedestrian experience
- Transit Tracker at key stops in area
- area specific maps/brochures for transit use within the community
- wayfinding signs from major transit routes to major attractors/destinations within the community or to provide connections to other transportation modes
- bicycle racks and signage for bicycle routes.

Metro Metropolitan Planning Organization (MPO) Required Planning Program

Project: rpln1

No map

Grant request: \$1,709,000
Match amount: \$196,000
Total project cost: \$1,905,000

Project sponsor: Metro

This project funds several Metro planning activities, many of which are required of MPOs by federal and state regulations. These includes updates and refinements of the Regional Transportation Plan (RTP), performance measures for implementing the RTP, performing the Metropolitan Transportation Improvement Program, efforts to develop funding for the RTP projects and programs, the Livable Streets program, development of the regional travel forecasting model, monitoring of the transportation system and provision of technical assistance to local jurisdictions.

Metro Transit-Oriented Development (TOD) Program

Project: rtod1

No map

Grant request: \$4,500,000
Match amount: \$517,000
Private source(s): \$125,425,000
Total project cost: \$130,442,000

Project sponsor: Metro

This project is to continue the Transit-Oriented Development (TOD) Implementation Program, which helps stimulate the construction of "transit villages" and other joint development projects through public/private partnerships at light-rail, commuter rail and streetcar stations throughout the Portland metropolitan region. These compact, relatively dense, mixed-use, mixed-income developments 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. TODs increase transit ridership 10 times compared to typical suburban development, but are more expensive and more risky for the private sector. Therefore, public/private partnerships are necessary.

To date, the program has concentrated on built examples of higher density and mixed-use projects to be able to demonstrate developer interest, lender participation and market acceptance, and to determine cost penalties compared to public benefit gained. For the past 18 months, the program has also been working to address the issue Randy Gragg (The Oregonian's architecture critic) has observed that "despite all the talk about transit villages, not one fully operating village yet exists at a transit station," in which a resident can buy a loaf of bread, walk to lunch and complete a range of activities without requiring an auto. The program acquired 13 acres surrounding the future MAX station in Gresham and is currently developing the first project with a five-story building with housing over ground-floor retail.

A grocery store is already in place and the TOD Program will continue this project while striving to implement, with Priorities 2004 funding, at least one full transit village on the Westside, with a full range of businesses and services. Specific project locations for the program include Gateway, Lloyd District, Hollywood, Peterkort, Beaverton, Orenco, Quatama, Beaverton Creek, Hillsboro Central, Kenton and others, providing they meet program eligibility requirements.

Metro Urban Centers Implementation Program

No map

Project: rtod2
Grant request: \$1,000,000
Match amount: \$114,500
Private Source(s): \$27,000,000
Total project cost: \$28,114,500

Project sponsor: Metro

This project would leverage the construction of significant infill and redevelopment and other joint development projects through public-private partnerships in Metro's 2040 mixed-use areas served by high frequency bus routes. This new development will be compact, relatively dense, mixed-use and mixed-income. It will 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. The Centers Implementation Program would operate through cooperative agreements with local, regional and state jurisdictions, would use development agreements with private developers, and would be governed by the existing TOD Program Steering Committee comprised of representatives from the Governor's Office (chair), the Department of Environmental Quality, the Department of Land Conservation and Development, the Oregon Housing & Community Services Department, TriMet, the Metro Council, the Oregon Department of Transportation, the Oregon Economic Development Department and the Portland Development Commission.

Powell-Foster Corridor Plan (Phase II)

No map

Project: rpln3
Grant request: \$200,000
Match amount: \$400,000
Total project cost: \$900,000

Project sponsor: Metro

This application is to complete Phase II of the corridor planning work for Powell/Foster corridor. Phase I is under way and will be completed in June 2003. This application will complete the planning process. The outcome will be a set of feasible alternatives for the corridor with an implementation, phasing and funding strategies.

Regional Freight Data Collection

Project: rpln6

No map

Grant request: \$500,000
Match amount: \$250,000
Total project cost: \$750,000

Project sponsors: Port of Portland
and Metro

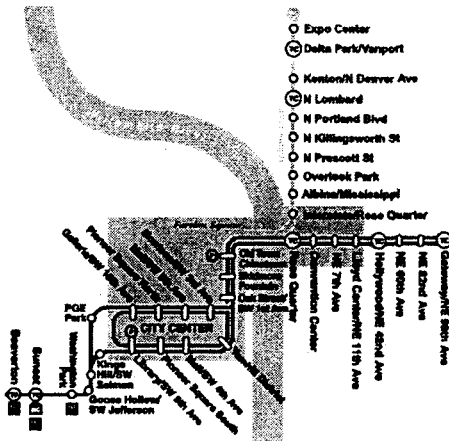
This project will collect extensive freight mobility data to augment Metro's truck model and to answer key questions posed by jurisdictions and businesses associations within the region. The data collection effort could include:

- origin and destination of shipments
- freight routing on roads
- truck load factors (how full are trucks based on the commodities they carry)
- empty loads
- other factors to be determined.

Ultimately, the project will help the region make more targeted, strategic freight investment decisions, increasing the benefit for each dollar spent.

Regional Rail

Interstate Avenue Corridor and South Corridor



Project: rtr1

Grant request: \$12,000,000
Match amount: \$12,000,000

Project sponsor: TriMet

This project is a 5.8-mile northward extension of the existing 33-mile long east-west MAX light rail line and implement recommendations from the South Corridor Study. In FY06 \$4 million of TriMet General Funds will be available to Interstate MAX project and \$2 million for high capacity transit capital needs in the South Corridor project. In FY07 \$6 million of TriMet General Funds will be available for South Corridor high capacity transit capital needs.

The new light rail line will extend from a junction with the east/west line at the Rose Quarter Transit Center (TC) to a terminus station at the Expo Center. The track proceeds through the Upper Interstate Area to the Columbia Slough and Portland International Raceway area and concludes at the Expo Center. The project line includes ten light rail stations. The new stations typically consist of platforms of concrete and pavers, shelters, ticket vending machines, telephones, lighting, benches, trash receptacles, information pylons and

signage, landscaping, cabinets for electrical and communications equipment and bicycle lockers. A third track and bay for connecting buses will be provided at Expo Station. In addition, the existing Ruby Junction operations facility will be modified and expanded to store, maintain and dispatch the new light rail vehicles. Included in the expansion are new or extended storage tracks, electrical facilities for the yard and expanded employee parking. The central control facility at Ruby Junction is being expanded and will have the capability to remotely monitor and control Interstate MAX.

As of December 11, 2002, the South Corridor Supplemental Draft Environmental Impact Statement (SDEIS) had been signed by the Federal Transit Administration and the Federal Highway Administration, and distribution had begun. The Locally Preferred Alternative is expected in March, 2003, with additional EIS work and Preliminary Engineering expected in 2003. Final design and construction would occur between 2003 and 2008. The goal would be to begin service by September 2008.

Regional TDM Program

Project: rtdm1

No map

Grant request: \$3,987,000
Match amount: \$409,465
Total project cost: \$4,396,465

Project sponsor: Metro

Transportation demand management is a set of strategies that encourages the use of alternative modes to driving alone in order to maximize infrastructure investments, create public/private partnerships for trip reduction and provide cost-efficient alternatives to building new transportation facilities. The Regional TDM program and projects, unlike motor vehicle and transit programs and projects, do not have major sources of revenue outside the MTIP flexible funding. The Regional TDM program leverages and complements other transportation investments being made through the Transportation Priorities 2004-2007 process. All elements of the TDM program (DEQ ECO clearinghouse, OOE telework, SMART/Wilsonville, TriMet "core" TDM program, TMA program and Region 2040 Initiatives program) are being combined into the Regional TDM program for the current funding request. The core TDM program includes program management, outreach and marketing, TDM program evaluation and regional rideshare. This program will guide future funding allocation decisions and contracts and will include the following:

- Support targeted TDM programs in key corridors identified in the Regional Transportation Plan and in TriMet's Transportation Investment Plan.
- Support community or neighborhood based TDM programs in central city, regional centers, town center, station communities, industrial areas or main streets.
- Increase awareness and performance of the regional rideshare program, including support for the carpoolmatchNW.org program.
- Continue to coordinate TMA program administration and policy development.
- Evaluate options of transitioning TMA Administration from TriMet to Metro or to other appropriate agencies.
- Support TMAs employer outreach and program development in Region 2040 centers, including industrial areas.
- Consider expanding funding levels for Region 2040 Initiatives Grant Program to target TDM programs in key 2040 centers and industrial areas, and to leverage other transportation investments being made throughout the region.
- Continue to support the TDM program at South Metro Area Regional Transit.
- Develop a strategy for promoting the Business Energy Tax Credit program throughout the region.
- Develop a strategy for promoting telework throughout the region.
- Consider a "regional travel options" Clearinghouse (similar to Metro's recycling program) that may include a staffed regional TDM hotline, web-based information such as downloadable educational materials and links to regional partners.

RTP Corridor Project

No map

Project: rpln4

Grant request: \$500,000
Match amount: \$600,000
Total project cost: \$1,100,000

Project sponsor: Metro

Chapter 6 of the 2000 RTP identifies a number of major regional transportation corridors with significant needs but that require further planning and engineering before a specific project can be developed and implemented. The state Transportation Planning rule requires prompt completion of these multi-modal corridor plans. In FY 2001, Metro led the Corridor Initiatives Process, which established a strategy for completion and prioritization of the corridors. The RTP Corridor Project will undertake a refinement plan for the next priority corridor. The list of potential corridors for planning includes I-5, I-205, Barbur Boulevard, Tualatin Valley Highway and several other regional highway corridors. The project will complete systems level planning work and will identify a set of improvement alternatives that can be taken into project development. The outcome of the corridor planning process will be a set of feasible capital improvements for the corridor with an implementation, phasing and funding strategy.

Rx for Big Streets

No map

Project: rpln2

Grant request: \$276,000
Match amount: \$67,000
Total project cost: \$343,000

Project sponsor: Metro

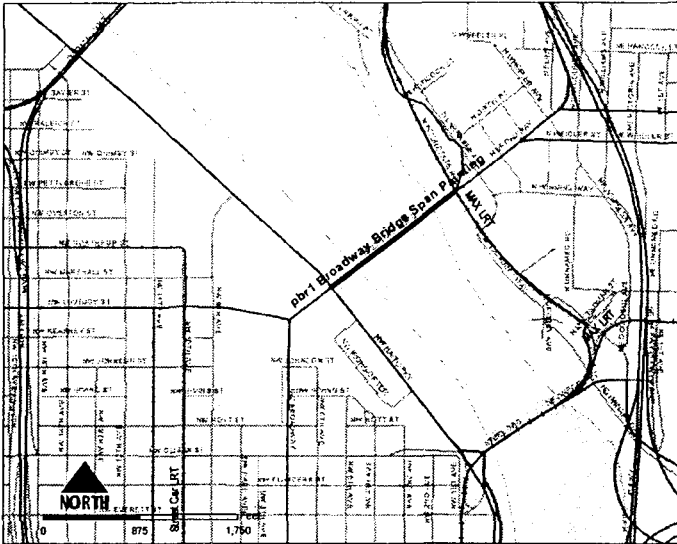
This project is an effort to conduct joint land-use and transportation planning for "big streets" in the metro region. "Big Streets" are largely four-lane facilities that once served as rural highway routes, but have evolved to become urban thoroughfares. In this transition, the design and function of the routes has often contradicted land-use plans. Most of these facilities have not been updated to serve as multi-modal facilities. As a result, the "Big Streets" that define the corridors are among the most deficient transportation facilities in the regional system. They are characterized by inadequate or absent pedestrian and bicycle facilities, and aging traffic control systems and roadways designs that are insufficient to meet projected demand. These streets already carry heavy traffic volumes and are actively used by pedestrians and bicyclists. They often have high transit ridership, despite the lack of safe facilities. By design, these routes are intended to balance local access with regional mobility, yet no plans exist for how to strike this balance. The goal of this three-phase project is to establish design principles and a methodology for planning in these corridors through development of design guidelines and pilot projects on three facilities in the region.

The 2040 Growth Concept identified most of these facilities as "corridors," and this land-use designation is the last remaining element of the 2040 plan that has yet to be defined at a level of detail needed to be incorporated into local land-use plans. This refinement work follows similar efforts for other mixed-use components of the 2040 Growth Concept. In the 1990s, more than one-third of the development in mixed-use areas has occurred in corridors. Yet, these corridors are the least defined of the 2040 land-use components, underscoring the need for integrating land-use and transportation planning here.

City of Portland Projects

Broadway Bridge

Span 7 Painting



Project: pbr1

Grant request: \$2,500,000

Match amount: \$1,050,000

Total project cost: \$3,550,000

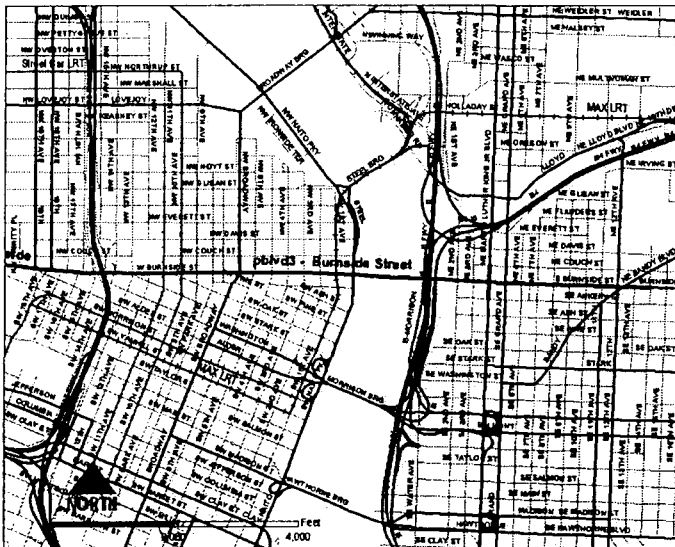
Project sponsor: Multnomah
County

This request is for funds to continue to paint part of the approximately 32 percent of the structure that will not be painted as part of an ongoing project. The paint system has failed, allowing steel members to corrode. Continued corrosion will result in member section loss, and ultimately in loss of load carrying capacity on the bridge. The Broadway Bridge totals 1,613 feet in length and currently carries four lanes of traffic with an average daily volume of 30,000 vehicles. Constructed in 1911 and 1912, the overall width of the structure is 70 feet. The bridge consists of three westerly approach Pennsylvania-Petit Through truss spans of 267 feet, 282 feet and 295 feet, a 278-foot double-leaf Rall bascule main channel draw span, and one Pennsylvania-Petit Through truss of 295 feet and one Warren Through truss of 180 feet on the eastern approach. Vertical clearance of the closed bascule span is adequate for the majority of river traffic, with openings necessary about 25 times per month, primarily to accommodate grain terminal ships.

Burnside Street

E 14th Avenue to W 19th Avenue

PE only



Project: pblvd3

Grant request: \$2,000,000

Match amount: \$200,000

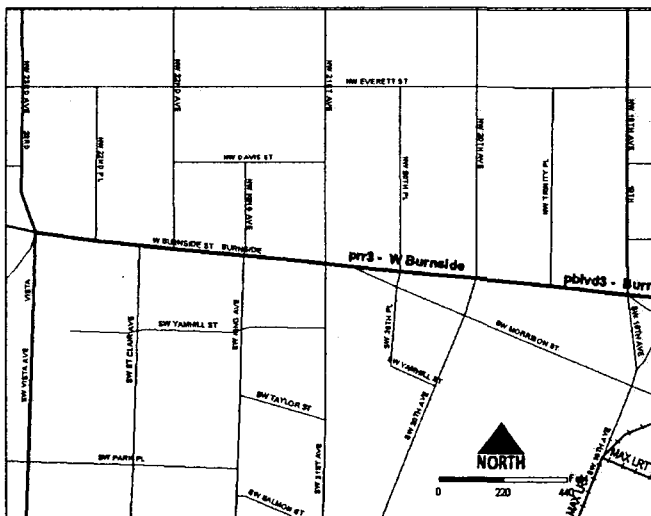
Total project cost: \$40,000,000

Project sponsor: City of Portland

The project is preliminary engineering for a boulevard retrofit of Burnside Street in downtown Portland that creates a couplet with Burnside Street and Couch from East 12th Avenue to West 15th Avenue. The project includes wider sidewalks, full-time on-street parking, street trees, free left and right turns, less crossing distance for pedestrians, improved bicycle facilities and opportunities to create neighborhood and district identity. West of 15th Avenue, the plan recommends narrower travel lanes, wider sidewalks, street trees and new traffic signals to facilitate pedestrian crossings.

Burnside Street

NW 19th Avenue to 23rd Avenue



Project: prr3

Grant request: \$3,589,200

Match amount: \$410,800

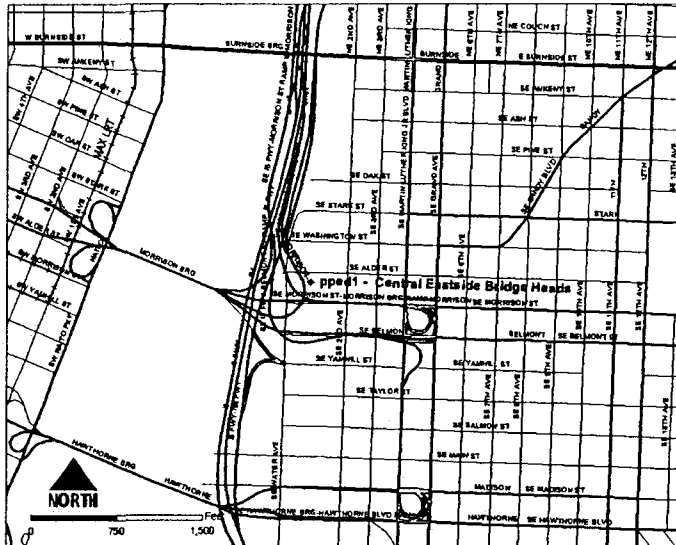
Total project cost: \$4,000,000

Project sponsor: City of Portland

This project will reconstruct an eight-block section of West Burnside Street to replace aging pavement, curb and sidewalks. The project will re-stripe Burnside to narrow the existing four travel lanes to 10 feet. The

sidewalks will be widened to 15 feet in accordance with Portland's Pedestrian Design Guideline standards. The project will install new pedestrian-scale street lighting fixtures, street trees and grates, bicycle racks, planters, benches and litter receptacles.

Central Eastside Bridge Access



Project: pped1

Grant request: \$1,455,500

Match amount: \$166,600

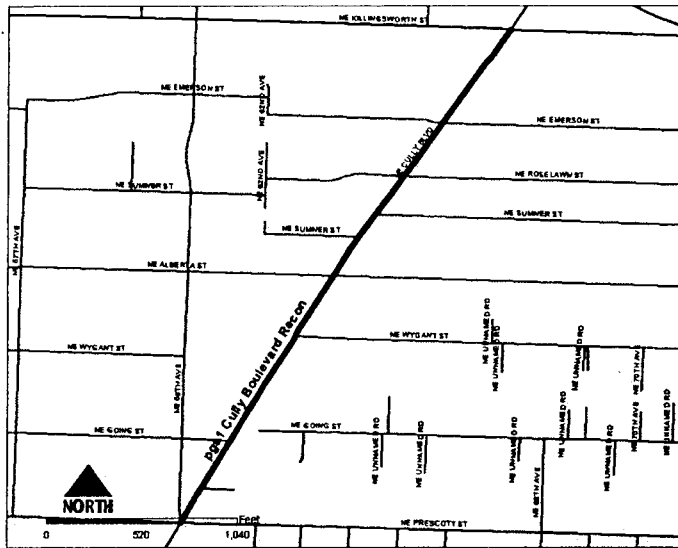
Total project cost: \$1,622,100

Project sponsor: City of Portland

This project would address Willamette River bridge access by investing in the completion and improvement of the pedestrian system on southeast Grand and Water avenues. Providing an infrastructure that is more amenable to the safe and convenient movement of pedestrians and that also improves access to the three bridges will involve filling in sidewalk gaps and removing pedestrian barriers. On both Grand Avenue and Water Avenue, this will involve providing sidewalks and curb ramps where they do not currently exist. Sidewalks will be provided along Grand Avenue, between the Morrison and Hawthorne Bridge approaches and between Hawthorne Boulevard and Madison Street. In addition, a vehicle turn lane (left turn slip lane) will be replaced by a sidewalk on Grand Avenue between southeast Morrison Street and Belmont Street. On Water Avenue, completion of a safe and convenient pedestrian system includes reconfiguration of vehicle ramps from the I-5 and Morrison Bridge structures. These two ramps will be separated by approximately 120 feet, providing for a safer and more convenient crossing distance and eliminating the need for a pedestrian to cross where vehicles are often weaving across lanes to make turns onto Water Avenue. Pedestrian and bicycle access to the south side of the Morrison Bridge will also be improved via a new combined bicycle and pedestrian lane from Water Avenue.

Cully Boulevard

Prescott Street to Killingsworth Street



Project: pgs1

Grant request: \$2,200,000

Match amount: \$1,263,700

Total project cost: \$3,463,700

Project sponsor: City of Portland

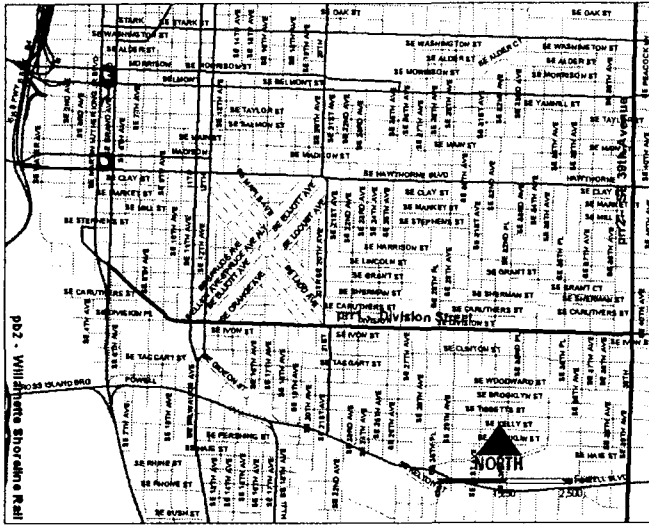
This project will plan, design and rebuild northeast Cully Boulevard between northeast Prescott Street and northeast Killingsworth Street in the City of Portland, incorporating green street design practices. The proposed project will complement a significant public investment in low-income housing adjacent to Cully, provide access to jobs and industry in the Columbia Corridor and at Portland International Airport, and create an atmosphere appropriate to its designation as a 2040 Main Street so redevelopment occurs. Cully Boulevard is an existing center strip paved roadway that is shared between all modes. Project planning and preliminary engineering will analyze alternatives for the roadway with public input and involvement. The project will build needed roadway infrastructure, safety and main street improvements while simultaneously providing a demonstration project for green street design and sustainable roadway construction practices. Alternatives that will be explored will include:

- minimum 6-foot-wide sidewalks
- 4-plus-foot planting strips or street tree wells with detention basins, with street trees that meet the guidelines in the *Trees for Green Streets* manual
- 7- to 8-foot-wide permeable pavement parking lanes
- 8-foot-wide planted bulb-out infiltration wells that take the place of the parking lanes in some places to capture stormwater runoff through modified curbs
- 13-foot-wide median swale with modified curbs to capture stormwater runoff
- 5-foot bike lanes in each direction
- Two 11-foot travel lanes.

Division Street

Planning: 12th Avenue to 60th Avenue

Reconstruction: 6th Avenue to 39th Avenue



Project prr1

Grant request: \$2,500,000

Match amount: \$286,000

Total project cost: \$2,786,000

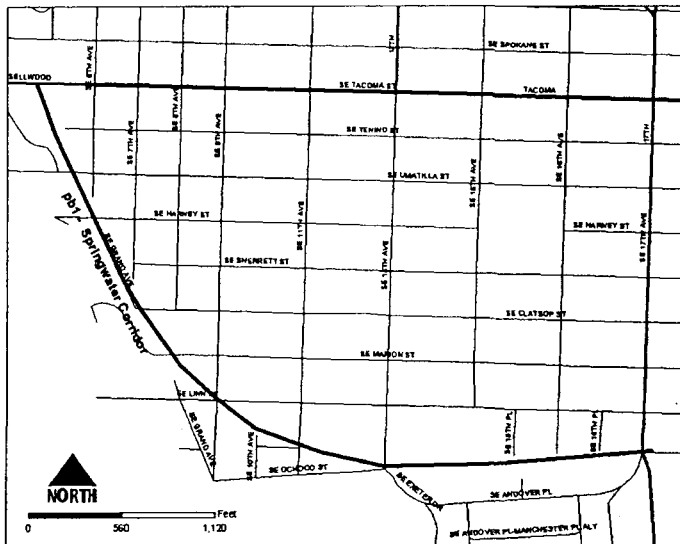
Project sponsor: City of Portland

This project will reconstruct and restore pavement conditions on southeast Division Street in the City of Portland to retain mobility and access between Southeast Portland neighborhoods, downtown, and the Central Eastside Industrial District. The project will also plan and build pedestrian, transit and bicycle improvements to enhance this 2040 Main Street, which has frequent TriMet service. Prior to construction, the project will develop a transportation and streetscape plan for City Council adoption with the input and involvement of area residents, property owners and business owners. The plan will complement a Land Use and Transportation Study of southeast Division Street that the Portland Office of Transportation and the Portland Planning Bureau will conduct prior to the start of the proposed project. The City study will consider new zoning designations, transportation policy objectives and street design goals that would support the 2040 Main Street designation. The Division Streetscape Plan will develop design alternatives and identify streetscape and transportation improvements between southeast 12th Avenue and southeast 60th Avenue such as:

- pedestrian crossing improvements using curb extensions or median islands
- bicycle parking and improved access from adjacent parallel bike routes to Division Street
- transit amenities such as curb extensions, benches, and shelters
- green street solutions such as porous pavement, stormwater mitigation and street trees
- pedestrian-scale street amenities such as lighting, kiosks, benches, and public art
- signal enhancements to increase safety for motorists and pedestrians and to improve signal communications for transit priority technology
- opportunities for creating a sense of place that supports the mixed-use, multi-modal character of the neighborhood.

With the plan in place, preliminary engineering and construction can take place for Phase 1 implementation of the Division Streetscape and Reconstruction Project. The project will design and build streetscape improvements between southeast 12th Avenue and southeast 39th Avenue, complete base repair and pavement reconstruction between southeast 6th Avenue and southeast 14th Avenue and grind and overlay asphalt in the area between southeast 14th Avenue and southeast 39th Avenue.

Eastbank Trail/Springwater Gaps

**Project: pb1**

Grant request: \$1,049,000

Match amount: \$450,000

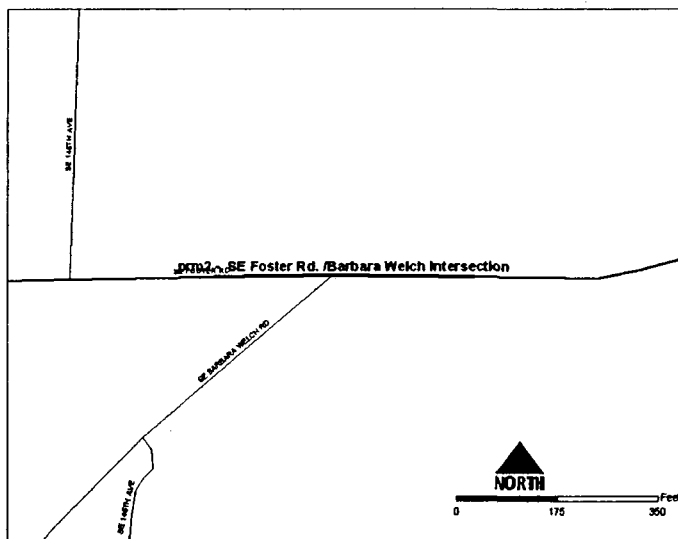
Total project cost: \$1,499,000

Project sponsor: City of Portland

This project will complete preliminary engineering and right of way acquisition for Phase 3 of the Eastbank Trail from Oregon Museum of Science Industries (OMSI) to the Springwater Corridor Trail, a 0.9-mile section of the otherwise fully improved 19.2 mile long trail in the Springwater Corridor. Phase 1 of the Eastbank trail, from Ivon Street to Umatilla Street, is open. The second phase, called the Three Bridges section, from southeast 19th Avenue to the Springwater Trail east of McLoughlin Boulevard and Union Pacific Railroad) is being designed. Portions of Phase 3 will be rail-with-trail in the southeast Grand Avenue and Ochoco Street right of way used by Oregon Pacific Railroad.

Foster Road

at southeast Barbara Welch Road intersection

**Project: prm2**

Grant request: \$3,500,000

Match amount: \$1,016,300

Total project cost: \$4,516,300

Project sponsor: City of Portland

Southeast Foster Road is currently on two bridges crossing Johnson Creek. The southern bridge is structurally obsolete and provides limited clearance for fish passage and riparian habitat. This project would widen the northern bridge for Foster Road approximately 14 feet to provide adequate room for two travel

lanes, bicycle lanes and sidewalks and widen and realign the Barbara Welch Road intersection to provide sidewalks, bike lanes and a northbound left turn lane. The project also includes installation of a traffic signal at the intersection and removal of the second structure to improve fish passage and riparian habitat in Johnson Creek. The existing intersection has no signal and there is no provision for left turns on Barbara Welch Road, which has seen extensive housing development in the last five years. The intersection has a high accident rate due mainly to vehicles turning from Barbara Welch Road. There are no bike lanes or sidewalks on either of the roadways.

Interstate TravelSmart Project

Going Street to North Columbia Boulevard

Project: ptdm1

Grant request: \$300,000

Match amount: \$30,000

Total project cost: \$330,000

Project sponsor: City of Portland

The Interstate TravelSmart Project is a project to reduce car trips and improve the efficiency of our transportation infrastructure in the Interstate Avenue Corridor in the City of Portland. Portland seeks funds to implement TravelSmart around four of the new light-rail stations at Kenton, Lombard Street, Portland Boulevard and Killingsworth Street. The project is designed to coincide with the startup of Interstate MAX. In addition it will complement changes in transit service and improvements to bike and pedestrian facilities that are planned for the startup.

The TravelSmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit, and provides the information and training needed to get them where they want to go without driving alone in their cars. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A large-scale project in South Perth, Australia reduced car travel by 14 percent.

Killingsworth Street

Interstate Avenue to Martin Luther King Boulevard
(PE only)



Project: pblvd2

Grant request: \$1,000,000

Match amount: \$100,000

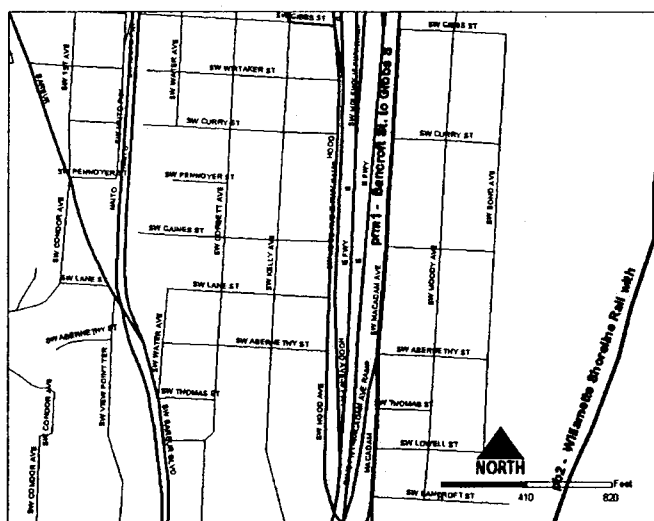
Total project cost: \$1,100,000

Project sponsor: City of Portland

This project is for preliminary engineering for a boulevard retrofit of Killingsworth Street, a designated mainstreet in the City of Portland. The project will reconstruct and widen sidewalks, add curb extensions for bus stops and trees, create new street crossings, transit stop improvements and street lights and street furniture to improve the pedestrian environment. Existing 10-foot sidewalks will be widened to 12 feet (and ultimately to 15 feet through re-development). Existing 6-foot sidewalks (15 feet upon redevelopment) will be supplemented with curb extensions in the center and end of each block to add space for street lights and trees while maintaining on-street parking. The project will also widen and add green bridge landscaping to the I-5 over crossing bridge to reduce its effect as a barrier.

Macadam Avenue

SW Bancroft Street to Gibbs Street



Project: prml

Grant request: \$2,350,000

Match amount: \$352,500

Total project cost: \$2,702,500

Project sponsor: City of Portland

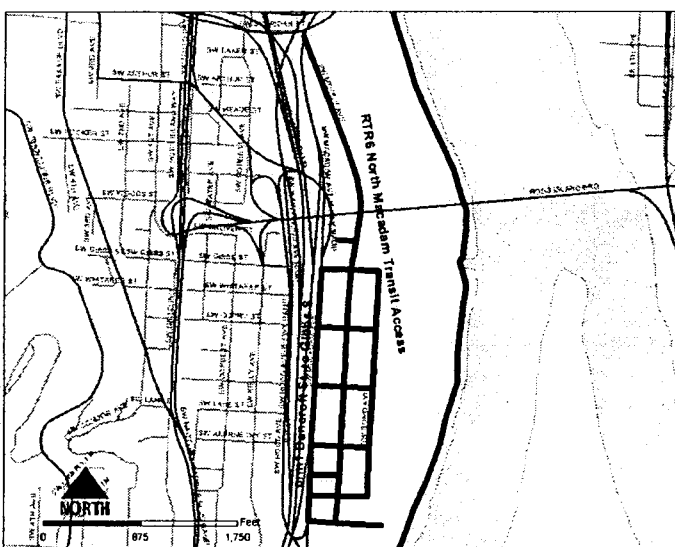
This project constructs improvements at two intersections on Macadam Avenue in the City of Portland:

Macadam/Bancroft/Hood: Install concrete barrier along Hood from the intersection north 1,200 feet; re-stripe Hood/Macadam to accommodate two lanes at the signal (one right turn to northbound Macadam, one through lane eastbound to Bancroft); restripe Macadam for one block south of the intersection to accommodate a dedicated receiving lane for left turns from Bancroft to southbound Macadam; enlarge island on west side of the intersection and provide additional plantings in the island and around the intersection.

Macadam/Curry: Signalize the Macadam/Curry intersection with a three-phase signal controlling northbound Macadam, westbound Curry and an extended I-5 off ramp; extend existing I-5 off ramp lane (12 feet wide) north 950 feet to the Curry intersection and provide a concrete barrier between the off ramp and Macadam up to the Curry intersection to prevent early merging and weaving.

North Macadam Access

Moody Street, Bond Street and Bancroft Street



Project: rtr6

Grant request: \$448,850

Match amount: \$51,150

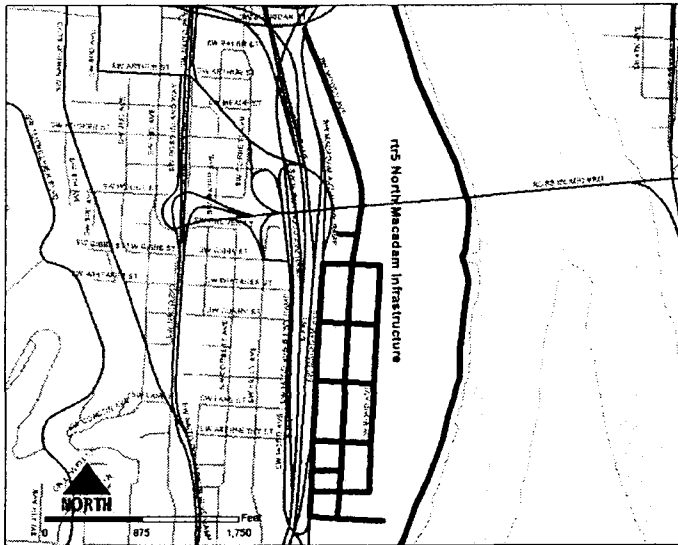
Total project cost: \$500,000

Project sponsor: TriMet

This project would include improvements along streets entering, exiting and within the North Macadam area in the City of Portland to support planned redevelopment. These include Moody, Bond and Bancroft streets, and may include other streets within the area. Project elements will need to be finalized as engineering is finished for this area and construction begins, but will focus on street, curb, sidewalk and signal improvements to facilitate transit movements through the North Macadam District. Elements will include transit priority at signalized intersections, roadway treatments or construction elements that enhance transit operations, potential turning lane treatments or other transit only movements that allow transit to avoid the heaviest traffic congestion.

North Macadam Infrastructure

Moody Street, Bond Street and Bancroft Street



Project: rtr5

Grant request: \$1,346,550

Match amount: \$153,450

Total project cost: \$1,500,000

Project sponsor: TriMet

This project would include improvements within the North Macadam area in the City of Portland to support planned redevelopment. These include Moody, Bond, Bancroft streets and may include other streets within the area. Project elements will need to be finalized as engineering is finished for this area and construction begins, but will focus on street, curb, sidewalk and signal improvements to facilitate transit movements through the North Macadam District. Elements will include transit access improvements including roadway improvements, stop and station infrastructure, and transit priority for transit operations within the district and access and egress to and from the district. Specific projects may include bus stop and station improvements at bus/streetcar transfer or joint platform locations. Treatments also can include transit priority at signalized intersections, potential turning lane treatments or other transit only movements that allow transit to avoid the heaviest traffic congestion.

North Macadam Transit Oriented Development Project

North Macadam District: SW Bond and Moody avenues

Project: ptod1

No map

Grant request: \$500,000

Match amount: \$1,100,000

Total project cost: \$1,600,000

Project sponsor: City of Portland

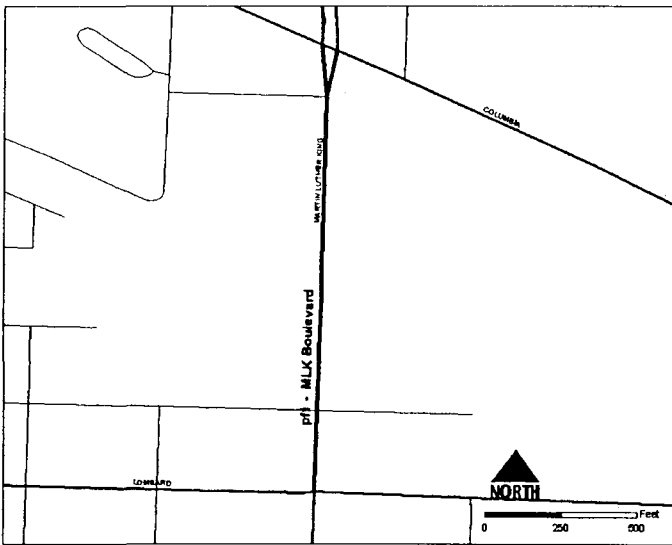
This project constructs improvements to SW Bond and Moody avenues in the North Macadam District in Portland. As North Macadam transitions from an industrial district to a dense and vibrant urban riverfront neighborhood, Bond and Moody must be improved to provide access for all modes and to support development in this key central city district. The project is intended primarily to support the development of the last large undeveloped district in the central city, the North Macadam District. Adopted plans for the district anticipate the creation of 10,000 jobs and 3,000 or more housing units over the next 20 years, supported by the creation of an urban renewal area. Bond and Moody avenues are partially improved (both paved and unpaved) streets in the district lacking pedestrian, bicycle and transit facilities.

Improving Bond and Moody avenues will provide vehicular, transit, bicycle and pedestrian access and act as a catalyst for redevelopment. Both Bond and Moody avenues would be improved to meet a full urban standard and to catalyze development in the North Macadam District. The two streets will act as a one-way couplet between Bancroft and Gibbs, and will accommodate two travel lanes, two parking lanes, a bike lane, and 12 foot (Moody) and 13 foot (Bond) sidewalks. Upon completion of Bond, TriMet has committed to providing bus service within the district, and the streets will eventually accommodate the future expansion of Portland Streetcar into the district. Portland Department of Transportation has adopted design standards for the district that call for curb extensions, special street lighting, underground utilities, special sidewalk treatment, and other pedestrian amenities.

NE Martin Luther King Jr. Boulevard

NE Columbia to NE Lombard

PE only



Project: pf1

Grant request: \$2,000,000

Match amount: \$1,400,000

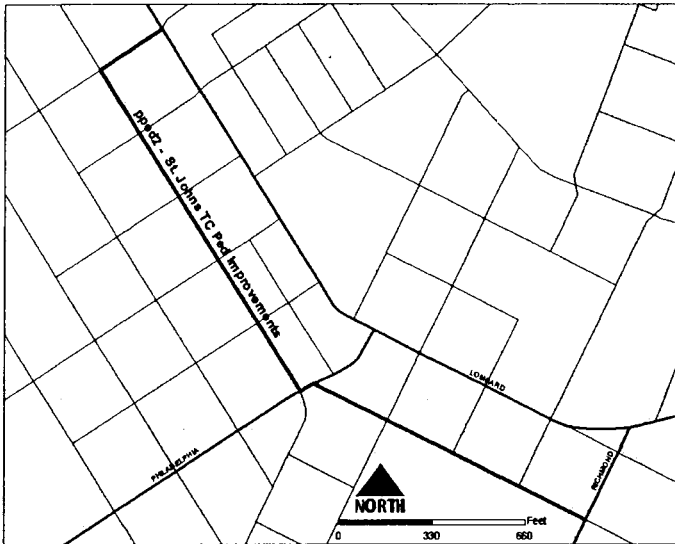
Total project cost: \$16,835,000

Project sponsor: City of Portland

This project will complete preliminary engineering and right of way acquisition to widen northeast Martin Luther King Jr. Boulevard in this vicinity to provide room for truck turning movements by adding a continuous left-turn lane between Lombard Street and Columbia Boulevard. Currently, there is not enough storage for left turning vehicles. The project aims to create an efficient link between northeast Lombard Street and northeast Columbia Boulevard at northeast Martin Luther King Jr. Boulevard to ultimately improve freight access to I-5.

St. Johns Town Center Pedestrian Improvement

N Lombard/ St Louis/ Ivanhoe, Ivanhoe/Philadelphia, N Ivanhoe/Richmond and Ivanhoe/ Charleston intersections



Project: pped2

Grant request: \$1,933,740

Match amount: \$221,260

Total project cost: \$2,155,000

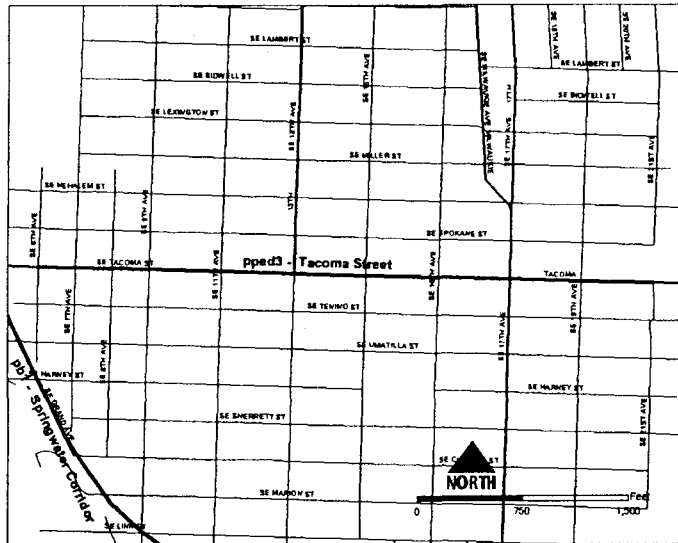
Project sponsor: City of Portland

This project would implement improvements identified in the St Johns Truck Strategy, adopted by City Council in July 2001 and through the on-going St. Johns/Lombard Street plan process to address impacts of truck traffic on pedestrian circulation and access to the St. Johns town center. These improvements include:

- Redesign of the north Lombard/St. Louis/Ivanhoe and Ivanhoe/Philadelphia intersections that includes curb extensions and median refuges. Signal coordination between these two intersections along with realignment of the Lombard/St Louis/Ivanhoe intersection will allow for signal phasing that improves freight flow and creates a phase in which pedestrians may cross Ivanhoe Street between the two intersections without conflicting truck traffic.
- Curb extensions at the north Ivanhoe/Richmond and Ivanhoe/Charleston intersections and signalization of the North Ivanhoe/Richmond intersection.

Tacoma Street

SE 6th Avenue to SE 21st Avenue



Project: pped3

Grant request: \$1,278,000

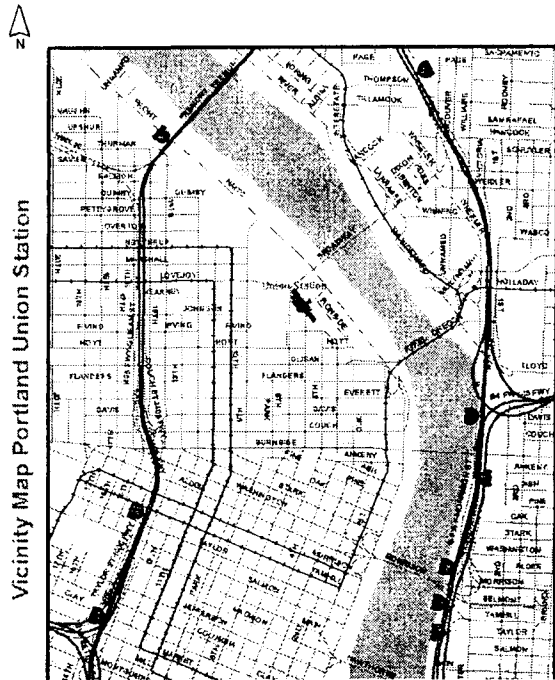
Match amount: \$146,000

Total project cost: \$1,424,000

Project sponsor: City of Portland

This project constructs a total of 12 curb extensions, six at transit stops, to enhance crossing safety by reducing the crossing distance, improving sight distances and access to transit service. The need for this project was identified in the Tacoma Street Mainstreet Plan, completed by the City of Portland in 2001, which identified pedestrian crossing safety as the major transportation issue in the corridor. The curb extensions also will provide the opportunity to enhance the streetscape by providing space for street trees. The current sidewalk width is too narrow to meet city standards for street trees. Bicycle travel within the Tacoma corridor and connecting to the Sellwood Bridge is difficult due to the volume of traffic, lack of width to provide bicycle lanes, and narrow sidewalks. To accommodate bicycles, the plan proposes development of a bicycle boulevard couplet on adjacent side streets, consistent with Portland's Bicycle Master Plan. Improvements proposed include curb extension crossing improvements on southeast Spokane and Umatilla streets at the two major cross streets, 13th and 17th avenues, in addition to speed bumps are constructed as part of Phase I. A median refuge on Tacoma St at 21st Avenue will help facilitate connections from the bike lanes on the Tacoma overpass to the Spokane/ Umatilla bicycle boulevard traffic signal upgrades at 13th and 17th avenues are also part of this project, and will improve timing and coordination to enhance traffic capacity in the corridor. Phase II improvements, funded for 2003/2004 through a grant from the ODOT Bicycle and Pedestrian program will construct three median refuge islands and six curb extension to improve pedestrian crossing safety in the corridor.

Union Station Multi-modal Plan



Project: pp1n1

Grant request: \$300,000

Match amount: \$184,860

State Transportation

Enhancement: \$1,500,000

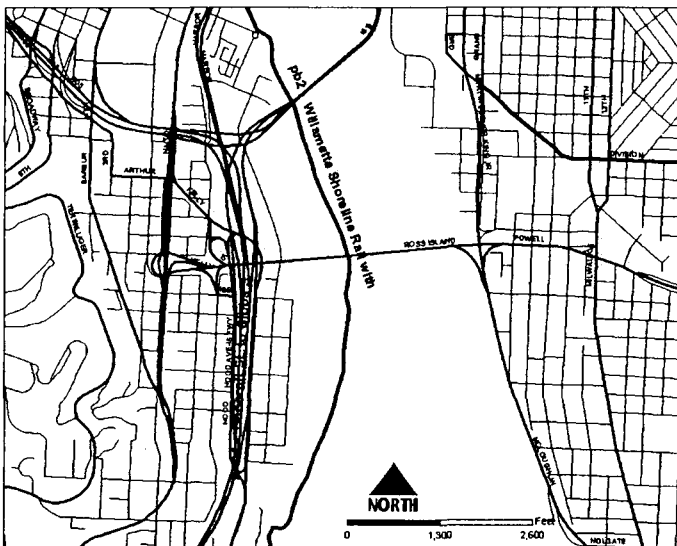
Total project cost: \$1,984,860

Project sponsor: City of Portland

The goals of this project are to conduct planning tasks aimed at improving transit connections at Union Station and to complete architectural and engineering work needed to make critical building upgrades. In doing so, this project will improve transportation access within the northwest region, the state and the metro region. The transportation planning tasks to be conducted include defining projects around the station that will improve multi-modal access between Amtrak, TriMet's light rail line, the streetcar, and inter and intra-city bus systems, as well as for pedestrians and bicyclists. A preliminary engineering report was completed for Union Station in 2001 which identified over \$12 million of needed structural, electrical, and mechanical improvements. This project will also include developing the architectural and engineering plans and construction documents needed to make many of the critical improvements identified in that report.

Willamette Greenway

River Forum Building (SW Bancroft Avenue) to SW Gibbs



Project: pb2

Grant request: \$1,256,200

Match amount: \$143,800

Total project cost: \$1,400,000

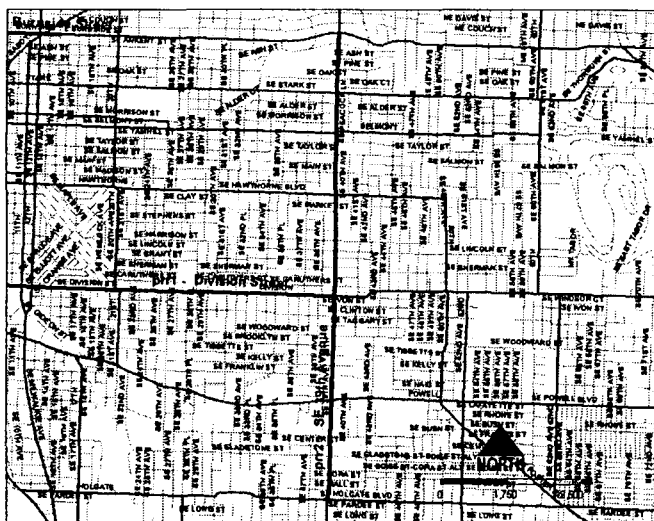
Project sponsor: Portland Parks and Recreation

This project will construct two 12-foot-wide trails separated by a minimum 6-foot-wide planting strip. The trail nearer the riverbank will be designated for pedestrians (including wheelchairs and baby strollers). The second trail will be designated for use by non-motorized "wheels" such as bicyclists, skateboarders and skaters. Connections will be made to each of the new east-west streets in the district. Lighting, benches, bike racks, drinking fountains, overlooks, signage and landscaping along the trail corridor will be provided as part of the project. This is the largest remaining gap in the southwest portion of the Willamette Greenway.

SE 39th Avenue

Burnside Street to Holgate Street

(PE only)



Project: prr2

Grant request: \$400,000

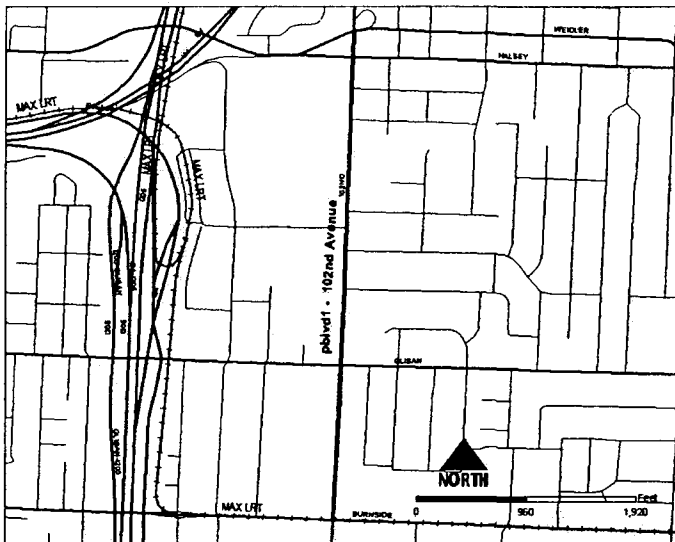
Match amount: \$90,000

Total project cost: \$490,000

Project sponsor: City of Portland

In addition to the roadway reconstruction, the project will define locations where improvements can be made to provide safer pedestrian and bicycle crossing opportunities and vehicle turn movements. The study will analyze vehicle crash data, and improvements may include streetscape features to slow vehicle speeds and improve sight distance. The study will also identify where opportunities exist to upgrade signals to provide left turn phasing, left turn pockets and an overall higher level of intersection control. The locations for further safety improvements will be identified through a public process that will involve all stakeholders.

NE Weidler Street to E Burnside Street



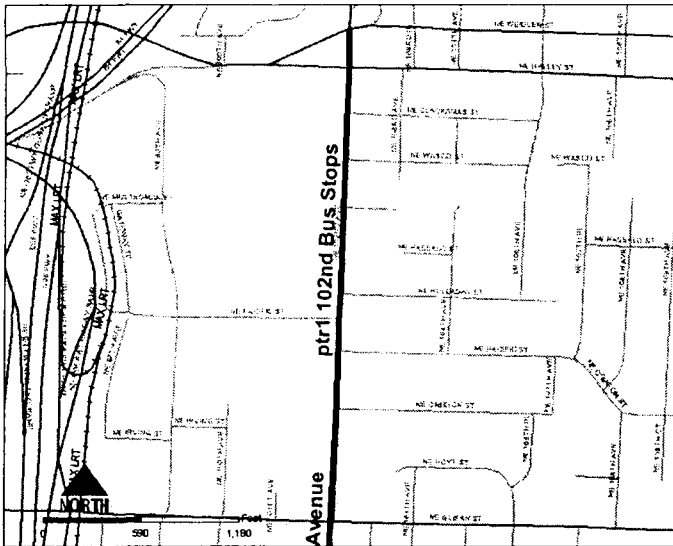
Grant request: \$3,350,000
Match amount: \$1,500,000
Total project cost: \$4,850,000

Project sponsor: City of Portland

Transportation Priorities 2004-07: Project Summary

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102nd Avenue Bus Stops Weidler Street to Glisan Street



Project: ptr1

Grant request: \$134,655

Match amount: \$15,345

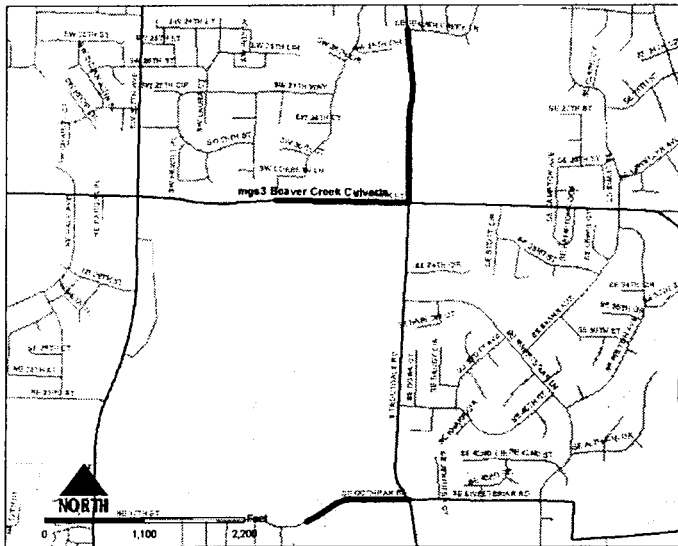
Total project cost: \$150,000

Project sponsor: TriMet

This project will focus on improving transit access for pedestrians, transit amenities and visibility on northeast 102nd Avenue, the main north-south corridor in the Gateway regional center in Portland. These improvements will be coordinated with the City of Portland's improvements to the area in further developing Gateway's potential as a regional center. Transit improvements will focus on passenger information and amenities to improve the accessibility, visibility and viability of high-frequency bus service on this important street. In addition to standard bus stop improvements, elements may include higher-volume shelters, bus stop elements with unique character to reflect the regional center, Transit Tracker, lighting, bike racks, artwork or other design elements incorporated into the stop. The full range of improvements would be applied in the area where the City of Portland is planning a boulevard retrofit of 102nd Avenue, between northeast Halsey Street and northeast Glisan Street. However, other improvements would be included in the remainder of the area identified in this application to the extent that they would not hamper the city's plans or become obsolete after improvements. These could include Transit Tracker, shelter installations, signage and unique design elements.

Multnomah County Projects

Beaver Creek Culverts



Project: mgs3

Grant request: \$1,470,000

Match amount: \$3,400,000

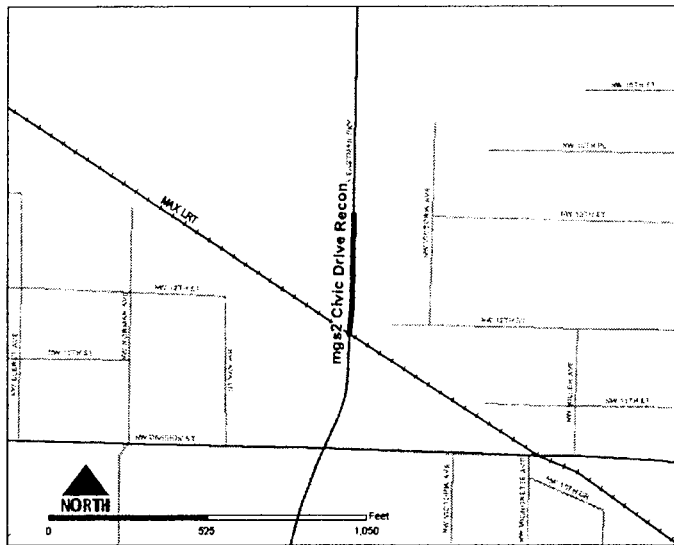
Total project cost: \$4,870,000

Project sponsor: Multnomah
County

The project area is located along the lower 3 miles of Beaver Creek within the cities of Troutdale and Gresham. A total of 13 culverts on Beaver Creek have been identified by Multnomah County and Metro as probable seasonal or perennial fish passage barriers. This project seeks replacement of the three downstream-most culverts, opening 4.6 miles of Beaver Creek to fish passage. The lower Beaver Creek is critical habitat to federally endangered species including Lower Columbia River Chinook Salmon and Steelhead Trout, and candidate species including Lower Columbia River Coho Salmon. Replacement of the culverts will allow Multnomah County to undertake necessary future roadway improvements to Stark Street and Troutdale Road as identified in the Regional Transportation Plan and Multnomah County's Capital Improvement Plan and Program. Stark Street is currently two travel lanes and is planned for four travel lanes, sidewalks and bicycle lanes and a center turn lane/median. Troutdale Road is currently two travel lanes and is planned for the two travel lanes plus sidewalks, bicycle lanes and center turn lane/median.

Civic Drive

NW 13th Street and Civic Station light-rail station



Project: mgs2

Grant request: \$250,000

Match amount: \$25,675

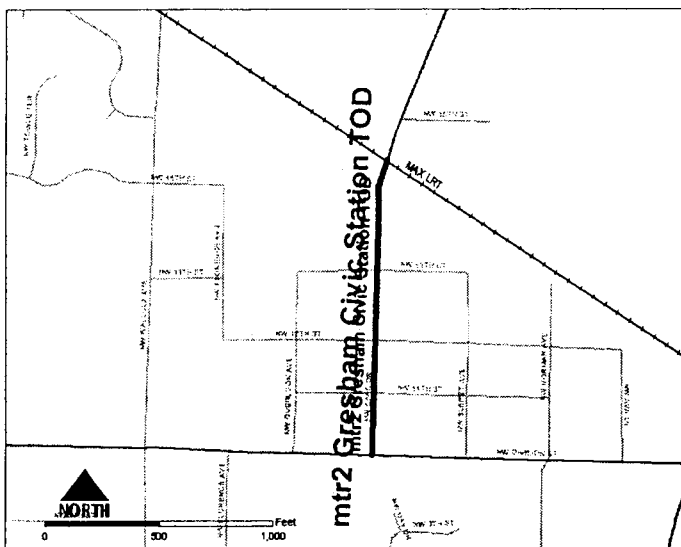
Total project cost: \$275,675

Project sponsor: Metro

This project is a green street demonstration project to retrofit Civic Drive to treat stormwater runoff from approximately 12,800 square feet of impervious surface using larger street trees and structural soils. Curb inserts or perforated curbs that are consistent with the *Green Streets* handbook will be used to maintain the integrity of the curb while directing stormwater runoff into street tree wells. Existing trees will be salvaged and planted in another location within the TOD project area. Large street trees will be selected from the *Trees for Green Streets* guide and planted in a site-specific structural soil mix that is amended with organic material. The structural soils will allow larger street trees to be planted, which is unusual in high-density urban areas. The result is a reduction of the volume of runoff that enters the stormwater collection system that does not compromise the amount of right of way available for on-street parking, bike movement, transit stops and pedestrian activities.

The existing stormwater system will be used as an overflow device that directs water to an underground cistern and recycled through a water feature on the northwestern corner of the adjacent lot. This water feature will be a central gathering place and will be used as an opportunity to educate people about the impacts of stormwater runoff on natural stream systems. Signage will be used to explain how the green street treatment helps to mitigate the impervious street surface. Educating the public about the impacts of streets on streams is one of the ways to make green street projects more publicly acceptable. This green streets demonstration project will be coordinated with construction of five-story mixed-use development called The Crossing and the new MAX station and plaza in Gresham Civic Neighborhood.

Gresham Civic Station and TOD Development

**Project: mtr2**

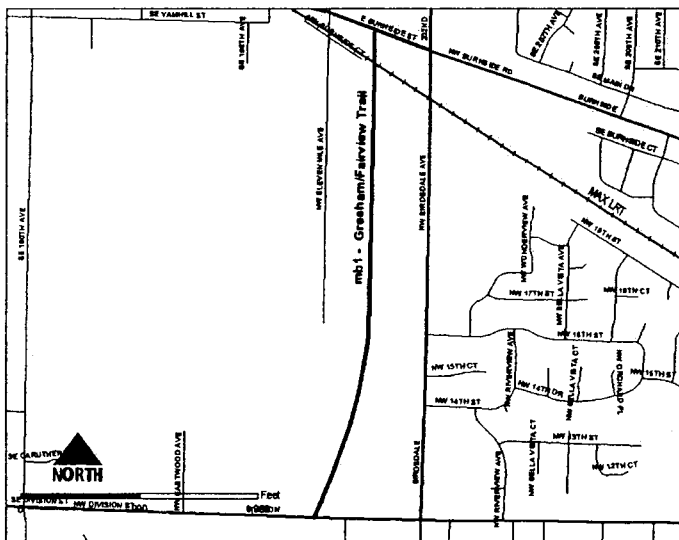
Grant request: \$3,450,000
Match amount: \$979,500
Private Source(s): \$256,000,000
Total project cost: \$260,429,500

Project Sponsors: City of Gresham, TriMet and Metro

This project constructs a new light-rail station and transit plaza immediately surrounding the future MAX station on 85-acres of vacant land west of Civic Drive in the City of Gresham. This project provides a unique opportunity to design and build a transit station and the surrounding transit-oriented development (TOD) together. When completed, this will be the largest TOD in the region outside Portland's downtown that is physically or functionally connected to transit and a rare opportunity for the transit station to be surrounded by a TOD on all sides. The proposed transit station is the epicenter of Gresham Civic Neighborhood, which will eventually include 700,000 square feet of retail, 1,100 housing units (including for sale and for rent, elderly, market rate and affordable), grocery store, movie theaters, restaurants, health club, health care and office.

Gresham/Fairview Trail

Division Street to Burnside Street

**Project: mb1**

Grant request: \$630,000
Match amount: \$190,000
Total project cost: \$820,000

Project sponsor: City of Gresham

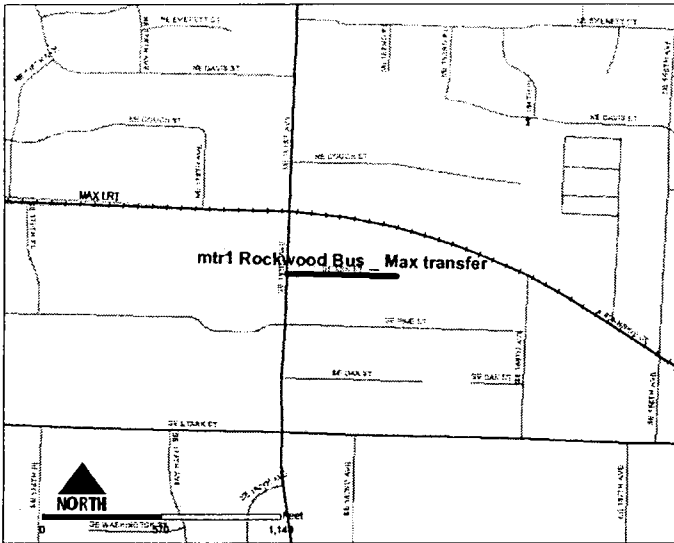
This project will construct a 1.1-mile section of the Gresham Fairview Trail from Burnside Street to Division Street. The GFT is a 5-mile, multi-use path. When complete, the trail will connect established neighborhoods

to employment centers, the Rockwood Town Center and two other regional multi-use paths (the Springwater Corridor Trail and the Marine Drive trail along the Columbia River).

Currently, West Gresham has limited access to safe bicycle and pedestrian facilities. The neighborhoods in this area must use major arterial streets, which are not bicycle-friendly, especially for recreational cyclists. Expanding the off-street network in East Multnomah County is essential given the increasing popularity of multi-use paths. The Springwater Trail alone is estimated to have more than 1 million riders this year.

Rockwood Bus to MAX

Burnside Street at E 181st Avenue and Rockwood Transit Center at Burnside Street/E 188th Avenue



Project: mtr1

Grant request: \$381,520

Match amount: \$43,480

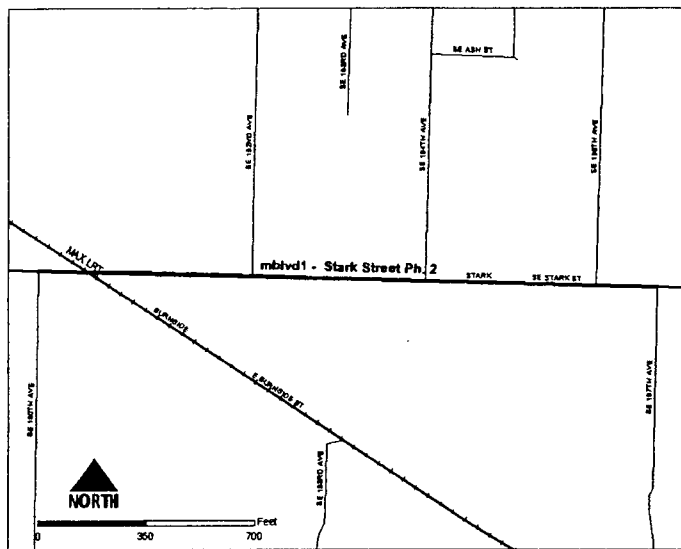
Total project cost: \$425,000

Project sponsor: TriMet

This project would include a mix of improvements at the key bus/MAX transfer locations in the Rockwood town center area. Elements could include higher-capacity bus shelters, Transit Tracker, pedestrian improvements and accessibility improvements between platforms and bus stops, way finding signs between platforms and bus stops. Other items could include lighting, bike storage facilities, as well as possible ticket vending or unique signage.

Stark Street

190th Avenue to 197th Avenue



Project: mbldv1

Grant request: \$1,800,000

Match amount: \$206,018

Total project cost: \$2,006,018

Project sponsor: City of Gresham

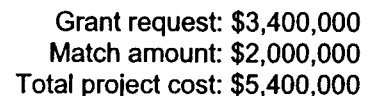
This project is a boulevard retrofit of Stark Street in the city of Gresham. The project will construct boulevard improvements from 190th Avenue to 197th Avenue, which includes mitigating the dangerous mega-intersection of Stark Street, Burnside Street, 190th Avenue and light rail in the heart of the Rockwood town center. Stark Street is a major arterial with four travel lanes and a continuous left-turn lane. It is a heavily trafficked street with high pedestrian activity. The light-rail stations within the project area are some of the most highly used stations in Gresham. Unfortunately, because of Stark Street's auto-oriented design, it has one of the highest pedestrian collision rates in the city Gresham. The proposed project will reconfigure the existing right of way to safely accommodate alternative travel modes. It will slow automobile speeds by narrowing travel lanes and tightening corner turn radii. A raised landscaped median and pedestrian refuges will be added where the continuous left-turn lane exists today to increase the number of crossing opportunities for pedestrians. Sidewalks will be widened. Bike lanes, street trees and pedestrian-scale lighting will be added. On-street parking will be added where right of way is available. Utilities will be undergrounded using local funds. Stark Street also is included in Gresham's signal optimization program, which will better control travel speeds through signal timing.

190th Avenue to 197th Avenue



Grant request: \$450,000
Match amount: \$51,500
Total project cost: \$501,500

The project will demonstrate Metro's innovative green street guidelines on Yamhill Street, a neighborhood collector located in the Rockwood town center in Gresham. Currently, Yamhill Street is a well-used but substandard street, lacking both sidewalks and bike lanes. The project will construct two 9-foot travel lanes, bike lanes and on-street parking using pervious concrete from 190th to 197th Avenue. Edge treatment using a slotted or perforated curb will define the parking lane from the grassy swale. A sidewalk, also constructed of pervious concrete, will be added at the edge of right of way and separated from the travel space by the swale. Street trees will be incorporated to fill the gaps between the existing mature fir trees.

Project: mrm1

This project will replace the existing Union Pacific Railroad (UPRR) bridge over 223rd Avenue to allow the widening of 223rd Avenue to current street standards, including the provision of sidewalks and bicycle lanes. The existing bridge carries one railroad track. UPRR desires the new bridge to accommodate two track lines. New retaining walls are required to retain the paved front slopes of the adjacent I-84 bridge as well as the existing steep slopes along both sides of 223rd Avenue south of the existing UPRR bridge to accommodate

the road widening. The existing basalt retaining wall on the west side of 223rd Avenue is anticipated to be removed. Street illumination will be installed through the 223rd Avenue corridor.

223rd Avenue is a major collector and it is a Collector of Regional Significance. 223rd Avenue provides an important connection to Blue Lake Regional Park to the Fairview/Wood Village Town Center and the Gresham Regional Center; truck access to the Columbia South Shore, directly serving industrial sites in the cities of Fairview, Wood Village and Troutdale. 223rd Avenue is also part of the Portland 40 Mile Loop System and is designated as a Regional Access Bikeway in the Regional Transportation Plan and, it is a connection between the Pedestrian District in Fairview and Sandy Boulevard, which is also an important Transit/Mixed Use Corridor.

242nd Avenue

Glisan Street to Stark Street

Project mrr1

Grant request: \$550,000

Match amount: \$550,000

Total project cost: \$1,100,000

Project sponsor: Multnomah
County

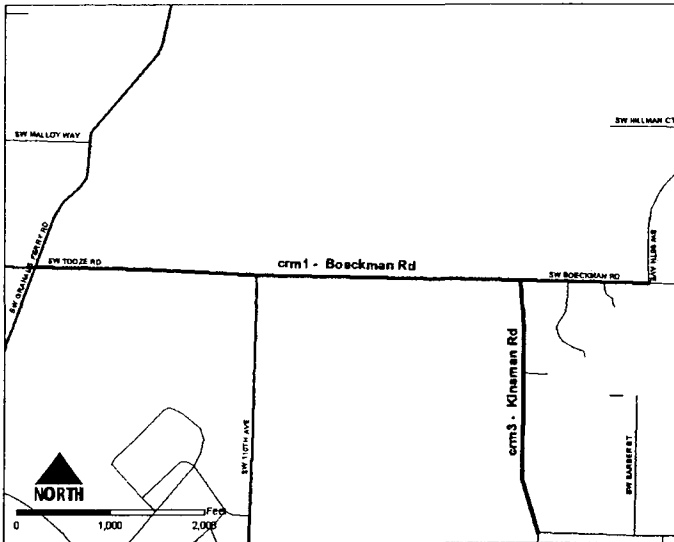
This project would construct 242nd Avenue to Principal/Major Arterial Standards for approximately 0.6 miles. The project design includes four travel lanes, a center turn lane/median, sidewalks and striped bicycle lanes. Most likely, the new construction will include a planted median (as opposed to a continuous center turn lane). The median as well as the new edge of pavement will include street trees, illumination and drainage elements compatible with green street design elements.

242nd Avenue experiences problems at the local and regional levels. From a local perspective, 242nd Avenue needs to be constructed to Principal/Major Arterial standards. Presently, 242nd Avenue consists of 2 travel lanes in each direction, a sidewalk on only one side, no bicycle lanes and no median/center turn lane. The lack of the median/center turn lane is an existing safety hazard. Ingress and egress to the residential neighborhood on the east side of 242nd Avenue is difficult and dangerous with the lack of a center turn lane. From a regional perspective, 242nd Avenue is an important transportation connection between I-84 and US 26, and a key element to growth in the regional economy.

Clackamas County Projects

Boeckman Road Extension

95th Avenue and Grahams Ferry Road



Project: crm1

Grant request: \$1,956,000
(funding prioritized during
2002-05 MTIP)

Match amount: \$1,263,700

OTIA: \$1,976,000

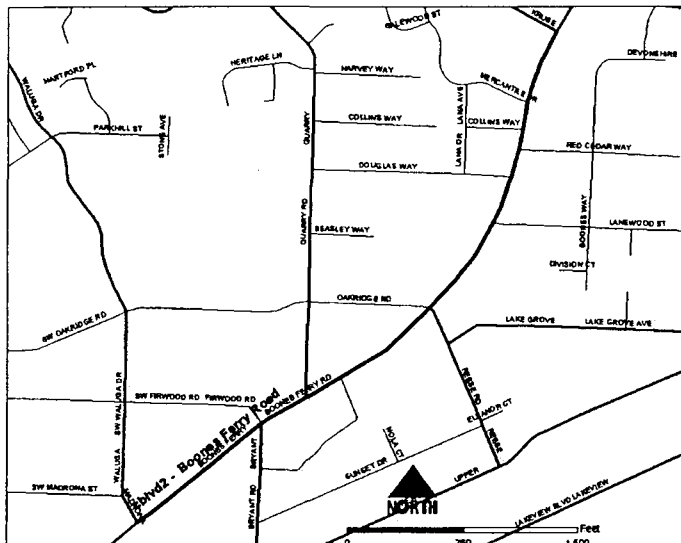
Total project cost: \$15,693,000

Project sponsor: City of Wilsonville

This project extends Boeckman Road approximately 6,500 linear feet to the west of its current terminus. Boeckman Road is a Metro-designated regional street that will provide a multi-modal link from the proposed Dammasch mixed-use urban village, called Villebois, to industrial and employment areas, the Wilsonville commuter rail station and transit center, I-5 and Wilsonville town center. This project is anticipated to include two 12-foot travel lanes, a 14-foot left turn lane/median, 6-foot on-street bike lanes and 6-foot offset sidewalks. A landscaped median and 5-foot buffer planting strips between curb and sidewalk will be provided to the extent possible. It remains to be determined if the full street section can be built at the portion of the project that crosses the Coffee Lake Creek wetlands complex, as this area of significant resource will need to be bridged in some resource protective manner. However, this natural resource does provide additional opportunity for human/resource interface and its successful integration into the project is seen as a valuable opportunity.

Boones Ferry Road

Kruse Way to Madrona Street
PE and ROW only



Project: cblvd2

Grant request: \$2,550,000
Match amount: \$450,000
Total project cost: \$8,200,000

Project sponsor: City of Lake
Oswego

This project is to complete preliminary engineering and right-of-way acquisition for a boulevard retrofit of Boones Ferry Road for approximately 0.8 miles in the Lake Grove town center area. The corridor serves approximately 23,000 vehicles per day today. Traffic volumes are expected to increase to 30,000 vehicles per day by 2020. The project will include the addition of streetscape amenities that encourage walking, biking and use of transit within the corridor and the addition of a center turn lane to address the safety problems associated with multiple access points along this roadway. Some elements that are included in the corridor design include pedestrian-scale lighting, enhanced intersection treatments to encourage and protect pedestrian crossing movements, bike lanes, widened sidewalks, landscaped parkways and landscaped medians. The right of way is constrained in this corridor. The typical section for the project located immediately south of this corridor is a 66-foot paved width with 5.5-foot sidewalks and 5-foot striped bike lanes. The proposed project will most likely match this section. The Lake Grove town center plan is under way and may influence the final design for this corridor.

Clackamas Railroad Crossing Safety Improvements Traveler Info

At-grade railroad crossings in the City of Milwaukie at SE Harrison Street, SE Oak Street and SE 37th Avenue and at 10th Street in Oregon City, all along the Union Pacific mainline

Project: crm5

No map

Grant request: \$385,000
Match amount: \$165,000
Total project cost: \$550,000

Project sponsor: Clackamas
County

This pilot project focuses on coordinating and improving operations of both vehicle and train traffic at surface street crossings. The project intends to deploy a train detection system and integrate the train movement information into the emergency management center and transportation management center. Once this information is centralized, it could be linked to fire stations, police stations and transit management centers and the information could be used to dynamically guide emergency response vehicles or be delivered to emerging in-vehicle signage systems. The pilot project would deploy train detection equipment at rail

crossings in the City of Milwaukie (Harrison Street, Oak Street and 37th Avenue) and through Oregon City. A user interface would be developed to display the train location, direction, speed, length, estimated time of arrival at the crossing and estimated crossing occupancy time. Anticipated users of the system include emergency services, transit management center and transportation operations centers.

Heavy rail operations at surface street crossings cause thousands of hours of vehicle delay daily and frequently disrupt emergency vehicle operations and transit services. Recent trends towards commuter rail and increases in the use of heavy rail to ship goods will only compound these existing problems. The Union Pacific Railroad is aligned through the County and currently operates about 25 trains per day including Amtrak passenger rail, and these numbers are expected to increase in the coming years. The county-wide ITS Plan includes projects to allow for better information dissemination and distribution at at-grade railroad crossings. The ITS Plan will be adopted in February 2003.

Clackamas Regional Center TMA Shuttle

Clackamas regional center business area

Project: ctdm1

No map

Grant request: \$129,143

Match amount: \$14,781

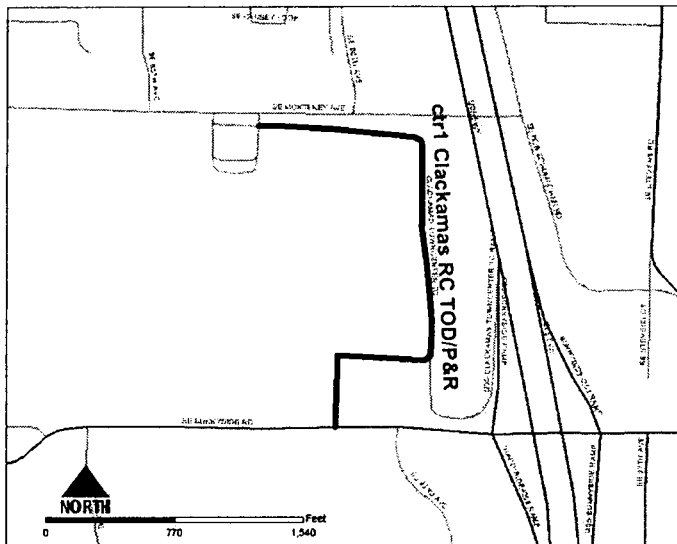
Total project cost: \$143,925

Project sponsor: Clackamas
County

This project will provide shuttle service from the Clackamas Town Center regional mall to the outlying employment centers within the Clackamas regional center area. This will be a new service that will enhance and compliment existing TriMet service and provide better connectivity from the Clackamas Town Center mall's transit center. The basic geographical area will be limited to the Clackamas Town Center, Clackamas Industrial Park, Kaiser Sunnyside Hospital Campus, Omark Industrial Park, Johnson Creek Industrial Area, Sunnyside Road east to 122nd Avenue, Harmony Road to Railroad Avenue.

Clackamas RC TOD and Park-and-Ride

I-205/Johnson Creek Boulevard interchange
(PE only)



Project: ctr1

Grant request: \$250,000

Match amount: \$250,000

Total project cost: \$500,000

Project sponsor: Clackamas
County

This project will design the proposed Clackamas regional center parking structure and determine how it would fit with the proposed I-205 light rail line and Clackamas Town Center. The proposed structure would have 500 spaces for the I-205 transit station and 500 spaces for the Clackamas regional center. The project would look at how to incorporate commercial activities within the structure to complement its use. Currently the Clackamas regional center area roads are operating at unacceptable levels of service. With the CRC area further densifying in the future from added employment and population, increased traffic congestion and the need for increased transportation services will necessitate improved transit and demand management services. The region is proposing an I-205 light rail line with a transit station and an up to 1000-space park-and-ride structure at the Clackamas Town Center. The proposed development will be constructed on the existing parking lot within the Clackamas Town Center (CTC) and will replace street level parking with a parking structure.

Kinsman Road extension

Barber Street to Boeckman Road



Project: crm3

Grant request: \$1,000,000

Match amount: \$3,200,000

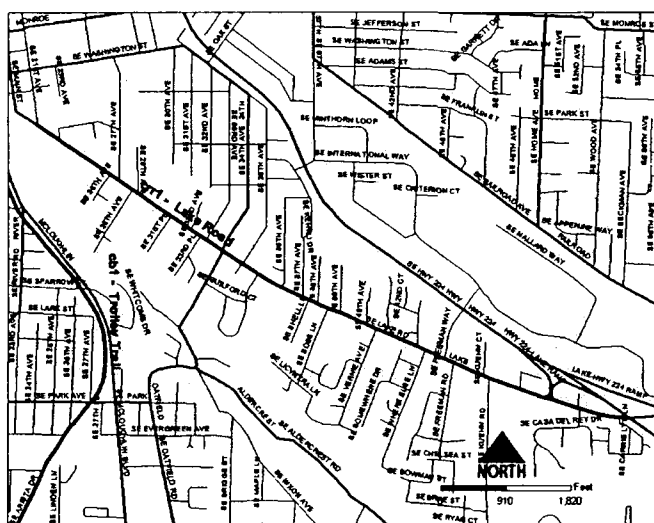
Total project cost: \$4,200,000

Project sponsor: City of Wilsonville

This project is a two-lane extension of Kinsman Road to help resolve circulation issues associated with the proposed Dammasch urban village, called Villebois, in west Wilsonville. Along with the proposed Boeckman Road Extension, this project will create a grid to help relieve congestion on Wilsonville Road. The current route for traffic to travel from Wilsonville Road to Boeckman Road is circuitous in nature. Based on the city's current Transportation Systems Plan Update modeling, Wilsonville Road and the existing section of Boeckman Road are anticipated to fall to Level of Service "F" under scenarios that do not include Villebois. Also, at this time, there is no convenient north-south connection between north and south areas of Wilsonville other than I-5. This project will reduce the number of local trips on I-5 and support the traffic within the community. The Kinsman Road Extension project would open up additional industrial land for development and provide necessary off-site access to support the proposed Wilsonville commuter rail station and co-located SMART Transit Center and Park & Ride. Also, the extension of Kinsman will serve to separate truck traffic from the commuters using the Park & Ride, which will be accessed off of Boberg Road. Boberg Road is currently the only connection between Barber Street and Boeckman Road on the west side of I-5.

Lake Road

21st to Hwy 224



Project crr1

Grant request: \$1,480,545
Match amount: \$169,455
Total project cost: \$1,650,000

Project sponsor: City of Milwaukie

This project will complete Phase I of two phases, which is for preliminary engineering (PE) and right of way acquisition of the 1.6-mile long roadway in Milwaukie. Phase 1 work will refine the conceptual design previously completed as part of the Lake Road Multimodal Plan, which included two travel lanes, a center median/left turn lane and/or landscaped medians at selected locations, setback sidewalks with landscaped planter strips at selected locations and dedicated bike lanes on both sides of the roadway. Phase II, which is not a part of this application, would complete construction of the project. The city intends to complete the PE and ROW phases of the project first in preparation for subsequent MTIP grant cycles where the city would apply for construction funding. The following table shows the proposed roadway cross-section widths from the conceptual design identified in the Lake Road Multimodal Plan:

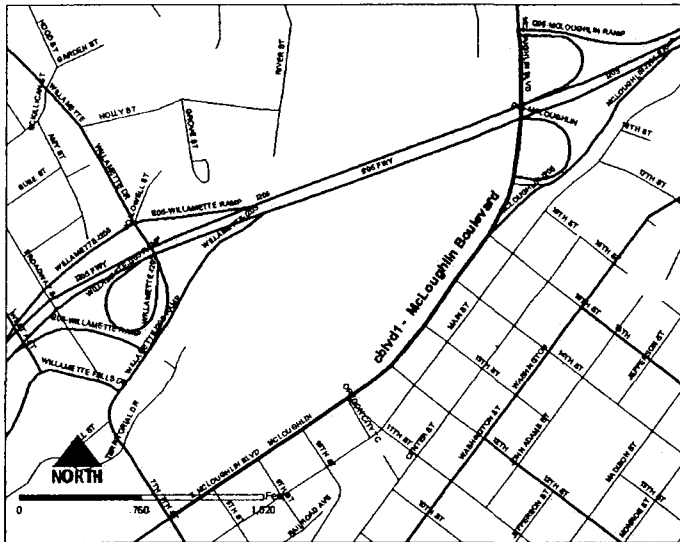
Proposed Lake Road Cross-Section Design Widths

Sidewalk	Planter Strip	Bike Lane	Travel Lane	Median	Travel Lane	Bike Lane	Planter Strip	Sidewalk
6 feet	0-6 feet	6 feet	11 feet	12 feet*	11 feet	6 feet	0-6 feet	6 feet

* where proposed

McLoughlin Boulevard

I-205 to Hwy 43 Bridge



Project: cblvd1

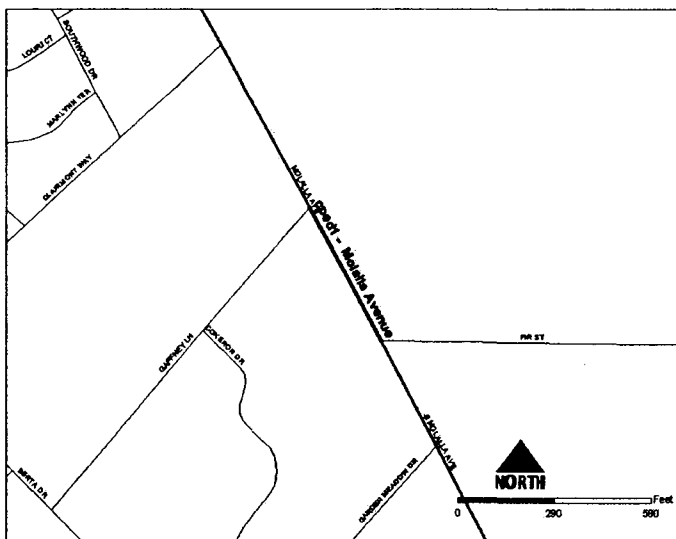
Grant request: \$3,000,000
Match amount: \$2,000,000
Total project cost: \$5,000,000

Project sponsor: City of Oregon
City

This project is the first phase of a boulevard retrofit of McLoughlin Boulevard in downtown Oregon City. The project includes a new intersection and traffic signal at 12th Street, enhanced pedestrian crossings at 7th, 10th, 14th streets, improved pedestrian crossings at I-205 ramps, sidewalk infill and the construction of a Willamette riverfront promenade with river viewpoints. The project will establish a bike route and make improvements to the existing multi-use path. The project will maintain existing on-street parking. The project is considered a key public investment to achieve regional center and local community goals; trigger redevelopment and economic growth; and achieve transit-oriented (South Corridor Study – Bus Rapid Transit) development in downtown Oregon City. The city's Downtown Community Plan (regional center plan) and Waterfront Master Plan identify McLoughlin Boulevard as critical transportation link that requires multi-modal transformation and natural resource (historic and water) preservation.

Molalla Avenue

Gaffney Lane to Fir Street



Project: cped1

Grant request: \$800,000
Match amount: \$500,000
Total project cost: \$1,300,000

Project sponsor: City of Oregon
City

Sunnyside Road

142nd Avenue to 152nd Avenue

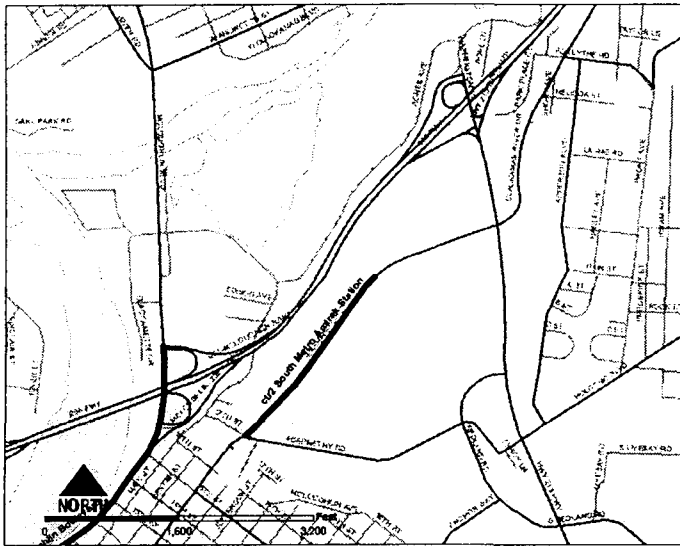


Grant request: \$4,000,000
Match amount: \$2,400,000
OTIA II: \$1,900,000
Total project cost: \$8,300,000

Project sponsor: Clackamas
County

This request is for funding phase 3 construction of the Sunnyside Road project from southeast 142nd to southeast 152nd avenues. The project was not fully funded through the OTIA program. This request will fund the remaining piece to make this project whole. OTIA II approved funding for right of way but not for construction. Clackamas County has completed an environmental assessment that analyzes Sunnyside Road from I-205 to southeast 172nd Avenue. This EA was approved December 1999. Funding for construction (federal, OTIA, SDC) is available for the section from I-205 to 142nd Avenue. In addition, engineering has started for the remaining phases to finalize the design and determine the right-of-way needs so that the next phase can be constructed as soon as funds are available. Besides providing access to the Clackamas regional center, this is the main road for the existing Sunnyside, Happy Valley communities and the future Damascus community just added to the urban growth boundary.

South Metro Amtrak Station



Project: ctr2

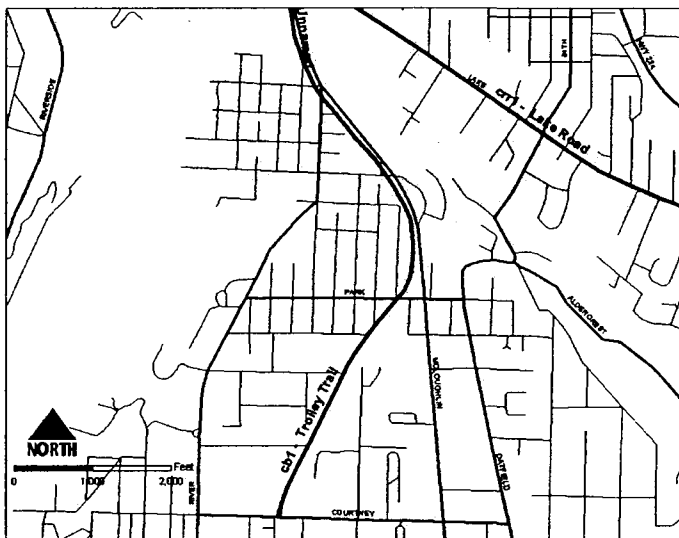
Grant request: \$700,000
Match amount: \$100,000
Total project cost: \$800,000

Project sponsor: Oregon City

This project will provide access to the Eugene-Seattle train and future access to the California-British Columbia train and includes constructing a 90-space parking lot and relocating the old Oregon City SPRR freight station to the site. The site design is complete and ready for construction. The site is considered a regional alternative to Union Station, offers joint public/private use, and will be accessible by foot to the Oregon City regional center. Regional/federal funding is sought for Phases 1B and 2. Oregon City will have provided primary investment into South Metro Amtrak Station as part of planning and design of the entire project and construction of Phase 1a, which includes access and platform construction.

Trolley Trail

Jefferson Street to Courtney Road
(PE to Glen Echo)



Project: cb1

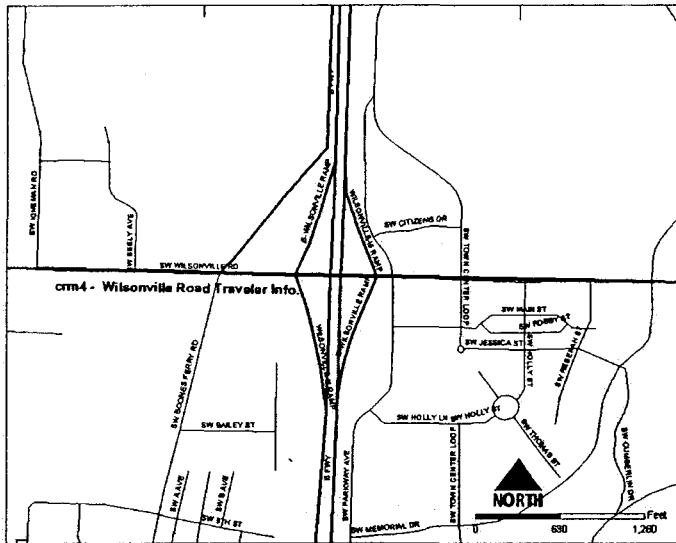
Grant request: \$844,275
Match amount: \$171,684
Total project cost: \$1,015,959

Project sponsor: North Clackamas
Parks and Recreation District

The Trolley Trail is a 6-mile multi-use trail that follows an abandoned streetcar right of way between Milwaukie and Gladstone. This project is to complete preliminary engineering for the 6-mile multi-use trail and to construct the first three segments of the trail from Jefferson Street boat ramp to Courtney Road. The project also includes intersection improvements at 22nd Avenue, Bluebird Road and River Road as they intersect Highway 99E, in addition to landscaping, benches, drinking fountains, mile post markers, interpretative and

directional signs and public art. The trail will provide an important off-street pedestrian and bicycle connection between Milwaukie and Gladstone town centers, where 99E and River Road lack a consistent network of sidewalks and bike facilities. The Trolley Trail, when complete, will create a continuous 20-mile trail loop connecting the Portland central city to Milwaukie and Gladstone town centers and Gresham and Oregon City regional centers.

Wilsonville Road Traveler Info



Project: crm4

Grant request: \$105,000

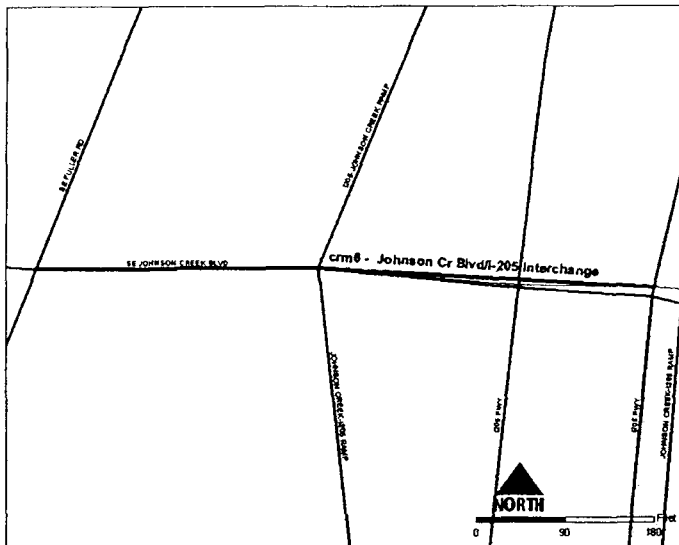
Match amount: \$45,000

Total project cost: \$150,000

Project sponsor: Clackamas
County

This project would provide cameras and communications along Wilsonville Road with the objective to provide this information to travelers. The video images from the cameras would be delivered to the Clackamas County transportation management center and City of Wilsonville and displayed on regional traveler information websites. This project would provide additional benefit to the transportation operations group because they would be able to view video images of the Wilsonville Road corridor and remotely adjust signal timings based on current conditions. Currently Clackamas County manages traffic signal timing along Wilsonville Road along with ODOT at the interchange. Both agencies could view the cameras to better monitor traffic operations and make signal timing changes to maximize the efficiency of the system. Wilsonville Road is the primary facility providing access through the City connecting residential, retail and industrial/commercial facilities as well as providing the primary access to I-5. Wilsonville Road currently accommodates approximately 25,000 to 30,000 vehicles daily.

I-205/Johnson Creek Boulevard Interchange Study



Project: crm6

Grant request: \$600,000

Match amount: \$400,000

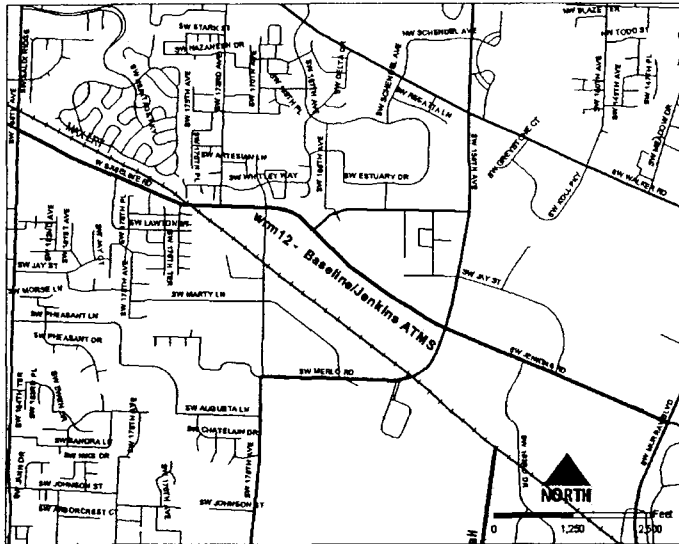
Total project cost: \$1,000,000

Project sponsor: Clackamas
County

This project is to develop a design for upgrading the I-205/Johnson Creek Interchange and accommodating the proposed I-205 light-rail line. The project would determine the ramp configuration, provide access to the adjacent land uses and the proposed Fuller Road Park and Ride lot and fit the proposed I-205 light rail line through this interchange. Currently this section of Johnson Creek Boulevard is operating at near capacity. One of the key causes of the congestion is the close proximity of the Fuller Road Signal to the I-205 southbound on and off ramps and the high traffic volumes on the I-205 southbound ramp. In addition, the region is proposing an I-205 light-rail line with an up to 1000-space park-and-ride structure on Fuller Road. Some of the major concerns include the close proximity of the intersections, inadequate storage spacing, providing adequate access to the Fuller Road Park and Ride lot and ensuring that the I-205 light-rail line would not preclude any proposed upgrade of the interchange.

Washington County Projects

Baseline/Jenkins ATMS



Project: wrm12

Grant request: \$448,651

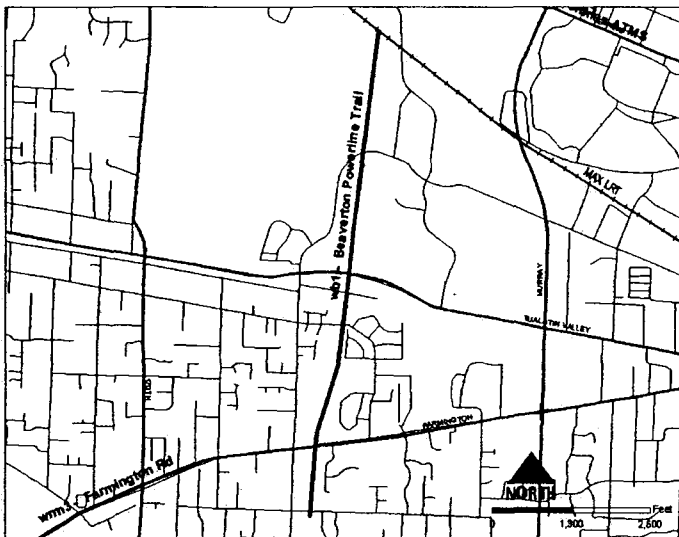
Match amount: \$51,349

Total project cost: \$500,000

Project sponsor: Washington County

This project includes the design and construction of improvements to improve traffic flows along Baseline Road and Jenkins Road by adding four or more closed circuit television cameras, upgrading traffic controllers at 14 intersections, interconnecting traffic signal timing, install traffic monitoring stations at four locations along the 2.25-mile corridor.

Beaverton Powerline Trail



Project: wrb1

Grant request: \$430,500

Match amount: \$184,500

Total project cost: \$615,000

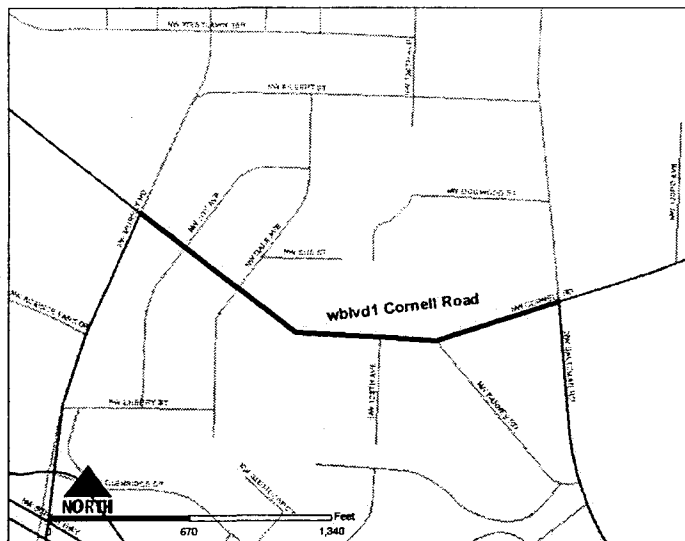
Project sponsor: Tualatin Hills Parks and Recreation District

The Beaverton Powerline Trail is designated as a regional off-street corridor. The 25-mile corridor begins in Forest Park in Portland and continues south through Beaverton, Tigard, King City and Sherwood. The corridor terminates at the Willamette River in Wilsonville. Ten miles of this corridor are located within the Tualatin Hills Parks and Recreation District (THPRD) (from Springville Road at the extreme northern THPRD boundary to Barrows Road/Murray Scholls town center).

The project will construct a 10-foot wide, 1.95-mile segment of the Beaverton Powerline Trail multi-use path. The proposed segment begins at the TriMet light-rail line and the Tualatin Hills Nature Park and continues south to Schuepbach Park. Murray Boulevard is to the east of the corridor and 170th Avenue is to the west. The north end of this segment, from the light-rail line to Tualatin Valley Highway, is in Beaverton. South of Tualatin Valley Highway to Schuepbach Park, the corridor is in unincorporated Washington County. The trail alignment will generally be within the Bonneville Powerline Administration (BPA) and Portland General Electric (PGE) power line corridors and adjacent properties.

Cornell Boulevard

Murray Boulevard to Saltzman Road



Project: wblvd1

Grant request: \$3,500,000

Match amount: \$5,750,000

Total project cost: \$9,250,000

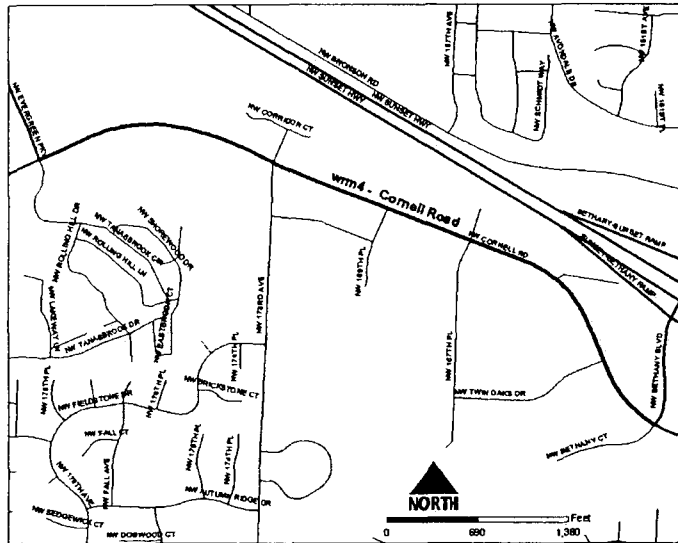
Project sponsor: Washington
County

This project is a boulevard retrofit of Cornell Road in the Cedar Mill town center area. The proposed project will fund right of way acquisition and construction of this project consistent with the county's transportation plan and the Regional Transportation Plan including Metro boulevard design guidelines. A total of \$5.7 million in MSTIP funds was originally allocated for construction of this project in 2004, but this falls short of the \$9.25 million needed to complete the project consistent with Metro boulevard design guidelines. Therefore, the county is requesting an additional \$3.5 million in federal funds to complete right-of-way acquisition and construction in 2006 or 2007.

The proposed project will widen Cornell Road to include two travel lanes, left turn lanes and median islands, bike lanes, sidewalks, landscaping, illumination and on-street parking on both sides. The proposed project will be designed to 35 mph, but is anticipated to be posted for 25 mph, subject to state approval. The right of way width is 98 feet from Murray to Dale, and 90 feet from Barnes Road to Saltzman Road, which is a designated main street. Sidewalk widths will be a minimum of 10 feet, extending up to 27 feet where curb extensions are proposed. Through-traffic and turn lane widths from Dale to Barnes are 11 feet in width bike lanes are 6 feet wide. Special boulevard elements to be incorporated into the project include wide sidewalks with curb extensions, street trees and other landscaping, pedestrian-scale lighting, raised landscaped medians, and pedestrian crossings. Depending upon funding availability additional design treatments such as pavement treatments, street furniture, additional landscaping, signage, and other features will be considered.

Cornell Road

Evergreen Road to Bethany Road
PE only



Project: wrm4

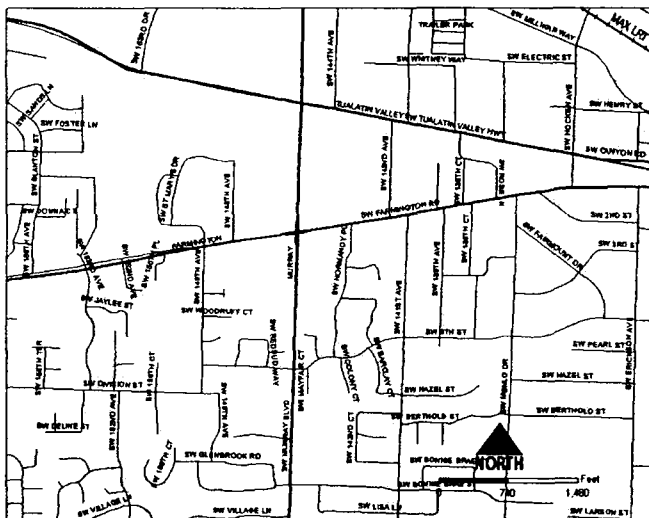
Grant request: \$1,088,000
Match amount: \$120,900
Total project cost: \$6,600,000

Project sponsor: Washington
County

This project is for preliminary engineering to bring the last remaining two-lane section of Cornell Road south of US 26 up to its planned standard and capacity by adding two travel lanes, a turn-lane where necessary, bike lanes, sidewalks, planter strips and street lighting. The project design will include widening this section of Cornell Road to five lanes (two 12-foot travel lanes and a 14-foot turn lane), 6-foot bike lanes, curbs, 5-foot landscape strips, 6-foot sidewalks and street lighting. Sound walls would be included in the design where appropriate. Modification of two existing signals – at 167th and 173rd -- is also anticipated, as is signing and striping.

Farmington Road

at Murray Boulevard intersection



Project: wrm11

Grant request: \$2,618,300
Match amount: \$299,700
Total project cost: \$2,918,000

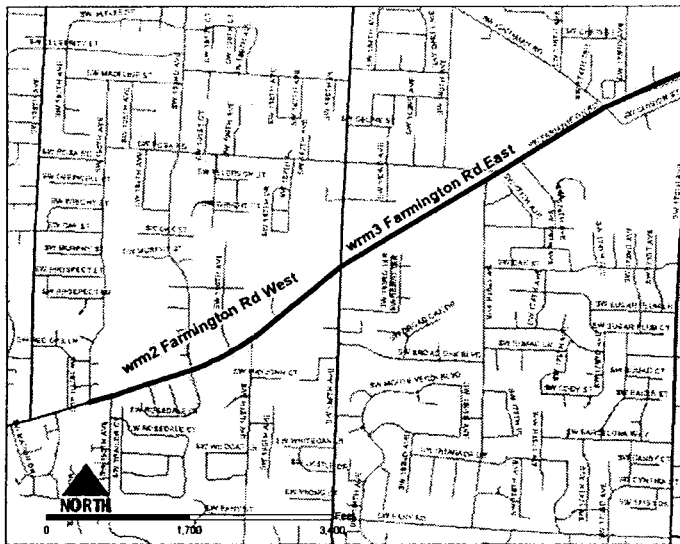
Project sponsor: City of Beaverton

This project consists of the purchase of right of way and construction of intersection improvements at Farmington Road and Murray Boulevard. The project includes replacement of substandard bicycle and pedestrian ways with standard 5-foot bike lanes and wider sidewalks. Additional left turn and right turn lanes

would be provided on all approaches. Boulevard treatments on Murray Boulevard that include a center median and marked crosswalks on all approaches are included to address the intersection's high crash rates. The project is directly adjacent to the boundary of and fully within one mile of the Beaverton regional center and runs east and west on Farmington Road, 650 feet from the intersection of Murray Boulevard, and north and south on Murray Boulevard 700 feet from the intersection of Farmington Road. The project is part of a larger set of bike, pedestrian and intersection capacity improvements along Farmington Road to Hocken Avenue. The design is complete and was funded through the 2002-2005 state Transportation Improvement Program.

Farmington Road East

170th Avenue to 185th Avenue
PE only



Project: wrm3

Grant request: \$1,197,000

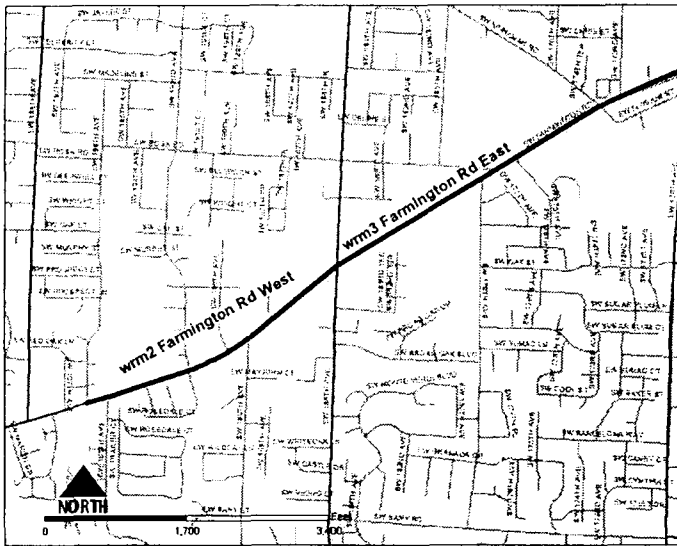
Match amount: \$513,000

Total project cost: \$9,930,000

Project sponsor: Washington
County

This project is for preliminary engineering to widen Farmington Road from three to five lanes for a distance of 3,935 feet. The design will include four 12-foot-wide through-travel lanes and a 14-foot-wide turn lane where access is appropriate. Where access is to be controlled, a 10-foot-wide planted median with 2-foot shy distance on both sides will be substituted for turn lanes. The project will also include 6-foot wide sidewalks on both sides of the road separated from the roadway by a 6-foot wide planting strip and 5-foot wide striped bike lanes on both sides of the roadway. The project includes soundwalls for a distance of 2,000 feet and new traffic signals at Kinnaman Road, Rosa/179th Avenue and 185th Avenue.

Farmington Road West
185th Avenue to 198th Avenue
(PE only)

**Project: wrm2**

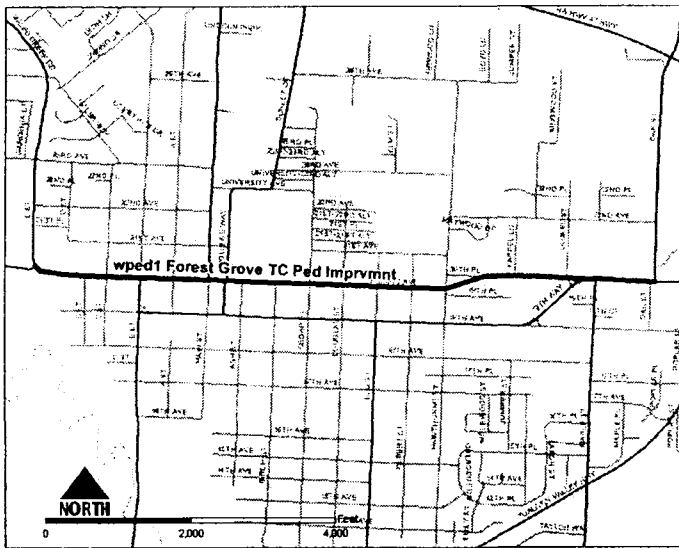
Grant request: \$1,004,500
Match amount: \$430,500
Total project cost: \$8,754,200

Project sponsor: Washington
County

This project is for preliminary engineering to improve a substandard section of Farmington Road that is approximately 4,168 feet in length. The project is considered a 'capacity enhancement' because it would add left turn lanes, where required, to the existing two-lane roadway cross-section. The proposed improvement project would rebuild the existing substandard roadway to current design standards, with the following features:

- Left-turn lanes would be added where needed to improve capacity. Currently, the lack of left-turn lanes causes significant delays during peak periods as long queues form behind left-turning vehicles waiting for gaps in the traffic stream.
- Travel lanes and turn lanes would be reconstructed to current standard width (12-foot travel lane width and 14-foot center turn lane width);
- Six-foot-wide sidewalks, separated from the roadway by a 6-foot-wide planter strip on both sides of the roadway;
- Six –foot-wide bicycle lanes on both sides of the roadway;
- A 14-foot-wide center median with a 10-foot-wide planted area would be added where existing access points permit such installation.

Forest Grove Town Center Pedestrian Improvement



Project: wped1

Grant request: \$900,000

Match amount: \$63,000

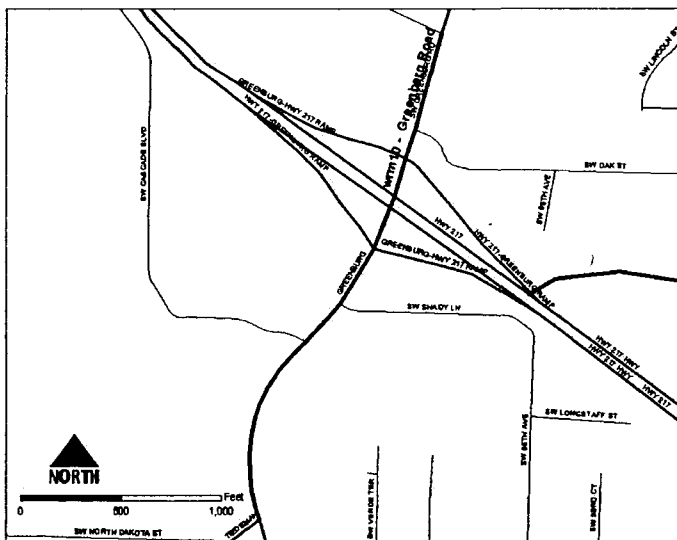
Total project cost: \$963,000

Project sponsor: City of Forest Grove

This project will enhance pedestrian safety and access to transit within the Forest Grove town center area along Pacific Avenue and 19th Avenue between Quince Street and 'E' Street by providing contiguous sidewalks and curbing along the route, enhancing pedestrian safety with a buffer from vehicle traffic. It will address pedestrian hazards by replacing deteriorated sidewalks and curbing where necessary and installing ADA approved ramps. Another objective will be to enhance the safety and number of pedestrian crossing opportunities. Amenities such as planted buffer strips and increased lighting also will improve pedestrian safety. Currently this 1.95-kilometer section of roadway has many areas where sidewalks are not contiguous or are in disrepair. On the easterly end of the project area, the roadway is four lanes with two-way traffic and a refuge lane. In this area there is +/- 1000 feet between lighted pedestrian crossings, and pedestrians frequently attempt to cross the 80-90 feet of traffic lanes at un-signalized locations as they try to access bus stops or area businesses. Several bus stops along this route lack bus shelters, exposing transit riders to the elements.

Greenberg Road

Shady Lane to North Dakota



Project: wrm10

Grant request: \$1,788,707

Match amount: \$200,293

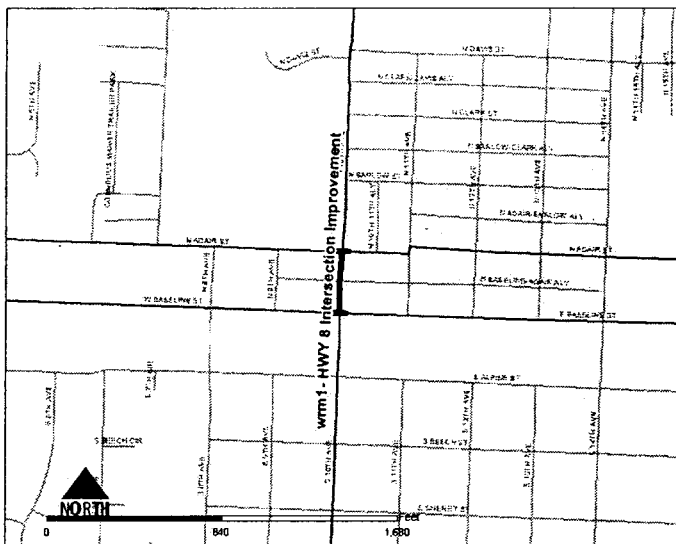
Total project cost: \$1,989,000

Project sponsor: City of Tigard

This project would widen the existing three lanes on Greenburg Road from Shady Lane to Tiedeman Avenue to provide a five-lane facility with bike lanes and sidewalks on both sides. The street will be reconstructed as necessary for proper vertical alignment, and the signal systems at Cascade Boulevard and Tiedeman Avenue will be modified to conform to the widened roadway. The signing and striping north of Shady Lane to Washington Square Drive also will be modified to match the existing street to the newly widened roadway. Appropriate transitions will be constructed on the approaches south and west of the Tiedeman intersection. An existing bridge in that segment of Greenburg Road will be extended to allow for the expanded roadway. The project will require acquisition of additional right of way to accommodate the widening of the roadway and the transitions at the intersection approaches. The total project length is approximately 950 meters (3,100 lineal feet) from Washington Square Drive to Tiedeman Avenue, including the transitions at the approaches to Tiedeman Avenue.

Highway 8

at 10th Avenue intersection
(PE only)



Project: wrm1

Grant request: \$797,300
Match amount: \$100,000
Total project cost: \$897,300

Project sponsor: City of Cornelius

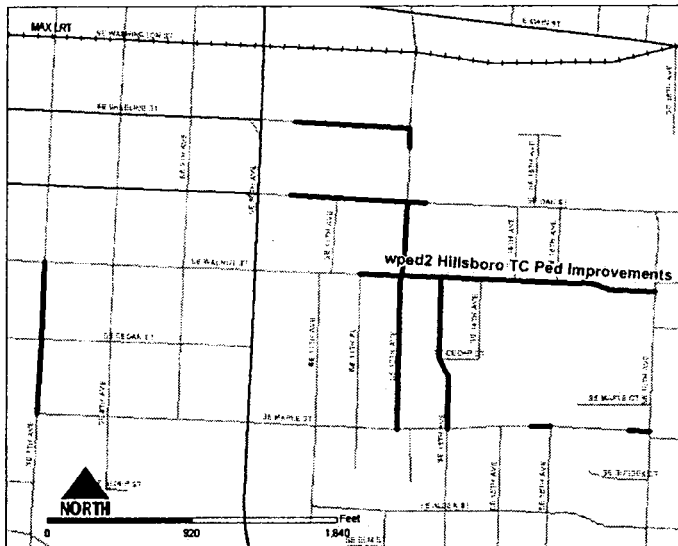
The intersection of North Adair Street and Baseline Street (Tualatin Valley Highway) with North 10th Avenue would be designed and rebuilt to allow safe and efficient transportation through and interior to Cornelius. The new intersection will provide improved intersection geometry for truck traffic, new traffic signals interconnected with the highway signals (currently operate independently), curb extensions and striping consistent with the Cornelius Main Street Plan, and improved lighting, bus stops, sidewalks, crosswalks, turn lanes and bike lanes.

Specific planned features include:

- increasing the radius at the NW corner of Adair and 10th Avenue and at the SE corner of Baseline and 10th Avenue,
- installing left-turn lanes at the corner of Adair and 10th Avenue and at the NW corner of Baseline and 10th Avenue,
- installing combination right-turn lanes and bus pull-outs at the NE corner of Adair and 10th Avenue and at the SW corner of Baseline and 10th Avenue, and
- widening 10th Avenue between the couplet from 40-feet to 44-feet.

Hillsboro Regional Center

SE 7th Avenue, SE 12th Avenue, SE 13th Avenue, SE Baseline Street, SE Maple Street, SE Oak Street and SE Walnut Street



Project: wped2

Grant request: \$521,600

Match amount: \$130,400

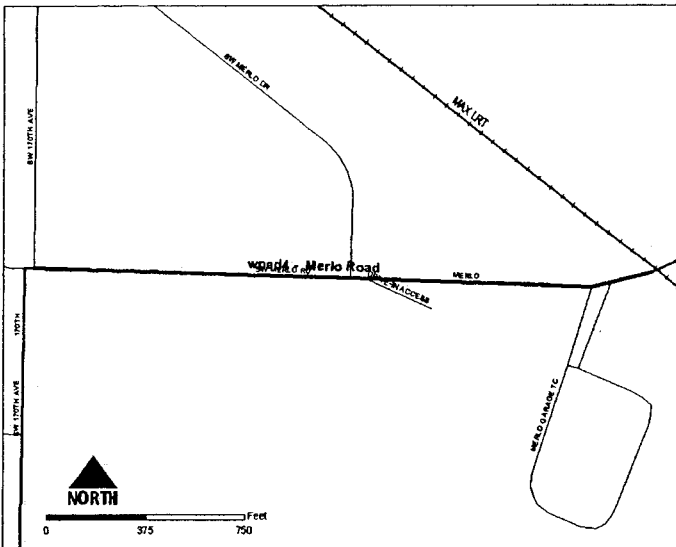
Total project cost: \$652,000

Project sponsor: City of Hillsboro

This project will add sidewalks, curb ramps, crosswalks where needed, landscape strips with street trees, and lighting to streets with existing curb and gutter on multiple streets in the Hillsboro regional center area. The streets that have been identified for this project are located within neighborhoods that are either within Hillsboro's regional center or within 1/2-mile of the Washington Street or Tuality light-rail stations. Many of the residents in these higher density neighborhoods walk to destinations within or directly abutting the regional center such as Hispanic businesses, the new City Police Precinct Headquarters, Tuality Community Hospital, Shute Library and Park, Senior Center and Aquatic Center, light-rail stations or transit on roads with inadequate pedestrian facilities. Typically, residents must walk unsafely on the edge or shoulder of existing roads with no sidewalks. Therefore, safety for these residents is a factor. Also, several of these roads are poorly lit, presenting additional safety problems. The need is for good, safe pedestrian facilities for these neighborhoods to efficiently connect to the regional center, LRT or transit.

Merlo Road

LRT Station to 170th Avenue



Project: wped4

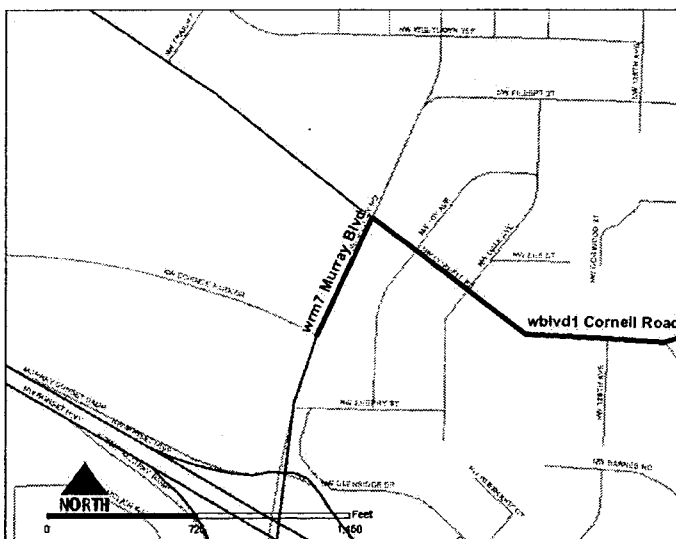
Grant request: \$271,000
Match amount: \$30,100
Total project cost: \$301,100

Project sponsor: Washington
County

This project would add new sidewalks to fill in gaps in the existing sidewalk that is located on the south side of Merlo Road between 170th Avenue and TriMet's Merlo light-rail station. In addition, the project would relocate and reconstruct the existing, 5-foot-wide curb-tight sidewalk segments to match the new sidewalks. The new sidewalks will be 8 feet wide and separated by a landscape strip of at least 7.5 feet. The lack of a complete sidewalk along the south side of Merlo Road discourages pedestrian activity in an area that has received a large public investment in transit service. Land uses along the street include a high school, Beaverton School District offices and TriMet's bus barn.

Murray Boulevard

Cornell Road to Science Park Drive



Project: wrm7

Grant request: \$1,811,110
Match amount: \$207,290
Total project cost: \$2,018,400

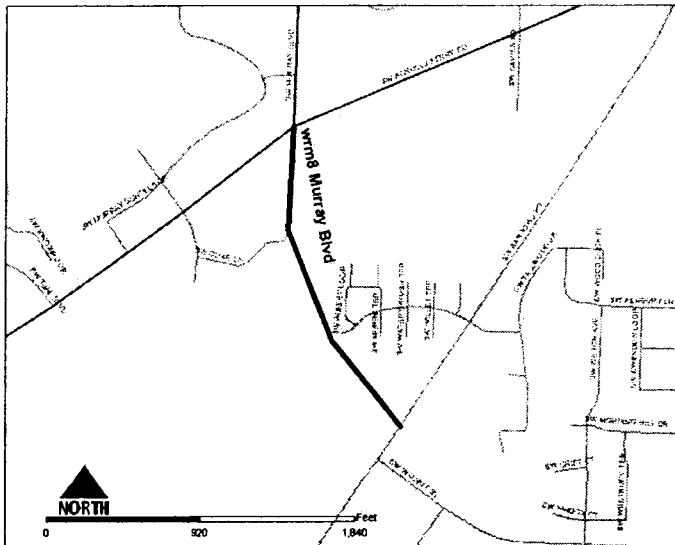
Project sponsor: Washington
County

This project will widen 985 feet of Murray Boulevard to five lanes between Science Park Drive and Cornell Road. The project will be constructed on 98 feet of right of way and 74 feet of pavement, and include 12-foot-wide travel lanes, 6-foot-wide bike lanes and 10-foot-wide sidewalks on both sides of the street. The project also will include street trees in tree wells and shall consider the installation of a gateway treatment. Additional

elements of the project will include signal modification, rebuilding the existing pavement, signing and striping. The project will require three partial property acquisitions and relocation of one business. In addition "haz-mat" work will be done on the vacant service station in the southwest quadrant of the Murray Boulevard/Cornell Road intersection.

Murray Boulevard extension

Scholls Ferry Road to Barrows Road



Project: wrm8

Grant request: \$2,579,000

Match amount: \$409,200

Private Source(s): \$996,000

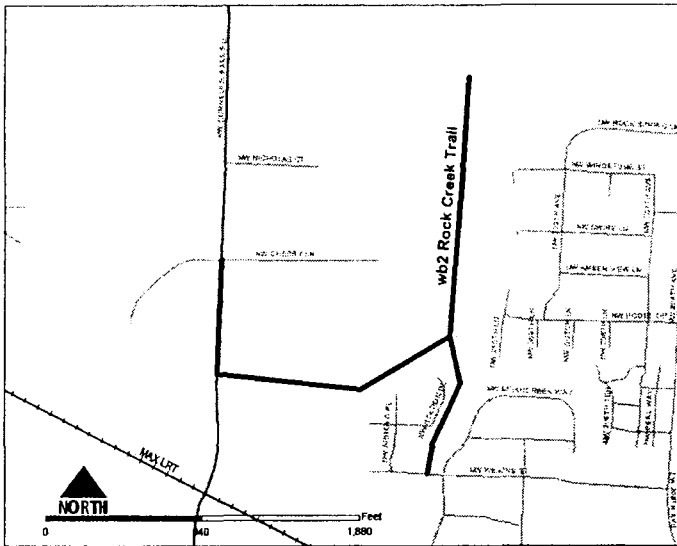
Total project cost: \$3,984,200

Project sponsor: City of Beaverton

This project extends Murray Boulevard from Scholls Ferry Road to Barrows Road as a two-lane roadway with intersection, bicycle and pedestrian improvements in the Murray/Scholls town center. This project is critical to Murray/Scholls town center's ability to develop as assumed in the 2040 Growth Concept and to provide bicycle, pedestrian, transit and vehicular access and circulation. Murray Boulevard currently terminates in a street stub 438 feet south of Scholls Ferry Road. The proposed project will construct 1,651 additional linear feet of Murray Boulevard from the current terminus south to Barrows Road at Walnut Street in Tigard. The project will construct 5-foot bike lanes and 10-foot-wide sidewalks with street trees where none previously existed. Turn lanes will be added at intersections. A concrete multiple-arch-type bridge (five 20-foot spans) will span Summer Creek and surrounding wetlands. The arch span will be set on strip footings with the natural stream floor preserved to minimize the impact on the wetlands and stream to enhance the passage of fish and wildlife. The sidewalk along the multiple-arch span will allow for viewing opportunities of the wetlands, open space and wildlife. The right of way has already been purchased in anticipation of construction. This public/private project proposal includes a local overmatch and a private commitment.

Rock Creek Regional Trail

Southern end of Orchard Park on NW Amberwood Drive to Cornelius Pass Road



Project: wb2

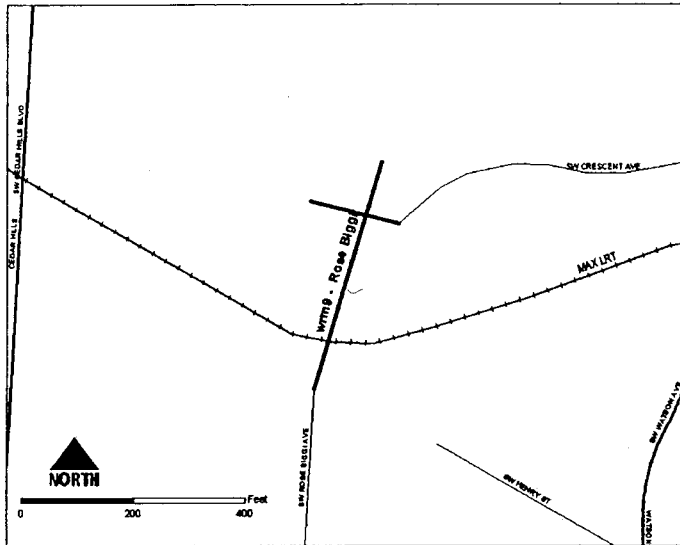
Grant request: \$216,025
Match amount: \$326,025
Total project cost: \$542,050

Project sponsor: City of Hillsboro

This project will provide an extension to the Rock Creek Regional Trail. The multi-use path will be 10 feet wide and there will be two bridge crossings of Rock Creek. The project will begin at the current termination of the Rock Creek Regional Trail at the southern boundary of Orchard Park. Orchard Park is a Metro greenspaces property south of Amberwood Drive on Rock Creek. The proposed route would extend westward over a small shallow drainage way and then turn south. The pathway would parallel the western boundary of city-owned properties along Rock Creek to a point where the creek turns to the west. Two bridge crossings of Rock Creek are anticipated in this general area to allow the path to continue west on the north side of the creek to Cornelius Pass Road and to continue south to connect to existing sidewalks on Wilkins Street. These sidewalks provide a direct pedestrian connection to the Quatama light-rail Station. Cornelius Pass Road has an existing sidewalk extending north to Cherry Lane. A temporary bicycle path could be placed adjacent to the sidewalk within existing right of way to accommodate a bicycle connection to Cherry Lane until such time as Cornelius Pass Road is improved. Alternative connection routes to Cherry Lane will be evaluated during design. Future plans call for the Rock Creek Regional Trail to continue west and south down Rock Creek to connect with Baseline Road, other Metro greenspace sites, Tualatin Valley Highway and the Tualatin River.

Rose Biggi Road

LRT station to Crescent



Project: wrm9

Grant request: \$1,907,800

Match amount: \$441,200

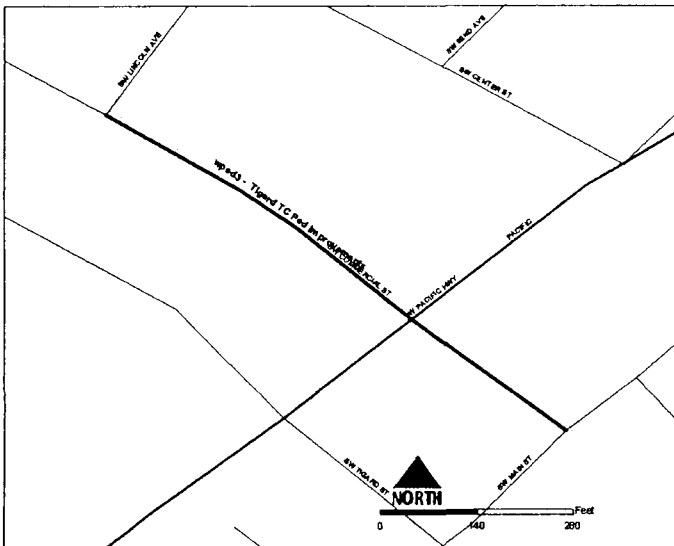
Total project cost: \$2,349,000

Project sponsor: City of Beaverton

This project consists of the design, purchase of right of way and construction of the extension of Rose Biggi Avenue from its current terminus just north of the light-rail tracks north to Crescent Street in the Beaverton regional center area. The project is a critical component of the "Downtown Connectivity Plan" that provides capacity, inter-modal access, and multimodal circulation for surrounding land uses within Beaverton's regional center and specifically for The Round at Beaverton Central light-rail station, a mixed-use transit-oriented development. The project includes a bikeway that will complement and extend the existing bicycle circulation networks on Millikan Way, Hall Boulevard and Cedar Hills Boulevard. The project's pedestrian-friendly design includes 10-foot sidewalks with tree wells to match those in the area. The extension provides direct access to Beaverton Central light-rail station at The Round and the Beaverton transit transfer center (a future commuter rail station) further to the east. The Rose Biggi extension also will provide a continuous perpendicular route to Tualatin Valley Highway (OR 8) that will run from the intersection of OR 8 in downtown Beaverton beyond the light-rail tracks north to Crescent Street (and further north to Westgate Drive at some point in the future).

Tigard Town Center

Commercial Street



Project: wped3

Grant request: \$205,600

Match amount: \$21,120

Total project cost: \$226,720

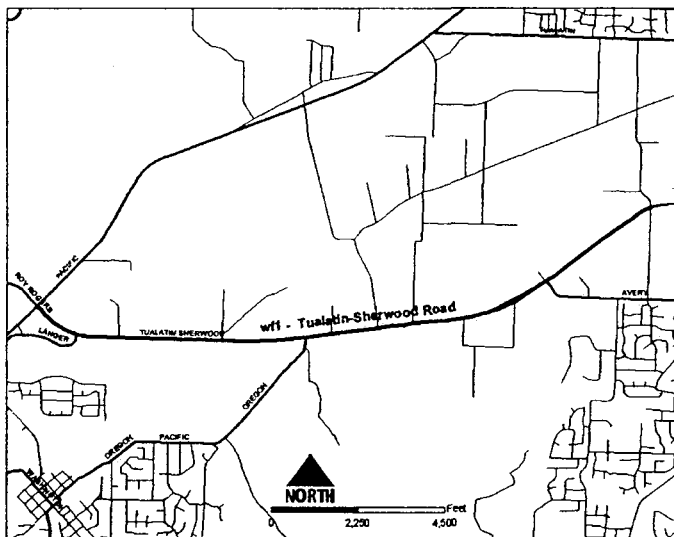
Project sponsor: City of Tigard

This project constructs a 6-foot-wide sidewalk from the northeast corner of Lincoln Avenue and Commercial Street to the northwest corner of Commercial Street and Main Street. Approximately 810 feet in length, the sidewalk will curve around the existing overpass abutment, necessitating the realignment of the roadway under the overpass. The roadway will be shifted 10 feet toward the railroad right of way. There will be a curb at the sidewalk portion of the street and driveway aprons will be provided. A crosswalk will be provided at the southwest corner of Commercial Street and Main Street to facilitate pedestrian access to adjacent the transit center.

Tualatin-Sherwood Road

Hwy 99W to Teton Avenue

PE only



Project: wfl

Grant request: \$2,818,000

Match amount: \$322,478

Total project cost: \$19,044,500

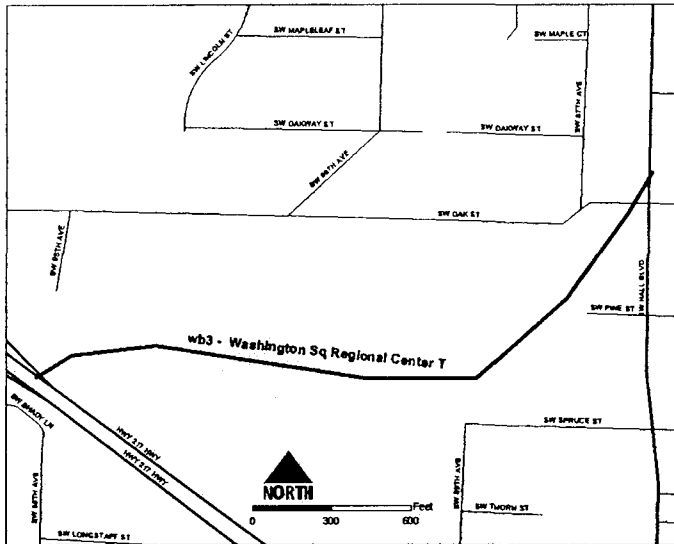
Project sponsor: Washington
County

This project will complete preliminary engineering on the widening of Tualatin Sherwood Road from its current three-lane configuration to five-lanes from Highway 99W to Teton Avenue. The project is approximately 3.2 miles long. The project will result in four 12-foot travel lanes, a 14-foot center median/turn lane, two 5-foot striped bike lanes, sidewalks with planter strip (12-feet on either side), traffic signal modifications at cross

streets and a 1-foot utility easement on either side of the right of way. Other elements of the project include a single at-grade rail crossing, four new/re-designed traffic signals, two box culverts, mitigation of any wetland impacts and use of green street trees where appropriate and provisions for adequate drainage/water quality.

Washington Square Regional Center Greenbelt Trail

Hwy 217 to Hall Boulevard (PE to Greenburg)



Project: wb3

Grant request: \$385,854

Match amount: \$44,162

Total project cost: \$430,016

Project sponsor: City of Tigard

This project is to construct Phase I of the Washington Square regional center greenbelt trail from Highway 217 to Hall Boulevard, and complete preliminary engineering from Greenburg Road to Hall Boulevard. The trail loop will ultimately connect to the Fanno Creek Trail on the west side of Highway 217 (Phase II). The trail corridor is approximately 3,000 feet long and 16 feet wide. The paved width will be 10 feet with 2-foot shoulders. The path will be a multi-use bicycle and pedestrian path. The path will generally be located along the south side of Ash Creek in order to minimize wetland impacts; however, there will be a crossing of the wetland area to create a temporary connection to 95th Avenue. This temporary connection is necessary until funding for a pedestrian bridge over Highway 217 is acquired, which will allow a more direct connection to Greenburg Road and the Fanno Creek Trail.

10th Avenue

300 feet north of E. Main Street to SE Baseline Street



Project: wrm6

Grant request: \$1,345,950

Match amount: \$154,050

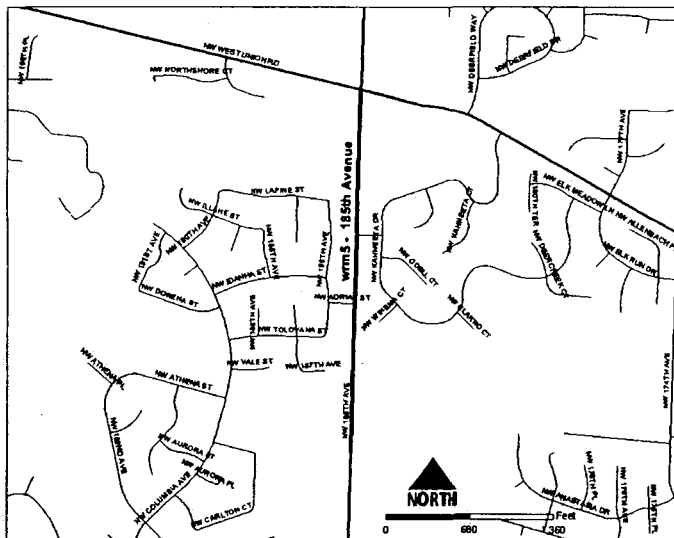
Total project cost: \$1,500,000

Project sponsor: City of Hillsboro

This project will incorporate the addition of a 10.8-foot wide exclusive right-turn southbound lane on 10th Avenue that will extend from southeast Baseline Street north 900 feet past east Main Street in the city of Hillsboro. The roadway will be reconfigured with 10.8-foot outside travel lanes and right turn only lane, 10.5-foot inside travel lanes, an 11.8-foot median, and 5-foot bicycle lanes. The existing sidewalk will be improved and widened to 8 feet with a 4.5-foot landscape buffer. The existing traffic island will be removed. The project site lies entirely within the Hillsboro regional center. Construction of the additional southbound lane on 10th Avenue would alleviate traffic back-ups that disrupts light rail operations by dispersing the volume of vehicles currently queued in one shared through/right turn lane to two lanes (shared through/right turn lane and an exclusive right turn lane).

185th Avenue

Westview High School to West Union Road
(PE only)



Project: wrm5

Grant request: \$580,912

Match amount: \$66,588

Total project cost: \$3,572,000

Project sponsor: Washington
County

This project will widen the 185th Avenue from three to five lanes for a distance of 3,000 feet to match the five-lane section to the south of Westview High School. 185th Avenue is a major north-south arterial road in central Washington County, providing direct access to important destinations such as Portland Community College Rock Creek, Westview High School, Tanasbourne shopping center, Oregon Graduate Institute, Willow Creek light rail station and the developing town center at Tualatin Valley Highway. The improved roadway will consist of 12-foot-wide travel lanes, 6-foot-wide bike lanes and 5-foot-wide sidewalks. The project will also include modification of signals at West Union Road and the entrance to Westview High School and 1,500 feet of sound walls on both sides of the roadway to protect nearby residences. Right of way will be needed to accommodate a 1,500-foot long, 8-foot-wide utility easement.

Transportation Priorities 2004-07
List of Pro Applications

Bike/Trail			Boulevard			Bridge			Green Streets		
Rank		Requested Amount	Rank		Requested Amount	Rank		Requested Amount	Rank		Requested Amount
cb1	Trolley Trail: Jefferson to Courtney (PE to Glen Echo)	\$0.844	mbvld1	Stark St. Ph. 2: 190th to 197th	\$1.800	pbr1	Broadway Bridge Span 7 painting	\$2.500	pgs1	Cully Blvd Recon: Prescott to Killingsworth	\$2.200
pb1	E. Bank Trail/Springwater Gaps (PE/ROW only)	\$1.049	pbvld1	102nd Ave: Weldler to Burnside	\$3.350				mgs1	Yamhill Recon: 190th to 197th	\$0.450
wb1	Beaverton Powerline Trail: LRT to Schueback Park	\$0.431	cbvld1	McLoughlin: I-205 to Hwy 43 Bridge	\$3.000				mgs2	Civic Drive Recon: LRT to 13th	\$0.250
wb2	Rock Creek Trail: Amberwood to Cornelius Pass	\$0.216	cbvld2	Boones Ferry: Kruse to Madrona (PE and ROW)	\$2.550				mgs3	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.470
wb3	Washington Sq. RC Trail: Hall to Hwy 217 (PE to Greenberg)	\$0.386	pbvld2	Killingsworth: Interstate to MLK (PE only)	\$1.000						
pb2	Willamette Greenway: River Forum to River Parkway	\$1.256	pbvld3	Burnside: W 19th to E 14th (PE only)	\$2.000						
mb1	Gresham/Fairview Trail: Burnside to Division	\$0.630	wbvld1	Cornell: Murray to Saltzman	\$3.500						
Total: \$4.812			Total: \$17.200			Total: \$2.500			Total: \$4.370		
Freight			Planning			Pedestrian			Road Modernization		
Rank		Requested Amount	Rank		Requested Amount	Rank		Requested Amount	Rank		Requested Amount
wf1	Tualatin-Sherwood Rd.: Hwy 99 to Teton (PE only)	\$2.818	rpln1	Metro MPO required planning	\$1.709	pped1	Central Eastside Bridgeheads	\$1.456	crm1	Boeckman Rd: 95th to Grahams Ferry	\$1.956
pf1	MLK: Columbia to Lombard (PE only)	\$2.000	rpln2	Rx for Big Streets - Phase I Design	\$0.276	wped1	For. Grove TC Ped Improvements	\$0.900	prm1	SW Macadam: Bancroft to Gibbs	\$2.350
			rpln3	Powell/Foster Corridor Plan (Phase II)	\$0.200	wped2	Hillsboro TC Ped Improvements	\$0.522	wrm1	Highway 8 Intersection @ 10th	\$0.797
			rpln4	RTP Corridor Plan - Next Priority Corridor	\$0.500	pped2	St. Johns TC Ped Improvements	\$1.934	prm2	SE Foster/Barbara Welch Intersection	\$3.500
			rpln5	I-5/99W Connector Corridor Study	\$0.500	wped3	Tigard TC Ped Improvements	\$0.203	wrm2	Farmington Rd.: 185th to 198th (PE only)	\$1.005
			rpln6	Regional Freight Data Collection	\$0.500	pped3	Tacoma St: 6th to 21st	\$1.278	wrm3	Farmington Rd: 170th to 185th (PE only)	\$1.197
			ppln1	Union Station Multi-modal Facility Development	\$0.300	cped1	Molalla Ave.: Gaffney to Fir	\$0.800	wrm4	Cornell Road: Evergreen to Bethany (PE only)	\$1.088
						wped4	Merlo Rd.: LRT Station to 170th	\$0.271	wrm5	185th Ave.: Westview HS to W Union (PE only)	\$0.581
Total: \$4.818			Total: \$3.985			Total: \$7.364			wrm6	10th Ave: E Main to Baseline	\$1.346
									wrm7	Murray Blvd: Science Park to Cornell	\$1.811
									wrm8	Murray Blvd: Scholls Ferry to Barrows	\$2.579
									wrm9	Rose Biggi: LRT to Crescent	\$1.908
									wrm10	Greenberg Rd.: Shady Lane to North Dakota	\$1.789
									wrm11	Farmington Rd. @ Murray Intersection	\$2.618
									crm2	Sunnyside Rd: 142nd to 152nd	\$4.000
									crm3	Kinsman Rd: Barber to Boeckman	\$1.000
									wrm12	Baseline/Jenkins ATMS	\$0.449
									crm4	Wilsonville Rd. Traveler Info	\$0.105
									crm5	Clackamas Railroad Xing Traveler Info	\$0.385
									crm6	I-205 Johnson Cr Blvd Interchange design/PE	\$0.600
									mm1	223rd Ave. Railroad Under Xing	\$3.400
Total: \$4.818			Total: \$3.985			Total: \$7.364			Total: \$34.464		
Road Reconstruction			TDM			TOD			Transit		
Rank		Requested Amount	Rank		Requested Amount	Rank		Requested Amount	Rank		Requested Amount
crr1	Lake Rd: 21st to Hwy 224 (PE and ROW)	\$1.481	rtadm1	Regional TDM Program	\$3.987	rtod1	Metro TOD Program	\$4.500	trt1	S/N STP Commitment	\$12.000
pr1	Division: 6th to 39th (Streetscape plan to 60th)	\$2.500	ptadm1	Interstate Ave. TravelSmart	\$0.300	rtod2	Urban Center Program	\$1.000		Add S/N Commitment (Metro Res. 03-3290)	\$4.000
pr2	SE 39th: Burnside to Holgate (PE only)	\$0.400	stdm1	I-5 Corridor TDM Plan	\$0.224	ptod1	N Macadam TOD	\$0.500	trt2	Frequent Bus Corridors	\$6.374
pr3	W Burnside: 19th to 23rd	\$3.589	ctdm1	Clackamas RC TMA Shuttle	\$0.129				trt3	Local Focus Areas	\$1.005
mm1	242nd Ave.: Glisan to Stark	\$0.550							ptr1	102nd Bus Stops	\$0.135
Total: \$8.520			Total: \$4.640			Total: \$6.000			str1	Jantzen Beach Access	\$0.449
									mtr1	Rockwood Bus/MAX Xfer	\$0.382
									rt4	Hybrid Bus Expansion	\$2.244
									rt5	North Macadam Infrastructure	\$1.347
									rt6	North Macadam Transit Access	\$0.449
									ctr1	Clackamas RC TOD/P&R (PE only)	\$0.250
									mtr2	Gresham Civic Station TOD	\$3.450
									ctr2	South Metro Amtrak Station	\$0.700
Total: \$8.520			Total: \$4.640			Total: \$6.000			Total: \$32.785		

Grand Total: \$131.458

Bicycle Technical Evaluation Criteria

GOAL: Ridership (Usage) (25 points)

What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2020 modal targets?

Numerical change between existing year riders and forecast year riders (10 points)

To improve the accuracy of the numerical change measure, it is recommended that project submittals include "before" bike counts in order to calibrate actual existing year riders and estimated existing year riders in the Metro bicycle travel demand model.

Points

- 10 High
- 7 Medium
- 3 Low

Total forecast year population and employment within one-half mile of the project (5 points)

Points

- 5 High
- 3 Medium
- 1 Low

System connectivity (project completes a gap in the Regional Bikeway System) (10 points)

Points

- 10 High (for greater than 67 percent of bike trips to and within centers)
- 7 Medium (for 34 to 66 percent of bike trips to and within centers)
- 3 Low (for 0 to 33 percent of bike trips to and within centers)

GOAL: Safety (20 points)

Does the project address an existing deterrent to bicycling?

Target roadway a deterrent to bicycling (15 points)

The staff resource to be used for this measure is the 2002 Metro "Bike There!" Map. The map rates roadways where bicyclists currently share the travel lane with motorists. The map uses a suitability rating to describe low, moderate and high motorized traffic volumes, based on field work and existing traffic counts in the region.

Points

- 15 High auto speed and volume (daily traffic volumes greater than 10,000 and speeds greater than 35 miles per hour)
- 8 Moderate auto speed and volume (daily traffic volumes of 3,000 to 10,000 and speeds of 25 to 35 miles per hour)
- 3 Low auto speed and volume (daily traffic volumes of less than 3,000 and speeds of less than 25 miles per hour)

Other safety factors: Multi-Use Path

Points

- 5 Yes
- 0 No

Bicycle Technical Evaluation Criteria (continued)**GOAL: Address 2040 Land Use Objectives (40 points)**

Regional Bikeway System Hierarchy from RTP (10 points)

Points

- | | |
|----|----------------------------|
| 10 | Regional access function |
| 7 | Regional corridor function |
| 3 | Bikeway connector function |

Region 2040 Land Use Designation (10 points)

Points

- | | |
|----|---|
| 10 | Central city, regional and town centers, main streets, industrial areas |
| 7 | Corridors and employment areas |
| 3 | Inner and outer neighborhoods |

Level of Community Focus (20 points) See Attachment C

GOAL: Cost Effectiveness (15 points)

Total project cost divided by ridership usage points

Points

- | | |
|----|-------------|
| 15 | Low cost |
| 8 | Medium cost |
| 3 | High cost |

Special notes and instructions for bike projects

1. Provide specific alignment information for the entire project to facilitate ridership calculation
2. Direct any questions to Bill Barber at (503) 797-1758 or barberb@metro.dst.or.us

Boulevard Technical Evaluation Criteria

GOAL: Reduce motor vehicle speeds (10 points)

Implement design elements that will help to reduce automobile speeds¹ along boulevard segments, with a goal of reducing speeds to 25 miles per hour, or less. (10 points)

Points

10	High – 5 or more design elements
7	Medium – 4 design elements
5	Low – 3 design elements
3	2 or fewer design elements

GOAL: Enhance walking, biking and use of transit (15 points)

Does project achieve optimum sidewalk width of at least 10 feet? (5 points)

(Note: Candidate projects that are constrained by narrow right-of-way may obtain full 5 points upon demonstration that all practical means are employed to maximize sidewalk width including: narrowing travel lanes an center median, elimination of on-street parking on one or both sides of street and transfer of bike facilities to parallel facility. Credit for transfer of bike lanes to a parallel facility may only occur if the parallel facility is in reasonable proximity and is included in the jurisdictions transportation system plan with bike preferential treatments and improvements.)

Does project include design elements that enhance walking, biking and use of transit²? (10 points)

Points

10	5 or more design elements
7	4 design elements
5	3 design elements
3	1 to 2 design elements
0	No design elements

GOAL: Implement proven green street elements (10 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

¹ Design elements that reduce automobile speeds include narrowed travel lanes, remove travel lanes, on-street parking, reduced turn radii, marked pedestrian crossings, new pedestrian refuges, street trees, curb extensions and signal timing.

² Design elements that enhance alternative modes include transit amenities, landscaped buffer, curb extensions, raised pedestrian refuge median, increased pedestrian crossings (including mid-block crossings), bike lanes (on or parallel street), removing obstructions from the primary pedestrian-way and street amenities such as benches, pedestrian scale lighting, public art, etc.

Boulevard Technical Evaluation Criteria (continued)

GOAL: Improve Safety (20 points)

Does project remove hazards to walking, biking and use of transit¹? (10 points)

Points

- | | |
|----|--------------------|
| 10 | 5 or more elements |
| 7 | 4 elements |
| 5 | 3 elements |
| 3 | 1 to 2 elements |
| 0 | No elements |

Project is located on a transit corridor (4 points)

Project is located on regional bicycle system (3 points)

Project is located within 1/4-mile of a school, civic complex or cultural facility (3 points)

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use Designation; Project is located in: (5 points)

Points

- | | |
|---|---|
| 5 | Central city, regional centers |
| 3 | Town centers, main streets, station communities |
| 0 | All other areas |

Direct access to or circulation within the 2040 priority land use area. (10 points)

Points

- | | |
|----|--|
| 10 | High (percent of trips to and from priority land use areas greater or equal to 40 percent) |
| 8 | Medium (25-39 percent of trips to and from priority land uses) |
| 4 | Low (10-24 percent of trips to and from priority land uses) |
| 0 | (percent of trips to and from priority land use less than 10 percent) |

Note: percent of trips to and from Tier 2 land uses (town centers, main streets and station communities) was dropped because they are now included in "priority 2040 land uses."

Regional Street design hierarchy (5 Points)

Points

- | | |
|---|------------------------------------|
| 5 | Located in a boulevard designation |
| 2 | Located in a street designation |
| 0 | Located outside of above areas |

Level of Community Focus (20 points) – see Attachment C

Points

- | | |
|----|--------|
| 20 | High |
| 10 | Medium |
| 0 | Low |

¹ Project includes actions to correct the following safety elements: five travel lanes, 12-foot lane widths or greater, travel speeds greater than 40 mph, lack of pedestrian refuge, more than 330 feet between marked pedestrian crossings, poor vertical delineation of pedestrian-way (e.g., no curb, intermittent curb, numerous driveways, substandard width, utilities) and high incidence of pedestrian and bicycle injuries).

Boulevard Technical Evaluation Criteria (continued)

GOAL: Cost-Effectiveness Criteria (15 points)

Implement maximum feasible, highest priority boulevard design elements at lowest cost.

Points

15	Low cost/effectiveness
8	Medium cost/effectiveness
0	High cost/effectiveness

Note: Cost effectiveness = Total project cost is divided by use factor points (reduce motor vehicle speeds + enhance alternative mode travel)

Special notes and instructions for boulevard projects:

1. Under grounding of utilities is not eligible for federal reimbursement nor may such costs be counted as local contribution toward matching fund requirements.
2. Fill out and submit boulevard project checklist in Attachment D as part of project application.
3. Direct any questions to Kim Ellis at (503) 797-1617 or ellisk@metro.dst.or.us.

Freight Technical Evaluation Criteria

GOAL: Addresses 2040 Land Use Objectives (40 points)

Improvement of freight access to or within an industrial area or to an inter-modal facility via rail or road (High, Medium, Low – 10 points)

Ability of the project to leverage and retain economic development and traded sector employment; traded sector employment in year 2020 in area of project effect (High, Medium, Low – 10 points)

Readiness of industrial area or inter-modal facility to develop or to retain existing development
Local/regional jurisdiction protection of industrial area or inter-modal facility beyond Title 4 requirements (High, Medium, Low – 5 points)
Removal of a barrier on a Tier B or D industrial parcel within the UGB that elevates the parcel to Tier A (Y/N – 5 points)

Reduction of truck freight out-of-direction travel

- Reduction in freight VMT (High, Medium, Low – 5 points)
- Reduction in through freight traffic in mixed use areas or neighborhoods (Y/N – 5 points)

GOAL: Supports the region's ability to attract or retain industrial business overall (first-order economic benefits)

Reduction in regional and local freight travel time (High, Medium, Low – 5 points each)

Improves opportunities for job retention and growth and economic development (High, Medium, Low – 10 points)

Qualitative description that may reference Regional Land Study, the Metro Policy Advisory Committee Jobs Subcommittee jobs memo, traded sector, high tech and warehouse/distribution jobs.

GOAL: Cost effectiveness (20 points)

Hours of reduction in regional and local freight travel time versus project cost (High, Medium, Low – 10 points each)

GOAL: Safety (High, Medium, Low – 20 points)

Project improves safety, reviewing factors such as:

- Truck movement geometry
- Reduction in potential for freight conflicts with non-freight modes
- Accident rates at the location
- Site distance improvements
- Other relevant factors identified by the applicant

Special notes and instructions for freight projects:

1. Metro will determine the area of effect of a freight project and will collaborate with Portland State University to determine the traded sector relationship of freight projects
2. Direct any questions to John Gray at (503) 797-1730 or grayj@metro.dst or us.

Green Street Demonstration: Retrofit Project Technical Evaluation Criteria

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation (10 points)

Points

- | | |
|----|--|
| 10 | Central city, regional centers, industrial areas, town centers |
| 7 | Main streets, station communities |
| 3 | Corridors |
| 0 | All other areas |

GOAL: Effective removal of stormwater runoff from piped system and infiltration of stormwater near source of runoff. (60 points)

Size of project area (10 points)

Points

- | | |
|----|--------|
| 10 | High |
| 7 | Medium |
| 3 | Low |

Design Elements (50 points)

- Preserving existing large trees and/or planting trees consistent with recommendations of Trees for Green Streets handbook (10 points)
- Removal of impervious surface area (High = 10 points, Medium = 7 points, Low = 3 points)
- Sidewalks and/or low traffic areas constructed with pervious material (10 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration and/or detention devices (swale, filter strip, infiltration trench, linear detention basin, street tree well, engineered products) (10 points)

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated versus project cost (High, Medium, Low – 30 points)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category
2. Fill out and submit Green Street project checklist in Attachment E as part of project application.
3. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst or us.

Green Street Demonstration: New Construction Technical Evaluation Criteria

Note: Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.

GOAL: Addresses 2040 Land Use Objectives (10 points)

2040 Land Use Designation

Points

- | | |
|----|--|
| 10 | Central city, regional centers, industrial areas, town centers |
| 7 | Main streets, station communities |
| 3 | Corridors |
| 0 | All other areas |

GOAL: Effective removal of storm water runoff from piped system and infiltration of storm water near source of runoff. (60 points)

Size of project area (High, Medium, Low – 10 points)

Design Elements (50 points)

- Protect and restore existing habitat and native vegetation and soils. Including stream crossing designs of:
 - Number and location consistent with Green Street handbook guidelines
 - Bridge structures for crossings of hydraulic openings of 15 feet or greater
 - Stream simulation culvert designs for culvert crossings (10 points)
- Planting trees consistent with recommendations of Trees for Green Streets handbook (5 points)
- "Pipeless" local streets (10 points)
- Sidewalks and/or low traffic areas constructed with pervious material (5 points)
- Curb options consistent with handbook options (10 points)
- Use of Infiltration (where soils are conducive) and/or detention devices (swales, filter strip, infiltration trench, linear detention basin, street tree wells, engineered products) (10 points)

GOAL: Cost effectiveness (30 points)

Amount of project area that is infiltrated versus project cost (High, Medium, Low – 30 points)

Special notes and instructions for green street demonstration projects:

1. Performance monitoring plan that includes before and after measurements of storm water runoff quantity and quality is required for allocation of regional flexible funds to this project category.
2. Fill out and submit Green Street project checklist in Attachment E as part of project application.
3. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

Green Street Demonstration: Culvert Project Technical Evaluation Criteria

Note: Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts. Design solution should be consistent with Green Street handbook design guidance. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.

GOAL: Effectiveness (70 points)

Type of fish passage solution (20 points)

Fish barrier replaced or retrofitted with:

Points

20 Bridge structure over natural hydraulic area

13 Stream simulation culvert

5 Repair of fish ladder, jump pools, etc.

Amount of upstream habitat (stream miles) with improved fish passage (25 points)

Points

25 High

15 Medium

5 Low

Quality of habitat at fish barrier passage (10 points)

Points

10 High

7 Medium

3 Low

Presence of downstream fish barriers (15 points)

Points

15 None

10 One

5 Two

0 Three or more

GOAL: Cost effectiveness (30 points)

Amount of habitat (stream miles) with new or improved fish access versus project cost (30 points)

Special notes and instructions for green street culvert demonstration projects:

1. Culvert must be on regional inventory of culverts on regional facilities identified as inhibiting fish passage.
2. A geomorphology analysis is required as part of preliminary engineering of the project to prevent negative impacts of erosion or headcutting.
3. Design solution should be consistent with Green Street handbook design guidance.
4. Multiple culvert projects on the same stream system may be rated as one project to maximize overall benefit to the stream system.
5. Fill out and submit Green Street project checklist in Attachment E as part of project application.
6. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us.

Pedestrian Technical Evaluation Criteria

GOAL: Encourage Walking (25 points)

Project will encourage walking as a form of travel. The following elements will be considered in determining the projected increase in pedestrian mode share, consistent with 2040 modal targets:

Project is located in an area with a high potential for pedestrian activity. (15 points)

Points

- | | |
|----|--|
| 15 | Most potential (within a Pedestrian district) ¹ |
| 10 | Moderate potential (along a Transit/mixed use corridor ² within a 1/4-mile of a major transit stop, school, civic complex or cultural facility) |
| 5 | Less potential (along a Transit/mixed-use corridor location not specified above) |
| 0 | Least potential (other areas) |

Project will correct a deficiency or significantly enhance the pedestrian system in the area such that new pedestrian trips will be generated. (10 points)

Points

- | | |
|---|---|
| 5 | Completes missing sidewalk link |
| 5 | Removes pedestrian obstacles ³ |

GOAL: Improve Safety (20 points)

Project corrects a safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as high number of collisions involving pedestrians, traffic volume, posted speed greater than 30 mph, number of travel lanes, road width, complexity of traffic environment⁴ and existence of sidewalks will be considered in determining critical safety problems.

Project addresses a documented safety problem. (10 points)

Points

- | | |
|----|--------|
| 10 | High |
| 7 | Medium |
| 3 | Low |

Project location includes factors that deter walking.⁵ (10 points)

Points

- | | |
|----|---------------------------|
| 10 | 5 or more factors exist |
| 7 | 3-4 factors exist |
| 3 | less than 3 factors exist |

¹ and ² Refer to Figure 1.19 in the Regional Transportation Plan, which designates pedestrian districts and transit/mixed-use corridors.

³ Obstacles include missing curb ramps, >330' spacing between pedestrian crossing and lack of pedestrian refuges.

⁴ Complexity of traffic environment refers to number of driveways and turning movements in project area.

⁵ Factors that impact walking safety include: travel speeds greater than 30 mph, lack of landscaped pedestrian buffer, curb-to-curb widths greater than 70 feet, more than 20,000 ADT, more than 2 travel lanes, complex traffic environment, lack of sidewalks, poor pedestrian way delineation and lack of marked pedestrian crossings.

Pedestrian Technical Evaluation Criteria (*continued*)

GOAL: Addresses 2040 Land Use Objectives (40 points)

2040 Land Use (10 points)

Points

- | | |
|----|---|
| 10 | Central city, regional centers |
| 7 | Town centers, main streets, station communities |
| 3 | All other areas |

Direct access to or circulation within the 2040 priority land uses (10 points)

Points

- | | |
|----|---|
| 10 | High (project is located within or connects directly to priority land uses) |
| 7 | Medium |
| 3 | Low |

Level of community focus – see Attachment C (20 points)

GOAL: Provide Mobility at Reasonable Cost (15 points)

Points

- | | |
|----|--|
| 15 | Low Cost/increase pedestrian mode share |
| 10 | Moderate Cost/increase pedestrian mode share |
| 5 | High Cost/ increase pedestrian mode share |

Note: Cost effectiveness = Total project cost is divided by use factor points (increase pedestrian mode share)

Special notes and instructions for pedestrian projects.

1. Fill out and submit pedestrian project checklist in Attachment F as part of project application to indicate obstacles and safety factors that will be addressed by the candidate project.
2. Direct any questions to Kim Ellis at (503) 797-1617 or ellisk@metro.dst.or.us.

Roadway Capacity Technical Evaluation Criteria

GOAL: Reduce Congestion (25 points)

(Project derives from Congestion Management System, consistent with 2020 per capita VMT targets)

1998 V/C Ratio (pm peak hour & direction)

2020 V/C Ratio (pm peak hour & direction)

<u>Points</u>	
15	>1.0
10	>0.9
5	<0.9

<u>Points</u>	
10	>1.0
7	>0.9
3	<0.9

GOAL: Implement Proven Green Street Elements (10 bonus points)

- Project includes planting of street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident rate per vehicle mile (use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

<u>Points</u>	
20	High
10	Medium
0	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from?

Priority 2040 land-use areas: High = 10 points, Medium = 7 points, Low = 5 points

Secondary 2040 land-use areas: High = 7 points, Medium = 5 points, Low = 3 points

Other 2040 land-use areas: High = 3 points, Medium = 0 points, Low = 0 points

Is a high number of vehicles on the project link seeking access to/from?

Priority 2040 land-use areas: High = 10 points, Medium = 7 points, Low = 5 points

Secondary 2040 land-use areas: High = 7 points, Medium = 5 points, Low = 3 points

Other 2040 land-use areas: High = 3 points, Medium = 0 points, Low = 0 points

Level of Community Focus (20 points) See Attachment C

Roadway Capacity Technical Evaluation Criteria (continued)

GOAL: Provide Mobility at a Reasonable Cost (15 points)

Cost per vehicle hour of delay (VHD) eliminated in 2020: $VHD = 2020 \text{ No-Build VHD} - \text{Build VHD}$

Points

15	Top 1/3
10	Mid 1/3
5	Low 1/3

Special notes and instructions for roadway capacity projects:

1. Mainline freeway right-of-way or construction projects are not eligible for regional flexible funds.
2. Direct any questions to Terry Whisler at (503) 797-1747 or whislert@metro.dst.or.us.

Roadway Reconstruction Technical Evaluation Criteria

GOAL: Project brings facility to current urban design standard or provides long-term maintenance (25 points)

2002 Condition: pavement base, etc.
from ODOT

<u>Points</u>	
15	Fair
10	Poor
5	Very Poor

2012 Condition: pavement, base, etc.
(without earlier improvement)

<u>Points</u>	
0	Fair
5	Poor
10	Very Poor

OR

2002 Condition: pavement base, etc.
from ODOT

<u>Points</u>	
5	Fair
3	Poor
1	Very Poor

2012 Condition: pavement, base, etc.
(without earlier improvement)

<u>Points</u>	
0	Fair
3	Poor
5	Very Poor

Project adds urban design elements where current elements do not exist or are substandard.

- Sidewalks (3 points)
- Pedestrian crossing and/or transit stop improvements (3 points)
- Bike facilities (3 points)
- Storm water facilities (3 points)
- Lighting (3 points)

GOAL: Implement Proven Green Street Elements (10 bonus points)

- Project includes planting or preserving street trees consistent with the Trees for Green Streets handbook; see page 17 for tree species and page 56 for planting area dimensions. (5 points)
- Project includes any of the Green Street design elements described in Section 5.3 of the Green Streets handbook. (5 points)

GOAL: Enhance Safety (20 points)

A panel of transportation professionals will rank projects based on a description of safety issues, including:

- Accident Rate per Vehicle Mile (Use ODOT Accident Rate Book); per vehicle for intersections.
- Sight line distance improvements.
- Vehicle channelization (turn pockets – new or replacing free left turn lane, refined vehicle lane definition at intersections, etc.).
- Design elements to reduce speeds where speed is an identified safety issue and existing speeds are higher than appropriate for the street's functional classification.
- New pedestrian and/or bicycle facilities added where no or substandard facilities previously existed.
- Other relevant factors as identified by the applicant.

<u>Points</u>	
20	High
10	Medium
0	Low

Roadway Reconstruction Technical Evaluation Criteria (continued)

GOAL: Addresses 2040 Land Use Objectives (40 points)

Is a high proportion of travel on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 points, Medium = 7 points, Low = 5 points

Secondary 2040 land use areas: High = 7 points, Medium = 5 points, Low = 3 points

Other 2040 land use areas: High = 3 points, Medium = 0 points, Low = 0 points

Is a high number of vehicles on the project link seeking access to/from:

Priority 2040 land use areas: High = 10 points, Medium = 7 points, Low = 5 points

Secondary 2040 land use areas: High = 7 points, Medium = 5 points, Low = 3 points

Other 2040 land use areas: High = 3 points, Medium = 0 points, Low = 0 points

Level of Community Focus (20 points) See Attachment C

GOAL: Provide Mobility at Reasonable Cost (15 points)

Cost per year 2020 vehicle miles traveled (VMT) (or VT at interchanges & intersections)

Cost/Year 2020 Vehicles or VMT

Intersections/Interchanges		Interstate Projects		Link Improvement	
Points		Points		Points	
15	<\$.51 per vehicle	15	<\$.51 per vehicle	15	<\$.33/VMT
8	\$.51-.99 per vehicle	8	\$.51-.99 per vehicle	8	\$.24-.99 VMT
0	>\$1.00 per vehicle	0	>\$1.00 per vehicle	0	>\$.99/VMT

Special notes and instructions for roadway reconstruction projects:

1. Costs per year ranges will be updated to reflect current costs or points may be assigned for low medium and high cost.
2. Direct any questions to Terry Whisler at (503) 797-1747 or whisler@metro.dsi or us.

Transportation Demand Management (TDM) Regional Core Program

TDM and TMA programs requiring staffing would be classified as "Planning Projects" for the purposes of the Transportation Priorities solicitation. These components of the Regional TDM Program include the "core" TDM program at Metro and Tri-Met, new TMA start-ups, and the Wilsonville / SMART TDM Program.

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are more project-oriented will be ranked by the TDM subcommittee and submitted to TPAC. Refer to the technical project selection criteria below titled "TDM Program: TMA Assistance and Region 2040 Initiatives" for more specific detail.

TDM Program: TMA Assistance and Region 2040 Initiatives

TDM programs such as Region 2040 Initiatives (which includes the web-based rideshare project, etc.) and TMA Assistance (new and innovative projects/programs) that are project-oriented will be ranked by the TDM subcommittee and submitted to TPAC as part of the total Regional TDM Program. These programs are currently administered by Tri-Met.

GOAL: Increase Alternative (Non-SOV auto) Modal Share (35 points)

Mode share increase for transit, bike, walk, shared-ride, telecommute or elimination of trip.

<u>Points</u>	
35	High
20	Medium
5	Low

GOAL: Addresses 2040 Land Use Objectives (40 points)

Region 2040 Land Use Designation (10 points)

<u>Points</u>	
10	Central city, regional and town centers, main streets, industrial areas
7	Corridors and employment areas
3	Inner and outer neighborhoods

Number of employers and employees served by project/program (10 points)

<u>Points</u>	
10	High
7	Medium
3	Low

Level of Community Focus (20 points) See Attachment C.

GOAL: Cost Effectiveness (25 points)

Total project cost divided by alternative modal share increase points

<u>Points</u>	
25	Low cost
10	Medium cost
5	High cost

Special notes and instructions for TDM projects:

1. Direct any questions to Bill Barber at (503) 797-1758 or barberb@metro.dst.or.us.

TOD Technical Evaluation Criteria

GOAL: Increase Mode Share (25 points)

Will the TOD project increase the number of transit, bike and walk trips over the number that would be expected from a development that did *not* include these public funds for the TOD project?

Points

- | | |
|----|---|
| 25 | High - 50 percent or greater increase in non-auto trips |
| 13 | Medium - 25 percent or greater increase in non-auto trips |
| 0 | Low - less than 25 percent increase in non-auto trips |

GOAL: Density Criteria (20 points)

How much does the TOD project increase the density of residential units and/or employment on the project site above the level that would result without these public funds?

Points

- | | |
|----|---|
| 20 | High - 50 percent or greater increase in persons per acre |
| 10 | Medium - 25 percent or greater increase in persons per acre |
| 0 | Low - less than 25 percent increase in persons per acre |

GOAL: 2040 Criteria (40 points)

Is the project located in a priority 2040 land-use area (10 points)?

Points

- | | |
|----|---|
| 10 | Central city or regional center |
| 5 | Town center, main street or station community |
| 2 | Corridor |
| 0 | Other |

Is the project located in an area projected in the 2040 Growth Concept to have a large increase of mixed-use development between 1996 and 2020 (10 points)?

Points

- | | |
|----|---------------|
| 10 | High change |
| 5 | Medium change |
| 0 | Low change |

Level of Community Focus (See Attachment C) (20 points)

GOAL: Cost-Effectiveness Criteria (15 points)

Cost per VMT reduced

Points

- | | |
|----|-------------------------|
| 15 | Low cost/VMT reduced |
| 8 | Medium cost/VMT reduced |
| 0 | High cost/VMT reduced |

Special notes and instructions for TOD projects:

1. Direct any questions to Marc Guichard at (503) 797-1944 or guichardm@metro.dst.or.us.

Transit: Start-up Service Technical Evaluation Criteria

Note: Applicant must demonstrate the ability and a commitment to continue new service after the expiration of application funding to be eligible for allocation of regional flexible funds.

GOAL: Increase Ridership (35 points)

New Boardings per vehicle revenue hour

Points

- | | |
|----|-----------------------------------|
| 35 | High boardings per revenue hour |
| 20 | Medium boardings per revenue hour |
| 5 | Low boardings per revenue hour |

GOAL: Address 2040 Land Use Objectives (40 points)

Access to Centers, Central City, Regional and Town centers (10 points)
Number of centers served

Access to Mixed-Use development (10 points)

- Forecast value of mixed-use index (High = 5, Medium = 3, Low = 1)
- Growth in forecast mixed-use index from current value (High = 5, Medium = 3, Low = 1)

Level of Community Focus: See Attachment C (20 points)

GOAL: Provide Cost Effective Improvements (25 points)

Cost/New Boarding

Points

- | | |
|----|------------------------------|
| 25 | Low Cost per new boarding |
| 15 | Medium cost per new boarding |
| 5 | High cost per new boarding |

Special notes and instructions for transit projects:

1. Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us

Transit: Capital Technical Evaluation Criteria

GOAL: Increase Service Efficiency (20 points)

Does the project include transit preferential and stop spacing treatments that reduce travel time and increase schedule reliability? Transit service hours saved.

Points

- | | |
|----|------------------------------------|
| 20 | High transit service hours saved |
| 13 | Medium transit service hours saved |
| 5 | Low transit service hours saved |

GOAL: Improve passenger experience (20 points)

Does the project include improved passenger amenities such as shelters, benches, pad and sidewalk improvements, real time schedule information and other elements that improve the passenger experience through their entire trip? Maximize the number of passengers served by new amenities.

Points

- | | |
|----|---|
| 20 | High number of riders served by new amenities |
| 13 | Medium number of riders served by new amenities |
| 5 | Low number of riders served by new amenities |

GOAL: Address 2040 Land Use Objectives (40 points)

Project location

Points

- | | |
|----|--|
| 20 | Central City, regional center, industrial area |
| 13 | Town center, main street, station community |
| 5 | Inner and outer neighborhoods, employment area |

Level of Community Focus: See Attachment C (20 points)

Transit: Capital Technical Evaluation Criteria (continued)

GOAL: Provide Cost Effective and Regionally Coordinated Improvements (20 points)

Cost effective transit improvement (20 points total)

Cost/Service hour saved (10 points)

Points

- | | |
|----|------------------------------------|
| 10 | Low cost per service hour saved |
| 5 | Medium cost per service hour saved |
| 0 | High cost per service hour saved |

Cost/Riders served with new amenities (10 points)

Points

- | | |
|----|------------------------------|
| 10 | Low cost per rider served |
| 5 | Medium cost per rider served |
| 0 | High cost per rider served |

-OR-

Coordination with regional, transit agency and local planning efforts (20 points total)

Project is part of local Capital Improvement Plan with local resource contribution (5 points)

Project is part of local Transportation System Plan (5 points)

Project is part of and consistent with description in transit agency capital improvement plan (5 points)

Project is part of and consistent with the Regional Transportation Plan (5 points)

Special notes and instructions for transit projects:

Direct any questions to Ted Leybold at (503) 797-1759 or leyboldt@metro.dst.or.us

Attachment G

Local Public Involvement Checklist

Local jurisdictions/project sponsors must complete this checklist for local transportation plans and programs from which projects are drawn that are submitted to Metro for regional funding or other action.

If projects are from the same local transportation plan and/or program, only one checklist need be submitted for those projects. For projects not in the local plan and/or program, the local jurisdiction should complete a checklist for each project.

The procedures for local public involvement (See Section 3 of Metro's Local Public Involvement Policy) and this checklist are intended to ensure that the local planning and programming process has provided adequate opportunity for public involvement prior to action by Metro. Project sponsors should keep information (such as that identified in *italics*) on their public involvement program on file in case of a dispute.

A. Checklist

- ☐ 1. At the beginning of the transportation plan or program, a public involvement program was developed and applied that met the breadth and scope of the plan/program. Public participation was broad-based, with early and continuing opportunities throughout the plan/program's lifetime.

Keep copy of applicable public involvement plan and/or procedures.

- ☐ 2. Appropriate interested and affected groups were identified and the list was updated as needed.

Maintain list of interested and affected parties.

- ☐ 3. Announced the initiation of the plan/program and solicited initial input. If the plan/program's schedule allowed, neighborhood associations, citizen planning organizations and other interest groups were notified 45 calendar days prior to (1) the public meeting or other activity used to kick off public involvement for the plan/program and (2) the initial decision on the scope and alternatives to be studied.

Keep descriptions of initial opportunities to involve the public and to announce the project's initiation. Keep descriptions of the tools or strategies used to attract interest and obtain initial input.

- ☐ 4. Provided reasonable notification of key decision points and opportunities for public involvement in the planning and programming process. Neighborhood associations, citizen planning organizations and other interest groups were notified as early as possible.

Keep examples of how the public was notified of key decision points and public involvement opportunities, including notices and dated examples. For announcements sent by mail, document number of persons/groups on mailing list.

- ☐ 5. Provided a forum for timely, accessible input throughout the lifetime of the plan/program.

Keep descriptions of opportunities for ongoing public involvement in the plan/program, including citizen advisory committees. For key public meetings, this includes the date, location and attendance.



METRO

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600 NE Grand Ave.
Portland, OR 97232-2736

- ☐ 6. Provided opportunity for input in reviewing screening and prioritization criteria.

Keep descriptions of opportunities for public involvement in reviewing screening and prioritization criteria. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

- ☐ 7. Provided opportunity for review/comment on staff recommendations.

Keep descriptions of opportunities for public review of staff recommendations. For key public meetings, this includes the date, location and attendance. For surveys, this includes the number received.

- ☐ 8. Considered and responded to public comments and questions. As appropriate, the draft documents and/or recommendations were revised based on public input.

Keep record of comments received and response provided.

- ☐ 9. Provided adequate notification of final adoption of the plan or program. If the plan or program's schedule allows, the local jurisdiction should notify neighborhood associations, citizen participation organizations and other interest groups 45 calendar days prior to the adoption date. A follow-up notice should be distributed prior to the event to provide more detailed information.

Keep descriptions of the notifications, including dated examples. For announcements sent by mail, keep descriptions and include number of persons/groups on mailing list.

- ☐ 10. Provided a review by the governing body of the jurisdiction at a meeting that is open to the public. Submitting the list of projects by adopted resolution will meet this intent.

Keep a record of the governing body meeting, minutes and any adopted resolutions.

B. Summary of Local Public Involvement Process

Please attach a summary (maximum two pages) of the key elements of the public involvement process for this plan, program or group of projects.

C. Certification Statement

(project sponsor)

Certifies adherence to the local public involvement procedures developed to enhance public participation.

(Signed)

(Date)



METRO

Metro Transportation Improvement Program 2004-07
MTIP Subcommittee Workshops

Metro Regional Center - Room 370

Thursday, March 6

9:00 to 11:00 A.M.

9:00 Project Overview

- MTIP Review Timeline
- MTIP Evaluation Criteria
- Overview of Applications Submitted
- Overview of Technical Ranking Process

9:30 Technical Ranking Review

- Road Modernization Projects
- Road Reconstruction Projects
- Freight Projects
- Bridge Projects
- Transit Projects

11:00 Adjourn

Metro Regional Center - Room 270

Thursday, March 13

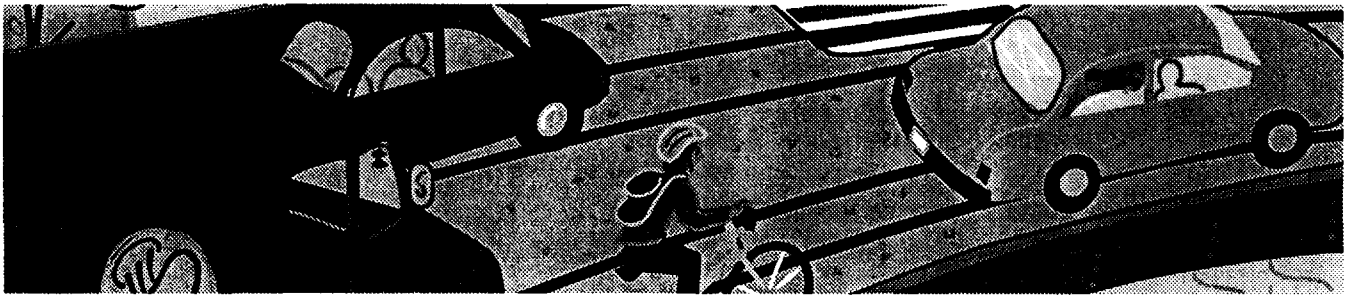
1:30 - 3:30 P.M.

1:30 Technical Ranking Review (con't)

- Boulevard Projects
- Green Street Demonstration Projects
- Bike/Trail Projects
- Pedestrian Projects
- TDM Programs and Projects
- Transit-Oriented Development Projects
- Planning Programs and Projects

3:15 Technical Ranking Wrap-up & Next Steps

3:30 Adjourn



For more information about the Powell Boulevard/Foster Road Corridor Study, call Kristin Hull at (503) 797-1864.

The Powell/Foster Corridor Study is managed by Metro in cooperation with the cities of Gresham and Portland, Multnomah and Clackamas counties, TriMet, the Portland Development Commission and the Oregon Department of Transportation.

For more information about Metro visit www.metro-region.org.



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2003

Powell/Foster Corridor Study

Foster Road and Powell Boulevard connect the growing communities of North Clackamas County, East Multnomah County, Gresham and Portland. Powell and Foster are congested and, with planned land-use changes, are expected to get worse. Improving roadway, transit, bike and pedestrian connections on Foster and Powell will serve communities along the corridor and help connect neighborhoods throughout the region.

Metro is leading a study to identify needs and develop alternatives for the Powell/Foster Corridor, one of the priorities in the 2000 Regional Transportation Plan (RTP). The study is divided into two planning phases. The first phase, to be complete in June 2003, includes:

Step 1: Review of conditions and needs – complete

Step 2: Define alternatives – under way

Step 3: Evaluate alternatives – spring 2003

Step 4: Refine alternatives – early summer 2003

The alternatives refined in step 4 will be studied further in the project's second planning phase, which will begin after initial Damascus concept planning has been completed.

STEP 1:

REVIEW OF CONDITIONS AND NEEDS

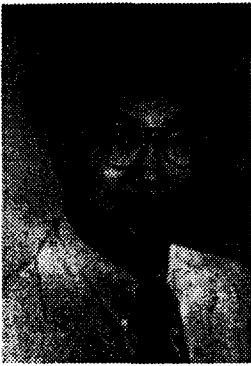
The corridor includes a diverse set of neighborhoods that range from the compact urban neighborhoods of inner Southeast Portland to the suburban areas that surround Gresham and rural areas in North Clackamas and East Multnomah counties.

Technical findings

Metro has worked to understand the condition of the corridor from a technical perspective.

The technical study found that:

- Traffic congestion is a serious problem in the corridor that will likely worsen as Pleasant Valley and Damascus grow.
- Improved transit service, sidewalks and bikeways are needed throughout the corridor, especially in newly developing areas.
- Safety improvements for pedestrians, bicyclists and drivers are needed throughout the corridor.
- Many of the trips on Powell Boulevard are longer regional trips.
- Both Powell Boulevard and Foster Road are congested in some areas and could require widening.
- Additional north-south road and transit capacity are needed to connect newly developing areas in North Clackamas and East Multnomah counties with Gresham and the Columbia Corridor.



"Change is never easy which is why I am pleased to see this study moving forward. I am sympathetic to community concerns over ever increasing traffic and am hopeful that the solutions that evolve will address some of these long-identified needs."

— Rod Park,
Metro District 1

Public opinion

Metro and its partner jurisdictions also engaged in a variety of public outreach strategies to learn about the needs of those who live and work in the corridor. In many cases, the technical analysis and public outreach led to similar conclusions.

- A scientific telephone survey of 300 corridor residents was conducted.
- A self-selected web-based survey with 400 respondents was conducted.
- A group of students from AIM High School in the David Douglas School District surveyed 400 parents during elementary school conferences.
- Stakeholder interviews were held with neighborhood group representatives, advocacy group representatives, business owners, elected officials and other community members.
- Meetings with neighborhood associations and other community groups.

Results of the various surveys and interviews were consistent. Key findings include:

- A perception that traffic is a problem and that it is getting worse.
- Strong support for increasing road capacity, especially by adding new lanes.
- Support for improving transit, bike and pedestrian facilities (sidewalks and crossings).
- Strong support for many types of transit improvements, especially improving existing bus stops. There also was support for additional service including

light rail, express buses and north-south bus routes.

- Strong support for widening Powell Boulevard east of I-205 and improving the interchange at Powell and I-205.
- Support for expanding Foster Road, but there were concerns about environmental impacts.
- Support for safety improvements along Foster and other roads that serve Pleasant Valley and Damascus.

STEP 2: DEFINE ALTERNATIVES

For purposes of evaluation, four roadway and two transit alternatives have been developed.

Roadway improvements

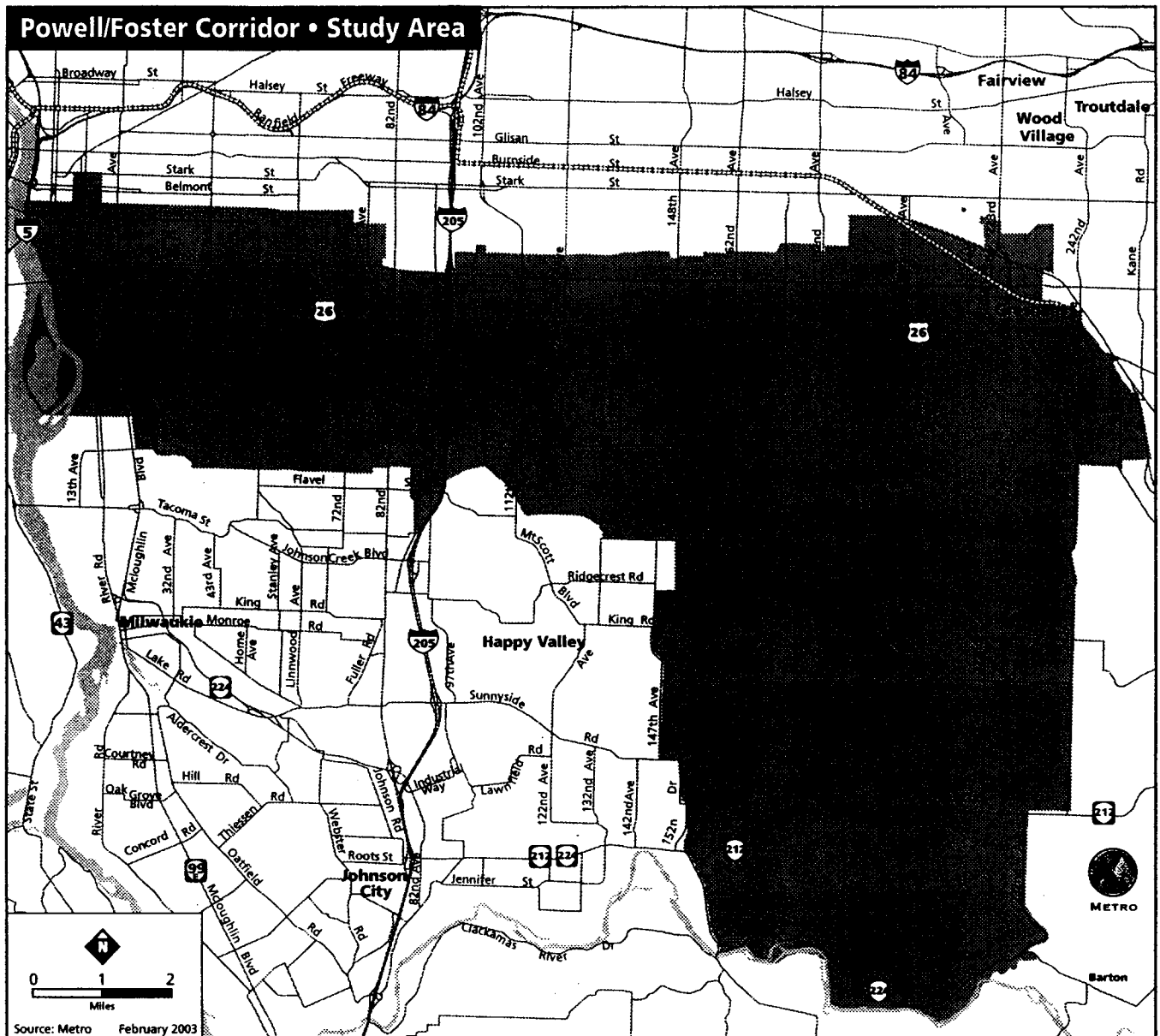
One element would include widening Powell Boulevard from I-205 to Gresham and improving the interchange at I-205 and Powell. An alternative to widening Powell would include an access road east of I-205 between Powell and Foster to improve connections to roads parallel to Powell and Foster. It also would include improving north-south routes.

To address traffic, widening Foster by two lanes between 122nd Avenue and Barbara Welch Road or by one lane between 136th Avenue and Jenne Road is under consideration. If only one lane were added, it could function as a reversible lane or a peak directional lane. A peak directional lane would operate in the same direction all the time while a reversible lane would operate in the rush hour direction in the morning and evening.



"The project was a success for everyone involved. Metro was able to find out what kinds of street changes people would like to see. AIM students learned new skills and helped their community."

And a large group of people who live and work near Powell Boulevard had a chance to say what the future of their neighborhood should be." — AIM High School Student, writing about the AIM survey project



Addition of a peak directional lane or reversible lane is also under study on Jenne Road. An alternative to widening Jenne, would be to build a new road near 174th Avenue.

Butler Road between 190th and Towle Road and Towle between Butler and Eastman Parkway could be widened to four lanes. An alternative could be to add a lane to both Highland and Pleasant View roads. The additional lane would operate in only one direction to help decrease congestion.

Transit improvements

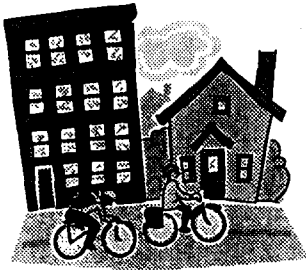
- Rapid bus service on Foster Road to Damascus and on Powell Boulevard to Gresham. It could include intersection improvements and improved shelters and service.
- Increased north-south bus service between Happy Valley, Pleasant Valley, Damascus, Gresham and the Columbia Corridor.

Pedestrian and bike improvements

Pedestrian and bike routes would be addressed by building new sidewalks and bike lanes wherever major roads

are improved and filling in gaps. Sections of the Gresham-Fairview, Scouter's Mountain, East Buttes Powerline and Mt. Scott trails could be built to provide options for pedestrians and cyclists.





"It is crucial that we address traffic issues now to protect our community as it grows. We need to apply the same innovative thinking that created the Pleasant Valley Concept Plan to the Powell/Foster Corridor Study. That is focusing on issues such as environmental protection and livability rather than just a quick fix. It is important for people to get involved in the study early to ensure that it meets our needs as well as the needs of the region."

— Linda Bauer,
Pleasant Valley resident

STEP 3: EVALUATE ALTERNATIVES

During this step, alternatives will be analyzed and tested. Information about the alternatives will be shared with residents and elected officials to help them select the most promising alternatives.

The alternatives will be evaluated against a set of agreed-upon criteria that will help to measure how well each alternative meets study goals. Some of the objectives include:

- support development of regional and town centers
- enhance opportunities to bike, walk and use transit
- improve safety in corridor for drivers, bicyclists, pedestrians and transit users.
- enhance neighborhoods and the environment

To measure the effectiveness of each alternative at meeting the study objectives, a comprehensive list of qualitative and quantitative measures have been developed. The findings related to key measures, such as automobile travel time and transit ridership, will be shared during this study phase.

STEP 4: REFINE ALTERNATIVES

The preferred alternatives will be refined for future studies. During this step, the elements of each alternative may be changed and combined to better meet the needs identified.

OPPORTUNITIES FOR INVOLVEMENT

Public meetings for review of alternatives are being planned. Staff will be attending neighborhood and community group meetings to discuss the alternatives and results. The timeline for the rest of the project includes:

March/April –

- Evaluate the alternatives.
- Meet with neighborhood and community groups.

May –

- Public review of alternatives and findings through workshops and open houses.

June –

- Refine alternatives for future studies

Visit Metro's web site at www.metro-region.org for up-to-date information or call Kristin Hull at (503) 797-1864.

Metro People places • open spaces

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

Metro Council President – David Bragdon
Metro Councilors – Rod Park, 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

Changes (2000 to 2020) In All Day Person Trips Produced in Various Areas and Attracted to Selected Parts of the Study Area





METRO

Date: March 3, 2003

To: JPACT and Interested Parties

From: Andy Cotugno
Planning Director

Re: ***Metro Review of Transportation Enhancements Applications***

At the request of the Oregon Department of Transportation, Metro staff and TPAC are in the process of narrowing Metro area project applications to forward to the State Transportation Enhancements (TE) Advisory Committee for funding consideration. The statewide committee is responsible for making a funding recommendation to the Oregon Transportation Commission (OTC) that balances the statewide allocation of approximately \$7.5 million.

TPAC will qualitatively screen applications to a top six list in the Metro area based on an assessment of the following:

- MTIP policy focus (centers, industrial areas, concept plan areas)
- Metro's Regional Trails Map, including key segments and system completion
- OTC focus areas for the TE program
- Statewide significance based on the OTC definition.

Applications were due to ODOT on February 7, 2003. After an initial screening, 13 Metro area TE project applications were forwarded by ODOT to Metro staff on February 14, 2003. A list and brief description of the 13 projects is attached. TPAC will help to qualitatively screen applications to a top six list in the Metro area, using the following schedule and process:

February 28: Informational briefing to TPAC by Metro staff

March 3: Metro staff and TPAC citizen members rank the TE projects

March 7: Recommendation from TPAC citizen members and Metro staff mailed to TPAC and Interested Parties, including TE applicants

March 14: TPAC recommendation to State TE Advisory Committee

March/April: State TE Advisory Committee develops tentative selection list

April/May: State to solicit JPACT and Metro Council input on selection list

May 2003: State to finalize statewide project list and incorporate into STIP

Oct. 2003: OTC approves final STIP

In May 2003 a Metro Council resolution will be drafted to support or modify the State recommendation. That resolution will be sent to the OTC for their consideration as they finalize their allocation decision.

AC/wdb

Transportation Enhancement Program Focus Areas for the FY 2004-2007 Funding Cycle

In April 2002 the Oregon Transportation Commission decided that the highest priority for Transportation Enhancement funding in Fiscal Years 2004 through 2007 will go to projects that benefit state highways and state-owned transportation facilities and that fall into one or more of the following project types:

- Bicycle/pedestrian facilities
- Repair and operation of historic transportation buildings
- Landscaping and scenic preservation
- Control of highway-related water pollution
- Main Streets and streetscape projects

Projects that address the following areas will also receive preference in the project selection process:


- Proposals that benefit a rural/distressed community or Special Transportation Area (STA).
- Proposals linked to an upcoming pavement preservation project, mixed-use or compact development, or Community Solutions Team effort.

TE Activities allowed under TEA-21

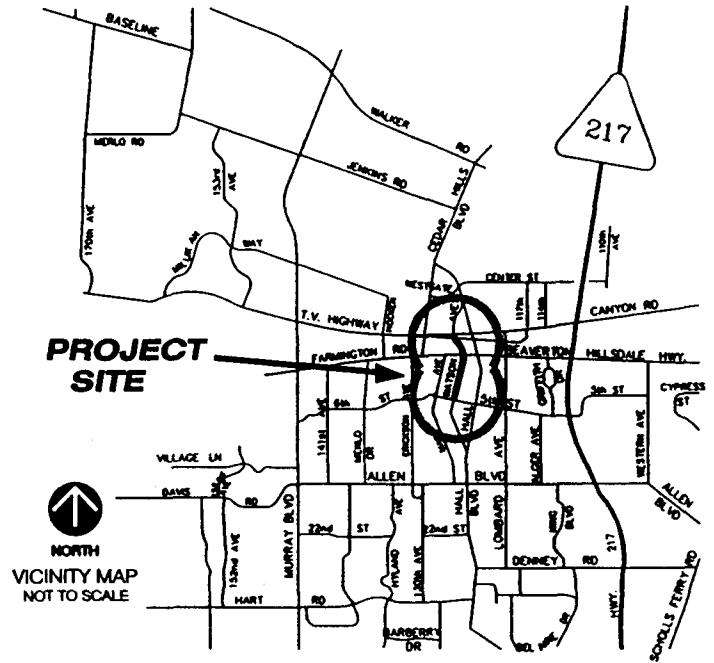
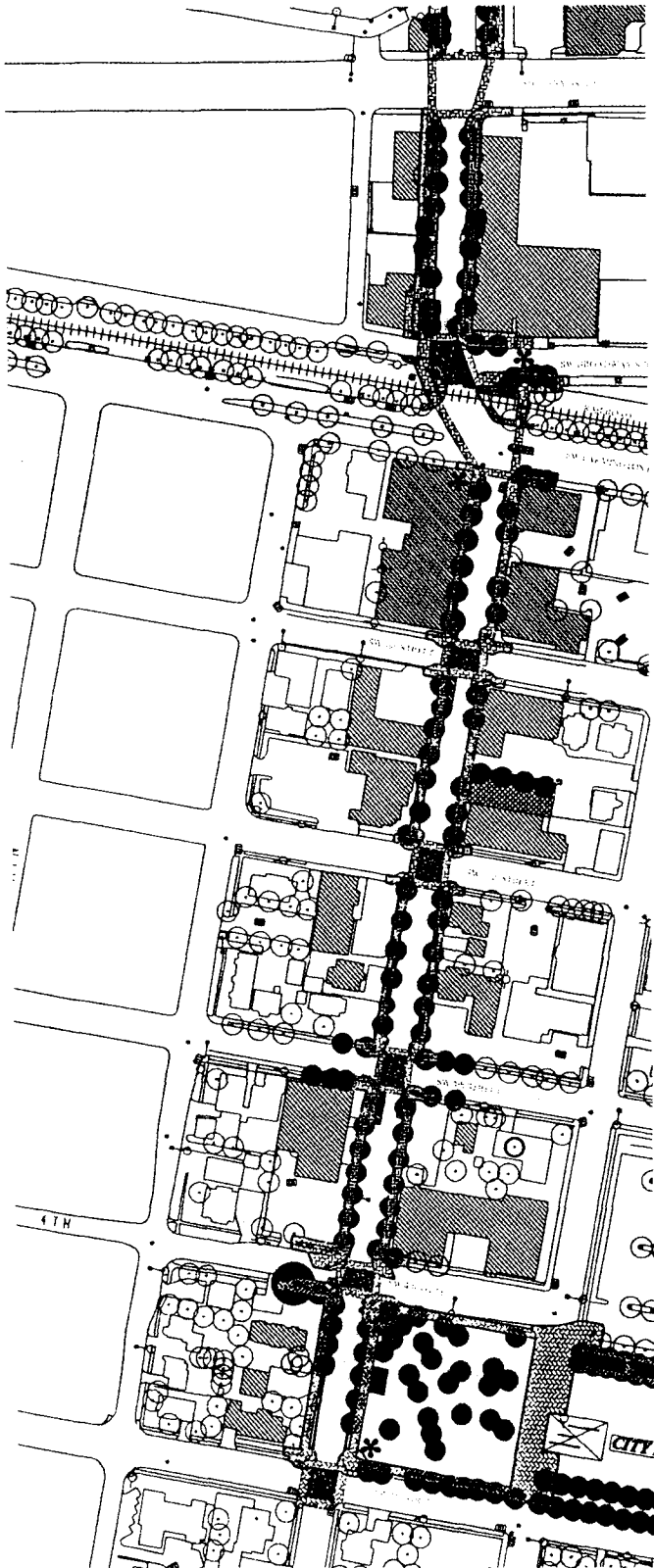
1. Provision of facilities for pedestrians and bicyclists
2. Provisions of safety and education activities for pedestrians and bicyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs
(including the provision of tourist and welcome center facilities)
5. Landscaping and other scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities or bicycle trails)
8. Preservation of abandoned railway corridors
(including the conversion and use thereof for pedestrian or bicycle trails)
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums

PART 1

Section 1: Project Summary and Certification

APPLICANT	
Name: CITY OF BEAVERTON Address: P.O. BOX 4755 BEAVERTON, OR. 97076	Contact Person: JANET YOUNG Title: ECONOMIC DEVELOPMENT PROG. MGR Telephone: 503-526-2456
CO-APPLICANT: none	
PROJECT NAME & LOCATION	
BEAVERTON REGIONAL CENTER STREETSCAPE IMPROVEMENTS, WATSON AVENUE BETWEEN CANYON ROAD AND 4 TH STREET, BEAVERTON, OR.	
PROJECT DESCRIPTION	
This project will provide pedestrian and bicycle improvements to the segment of SW Watson Ave. between the north side of SW Canyon Road (Hwy 8) and SW 4 th Street in downtown Beaverton. Improvements include widening sidewalks, replacing dated street furniture and street lights, installing textured intersections to create safer pedestrian street crossing and enhancing a small pedestrian plaza which highlights the National Historic District in downtown Beaverton.	
LENGTH (size, amount, etc)	T.E. ACTIVITY
1,450 lineal feet	(name or number)#1
COST SUMMARY	RIGHT-OF-WAY NEEDS
TE Funds Requested*: \$1,007,119 Matching Funds: \$ 143,053 Total TE Cost: \$1,150,172 Additional Non-TE costs: \$ 0 Total Project Cost: \$1,150,172 * need prior ODOT approval if less than \$200,000	Project site owned by Sponsor? [] yes [] no* [X] partly [] N/A Property to be purchased? [X] yes [] no Easements or donated property? [X] yes [] no * need prior ODOT approval if on state right-of-way
CERTIFICATION	
I certify that <u>The City of Beaverton</u> [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature 	Date 2/4/03
Printed Name Rob Drake	Title Mayor

SW Watson Avenue Master Plan Concept



LEGEND


- STREET LIGHT
- ▨ BUILDING
- SHRUB
- TREE
- ▨ SIDEWALKS
- STORM DRAIN INLET
- SEWER MANHOLE
- TRANSFORMER ON ELECT. BOX
- BUS SHELTER

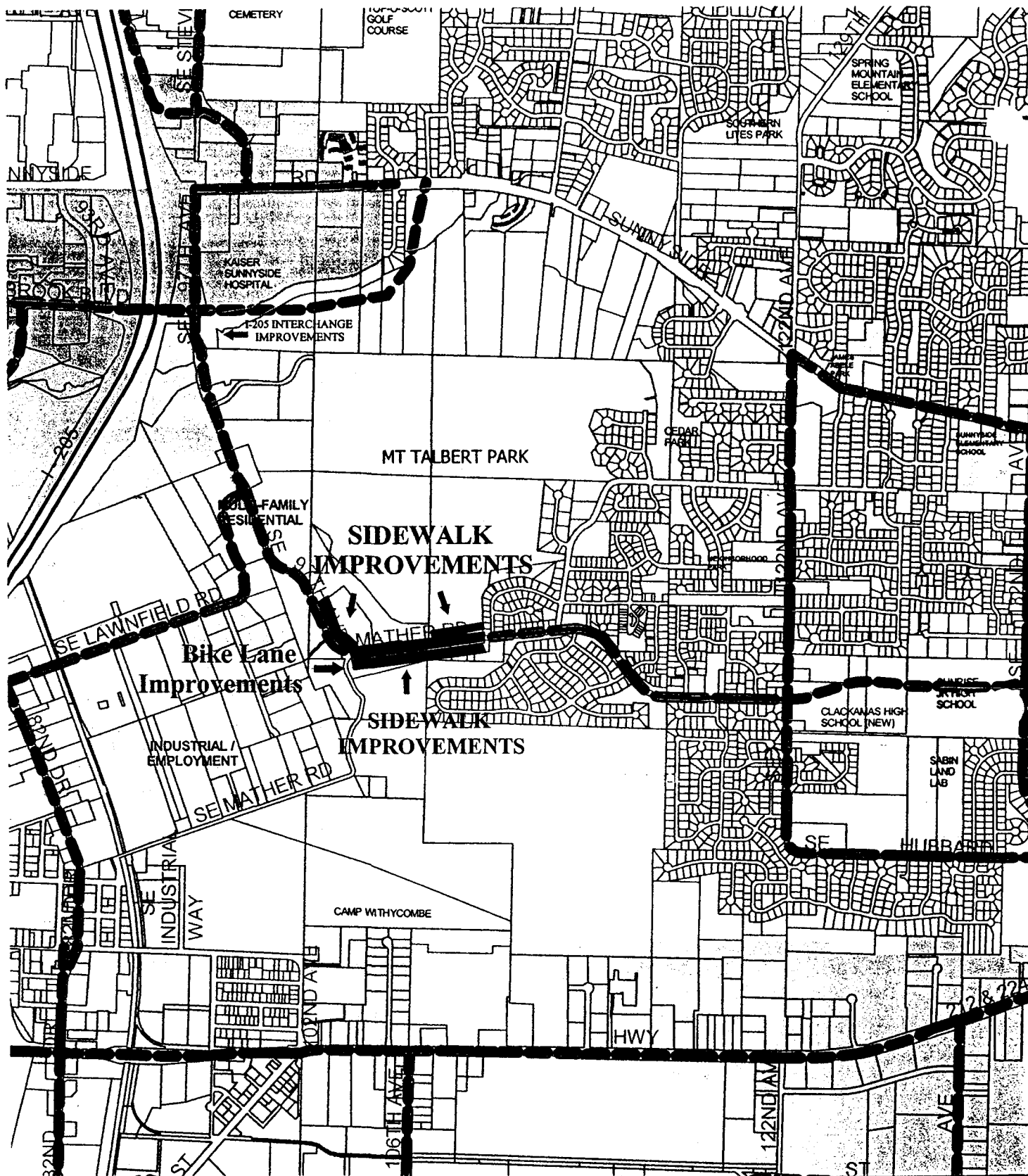
This map was produced using the City of Beaverton AutoCAD Data provided by the Engineering Dept. The AutoCAD Data is maintained by the City to support its governmental activities. Neither the City, nor the consultants are responsible for map errors, omissions, misuse or misinterpretation. August 2001



PART 1

Section 1: Project Summary and Certification

APPLICANT	
Name: Clackamas County Address: 9101 SE Sunnybrook Blvd Clackamas, OR 97015	Contact Person: Karen Buehrig Title: Senior Planner Telephone: (503) 353-4538
CO-APPLICANT (if any) N/A	
Name: Address:	Contact Person: Title:
PROJECT NAME & LOCATION: Sidewalks and bike lanes along Mather Road between Cranberry Loop and 97 th Ave. This project is located in the Portland Metropolitan Area	
PROJECT DESCRIPTION Sidewalks and bike lanes will be constructed along Mather Road, a collector road in urban Clackamas County. This project will connect the missing link of sidewalk and bike lanes adjacent to the Mt. Talbert regional park and between a growing residential area, with three schools, and the Clackamas Regional Center and employment areas.	
LENGTH (size, amount, etc) 2200 feet of sidewalk and 1200' of bike lanes	T.E. ACTIVITY: #1: Provision of facilities for pedestrians and/or bicyclists.
COST SUMMARY TE Funds Requested*: \$574,043 Matching Funds: \$65,702 Total TE Cost: \$639,745 Additional Non-TE costs: Total Project Cost: \$639,745 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? <input type="checkbox"/> yes <input type="checkbox"/> no* <input checked="" type="checkbox"/> partly <input type="checkbox"/> N/A Property to be purchased? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no Easements or donated property? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no * need prior ODOT approval if on state right-of-way
CERTIFICATION I certify that <u>CLACKAMAS COUNTY</u> [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature  Date 2/6/03	
Printed Name Bill Kennemer Title Chair, Clackamas County Board of Commissioner	






Clackamas County

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
9101 SE Sunnyside Blvd
Clackamas, OR 97015
1/23/03/ gis/bikeped/avib/tegrants.apr

Mather Road - Sidewalks and Bikelanes

2004-2006 Transportation Enhancement Program

-  Sidewalk Improvements
-  Bike Lane Improvements
-  Existing Bike Lanes

400 0 400 800 Feet

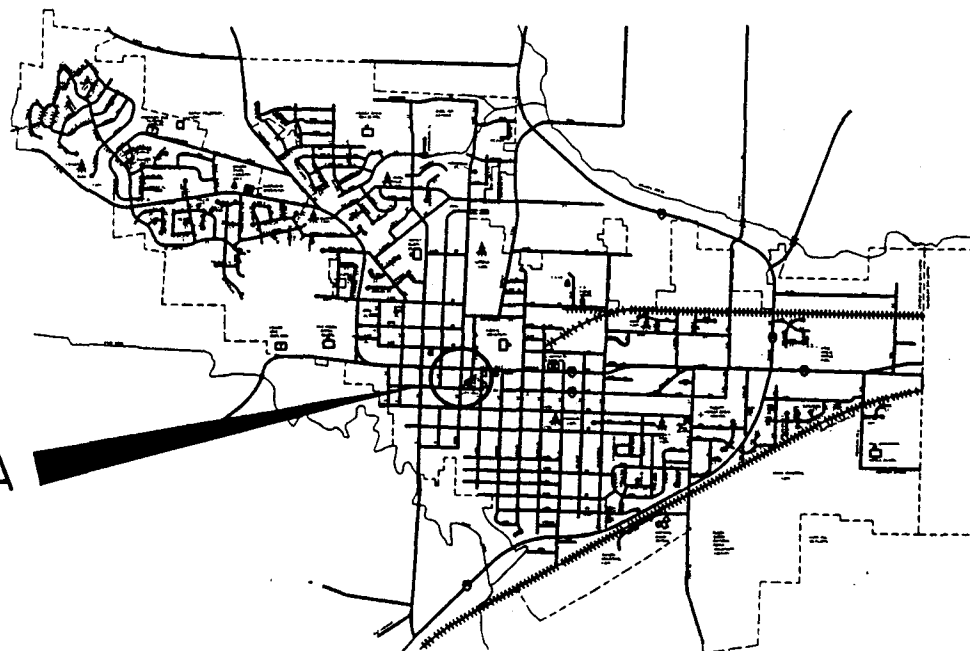
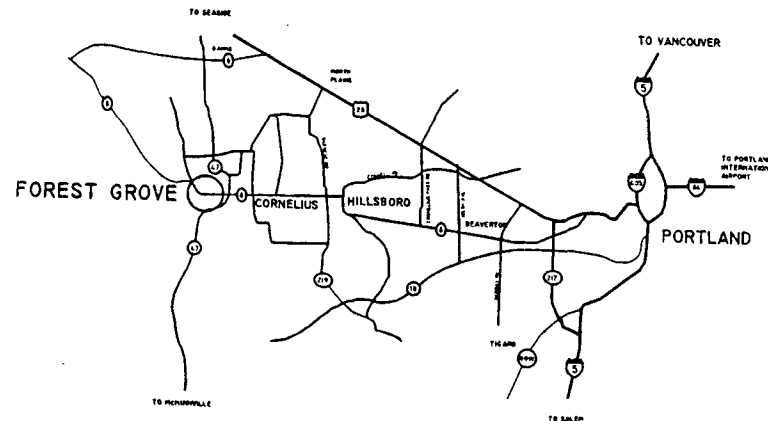
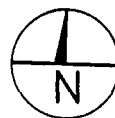
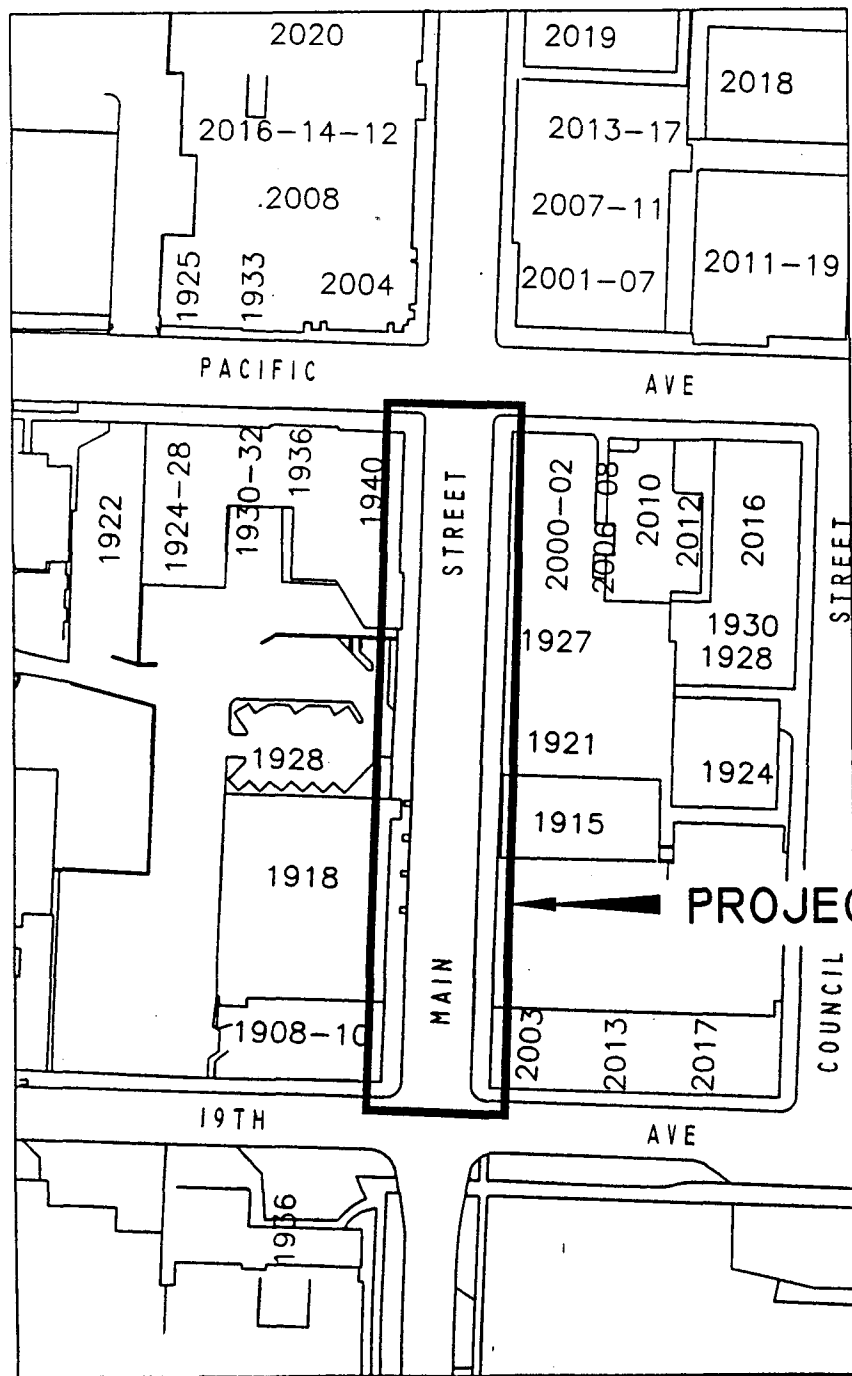


Surrounding Uses

-  Business Park / Office
-  Commercial
-  Regional Center
-  Industrial
-  Single Family Residential
-  Multi-Family Residential
-  Open Space Management

PART 1
Section 1: Project Summary and Certification

APPLICANT Name: City of Forest Grove Address: P.O. Box 326 Forest Grove, OR 97116 Contact Person: Nick Kelsay Title: Project Engineer Telephone: 503-992-3228	
CO-APPLICANT (if any) Name: Address: Contact Person: Title: Telephone:	
PROJECT NAME & LOCATION Main Street Sidewalk Improvements (Pacific Avenue – 19 th Avenue)	
PROJECT DESCRIPTION Replacement of severely deteriorated sidewalks and curbing and provide improved Lighting and other pedestrian friendly amenities along Main Street.	
LENGTH (size, amount, etc) 470 LF approx. 12,000 SF sidewalks	T.E. ACTIVITY (1,2,5)
COST SUMMARY TE Funds: \$244,000 Matching Funds: \$51,500 Total TE Cost: Additional Non-TE costs: Total Project Cost: \$295,500 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? [x] yes [] no* [] partly [] N/A Property to be purchased? [] yes [x] no Easements or donated property? [] yes [x] no * need prior ODOT approval if on state right-of-way
CERTIFICATION I certify that <u>City of Forest Grove</u> [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project. Signature <u>Vergie Ries</u> Date <u>1/30/03</u> Printed Name <u>Vergie Ries</u> Title <u>City Manager</u>	



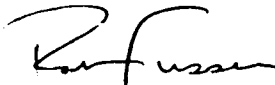
**PROPOSED
FOREST GROVE
TRANSPORTATION
ENHANCEMENT PROJECT**

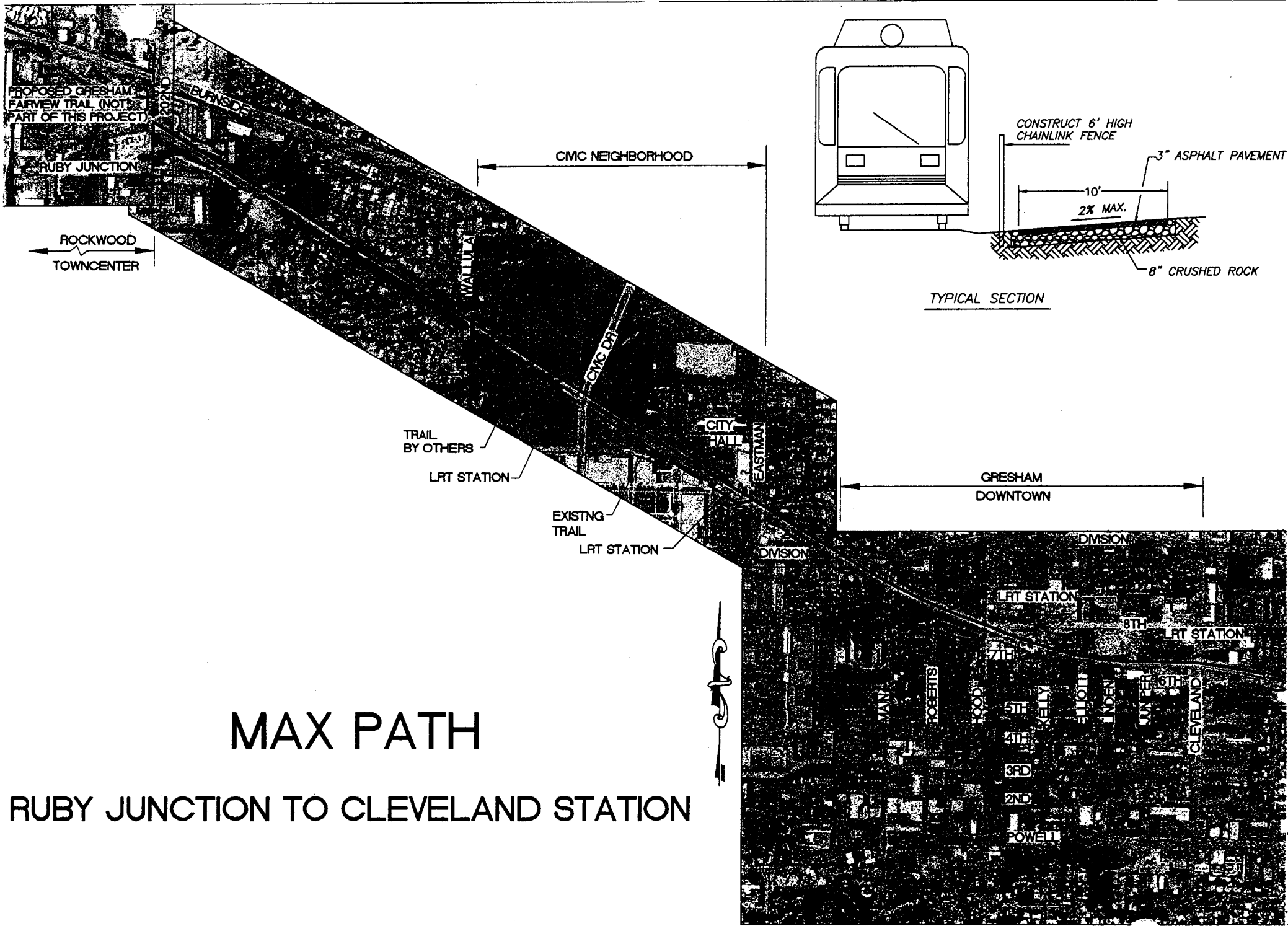
**ENGINEERING
DEPARTMENT**
1924 COUNCIL STREET
P.O. BOX 328
FOREST GROVE, OR 97111

**city of
forest
grove**

(62)

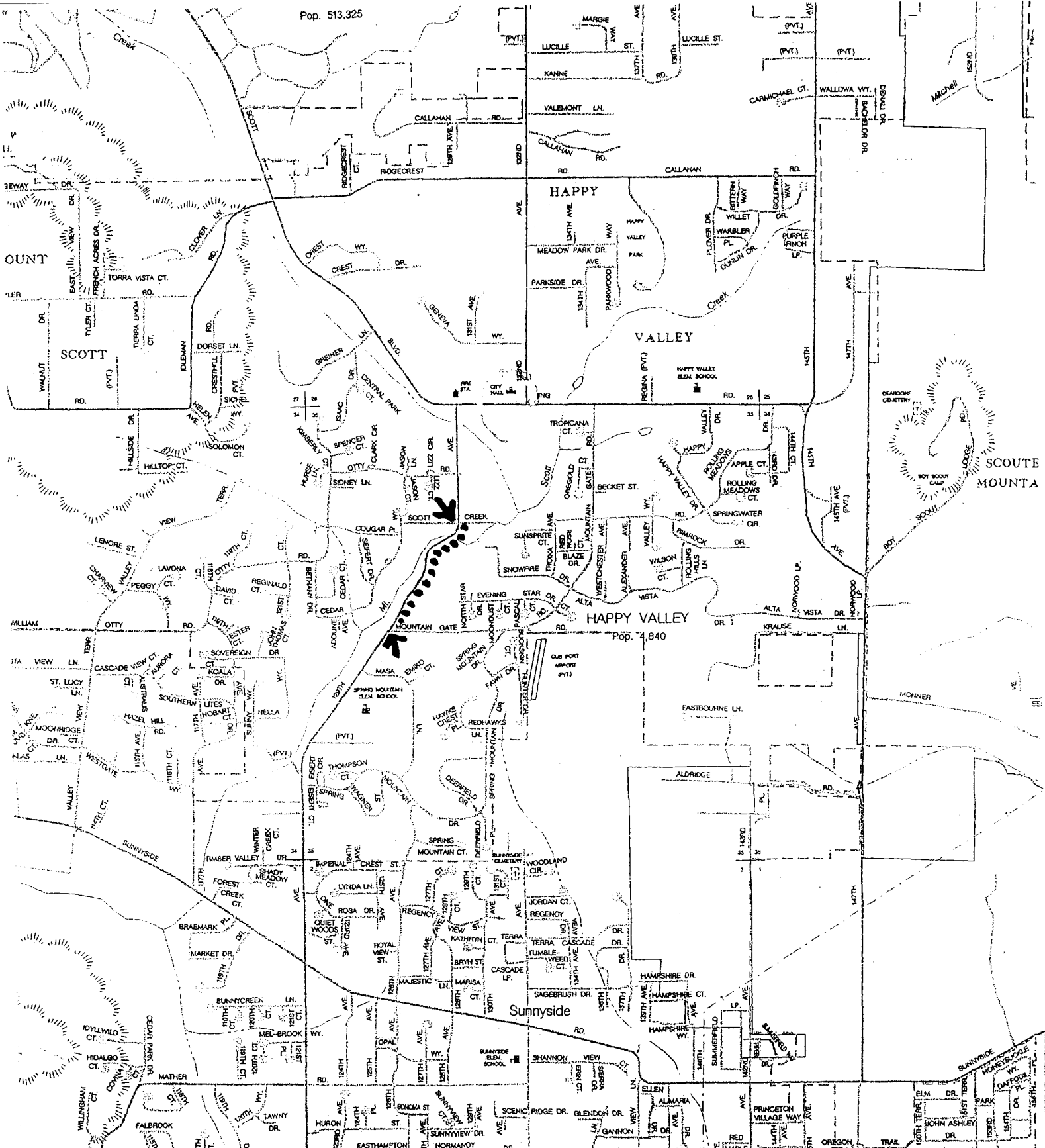
PART 1**Section 1: Project Summary and Certification**

APPLICANT	
Name: City of Gresham	Contact Person: Rebecca Ocken
Address: 1333 NW Eastman Parkway	Title: Transportation Planner
Gresham, Oregon 97030	Telephone: 503.618.2756
CO-APPLICANT (if any)	
Name: TriMet	Contact Person: Michael Dennis
Address: 710 NE Holladay Street	Title: Land Development Planner
Portland, Oregon 97232	Telephone: 503.962.2102
PROJECT NAME & LOCATION	
Max Path, City of Gresham, from Ruby Junction Light Rail Station (202 nd Avenue) to Cleveland Avenue Light Rail Station (Cleveland Avenue)	
PROJECT DESCRIPTION	
The project will engineer and construct a 10-foot wide multi-use path that parallels the light rail tracks from Cleveland Station to the east to Ruby Junction to the west. It will link with the new Gresham Fairview Trail and connect the Civic Neighborhood to Historic Downtown Gresham and the Rockwood Town Center.	
LENGTH (size, amount, etc)	T.E. ACTIVITY
Total project length 10,450 feet.	(name or number) 1. Bicycle/pedestrian facility
COST SUMMARY	RIGHT-OF-WAY NEEDS
TE Funds Requested*: \$592,095	Project site owned by Sponsor?
Matching Funds: \$36,000	<input type="checkbox"/> yes <input checked="" type="checkbox"/> no* <input type="checkbox"/> partly <input type="checkbox"/> N/A
Total TE Cost: \$628,095	Property to be purchased? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no
Additional Non-TE costs: \$288,200 (in-kind)	Easements or donated property? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no
Total Project Cost: \$916,295	
* need prior ODOT approval if less than \$200,000	* need prior ODOT approval if on state right-of-way
CERTIFICATION	
I certify that the City of Gresham supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature 	Date 2/4/03
Printed Name Rob Fussell	Title City Manager



PART 1
Section 1: Project Summary and Certification

APPLICANT Name: The City of Happy Valley Contact Person: Terry Whitehill Address: 12915 SE King Road Title: Public Works Director Happy Valley, OR 97236 Telephone: (503) 760-3325	
CO-APPLICANT (if any) Name: Contact Person: Address: Title: Telephone:	
PROJECT NAME & LOCATION 129th Avenue Sidewalk Improvement Project	
PROJECT DESCRIPTION The City of Happy Valley proposes to design and construct a sidewalk including necessary retaining walls on the east side of SE 129th extending from SE Scott Creek Lane to SE Mountain Gate Road, providing safe pedestrian and bicycle access.	
LENGTH (size, amount, etc) 1,250 linear feet of sidewalk	T.E. ACTIVITY (name or number) 1. Bicycle and Pedestrian Facilities
COST SUMMARY TE Funds Requested*: 706,022.80 Matching Funds: 250,000.00 Total TE Cost: 956,022.80 Additional Non-TE costs: 11,300.00 Total Project Cost: 967,322.80 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? [X] yes [] no* [] partly [] N/A Property to be purchased? [] yes [X] no Easements or donated property? [X] yes [] no * need prior ODOT approval if on state right-of-way
CERTIFICATION I certify that <u>The City of Happy Valley</u> [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project. Signature <u>Terry Whitehill</u> Date February 5, 2003 Printed Name Terry Whitehill Title Public Works Director	



PUBLISHED BY

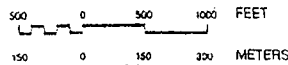


NORTH



"The Oregon Department of Transportation and the State of Oregon make no representation, express or implied, as to the accuracy of the information or data contained herein. This information or data is provided with the understanding that it is not guaranteed to be correct or complete and conclusions drawn from such information are the responsibility of the user."

SCALE



HAPPY VALLEY
Population 4,840



T. 12 S. R. 2 E.

OREGON TRANSPORTATION MAP

Showing Functional Classification of Roads
City of

HAPPY VALLEY



CLACKAMAS COUNTY
DECEMBER 2001



PART 1

Section 1: Project Summary and Certification







APPLICANT	
Name: City of Hillsboro Address: 123 West Main Street Hillsboro, OR 97123	Contact Person: Jennifer K. Wells Title: Senior Planner Telephone: (503) 681-6214
CO-APPLICANT (if any)	
Name: Address:	Contact Person: Title: Telephone:
PROJECT NAME & LOCATION	
Hillsboro Regional Center Pedestrian Project; (<u>Streets</u> : SE 7 th Ave, SE 12 th Ave, SE 13 th Ave, SE Baseline St, SE Maple St, SE Oak St, SE Walnut St, see Vicinity Map) located in neighborhoods that are within the Regional Center or within ½ mile of the Washington Street or Tuality Light Rail Stations.	
PROJECT DESCRIPTION	
Add sidewalks, curb ramps, crosswalks where needed, landscape strips with street trees, and lighting to streets with existing curb and gutter.	
LENGTH (size, amount, etc) 9,332 LF of sidewalks, 2 crosswalks, 60 street trees, 8 cobra lights, and 5 pedestrian-scale fixtures	T.E. ACTIVITY (name or number) 1. Bicycle and Pedestrian Facilities
COST SUMMARY TE Funds Requested*: \$554,233 Matching Funds: \$97,806 Total TE Cost: \$652,039 Additional Non-TE costs: Total Project Cost: \$652,039 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? [] yes [] no* [X] partly [] N/A Property to be purchased? [X] yes [] no Easements or donated property? [] yes [X] no * need prior ODOT approval if on state right-of-way
CERTIFICATION	
I certify that the <u>City of Hillsboro</u> [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature 	Date 02-04-03
Printed Name Timothy J. Erwert	Title City Manager

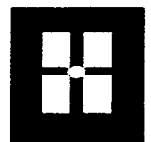


Exhibit A: Vicinity Map

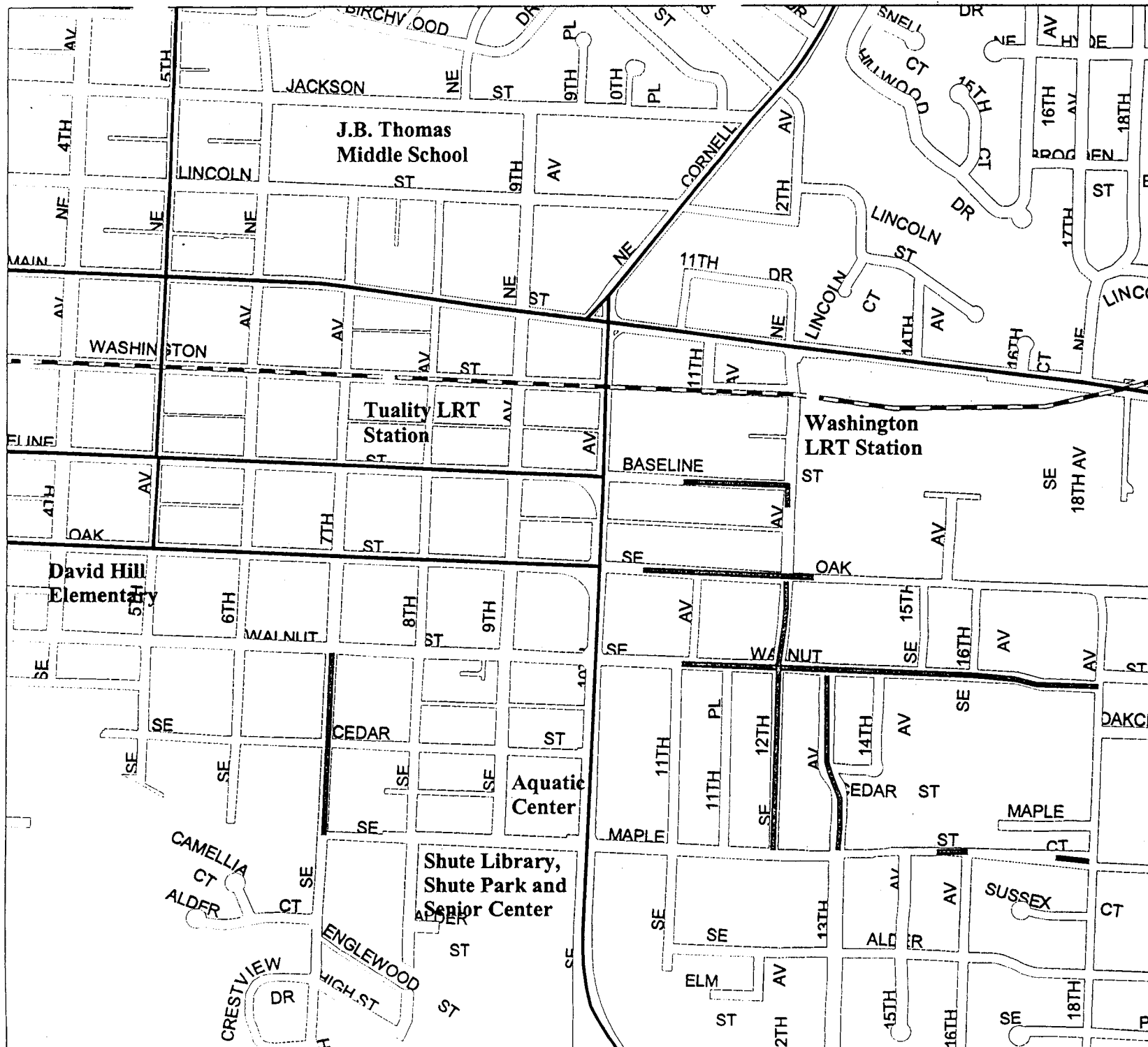
Hillsboro Regional Center
Pedestrian Project

-  Project Street Segments
-  Arterial Street
-  Light Rail Station
-  Light Rail Line
-  Right-of-Way

0 400 800 Feet
1" = 700 Feet

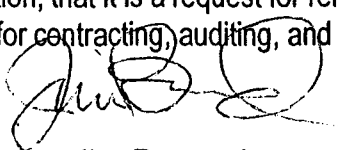


This map was derived from several databases. The City cannot accept responsibility for any errors. Therefore, there are no warranties for this product. However, notification of errors would be appreciated.

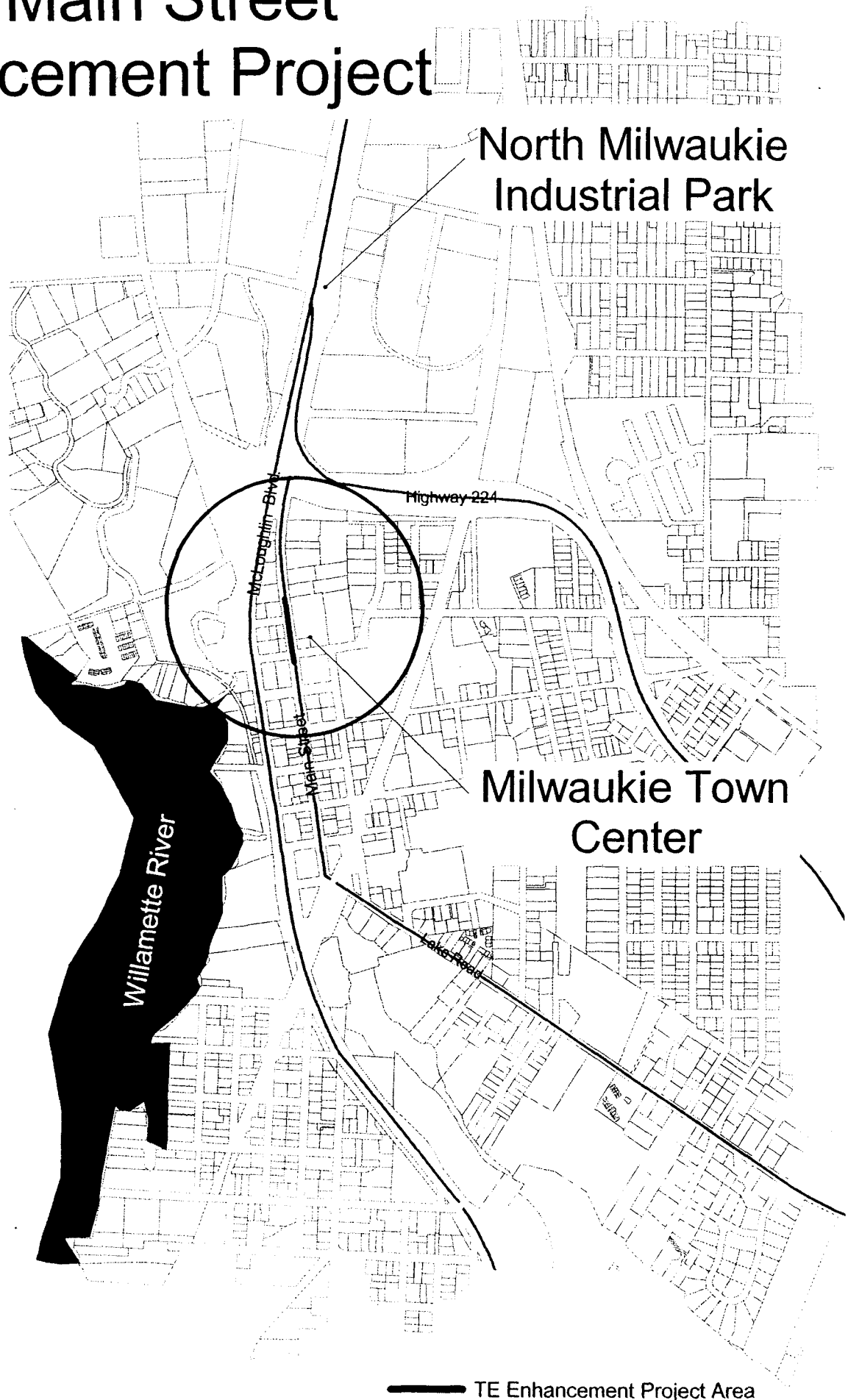


PART 1

Section 1: Project Summary and Certification

APPLICANT	
Name: City of Milwaukie Address: 6101 SE Johnson Creek Blvd. Milwaukie, OR 97206	Contact Person: Alice Rouyer Title: Director, Community Development & Public Works Department Telephone: (503) 786-7600
CO-APPLICANT (if any)	
Name: Address:	Contact Person: Title: Telephone:
PROJECT NAME & LOCATION	
Main Street Multimodal Enhancement Project. Location: Main St. between Harrison and past Scott St. to end of "Safeway" Mixed Use Project property.	
PROJECT DESCRIPTION	
Bike and Pedestrian Improvements, New sidewalk treatment, parking improvements, Bike lane, canopy trees, period lighting, scored/highlighted pedestrian crossing, street furniture, ADA ramps, new curbing	
LENGTH (size, amount, etc) 525 ft in length, 1 1/2 downtown blocks	T.E. ACTIVITY #1 Bike and Pedestrian Facilities
COST SUMMARY TE Funds Requested*: \$511,063 Matching Funds: \$ 58,493 Total TE Cost: \$569,556 Additional Non-TE costs: 0 Total Project Cost: \$569,556 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no* <input type="checkbox"/> partly <input type="checkbox"/> N/A Property to be purchased? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no Easements or donated property? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no * need prior ODOT approval if on state right-of-way
CERTIFICATION	
I certify that <u>City of Milwaukie</u> supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature 	Date 2/6/03
Printed Name Jim Bernard	Title Mayor

TE Main Street Enhancement Project






PART 1

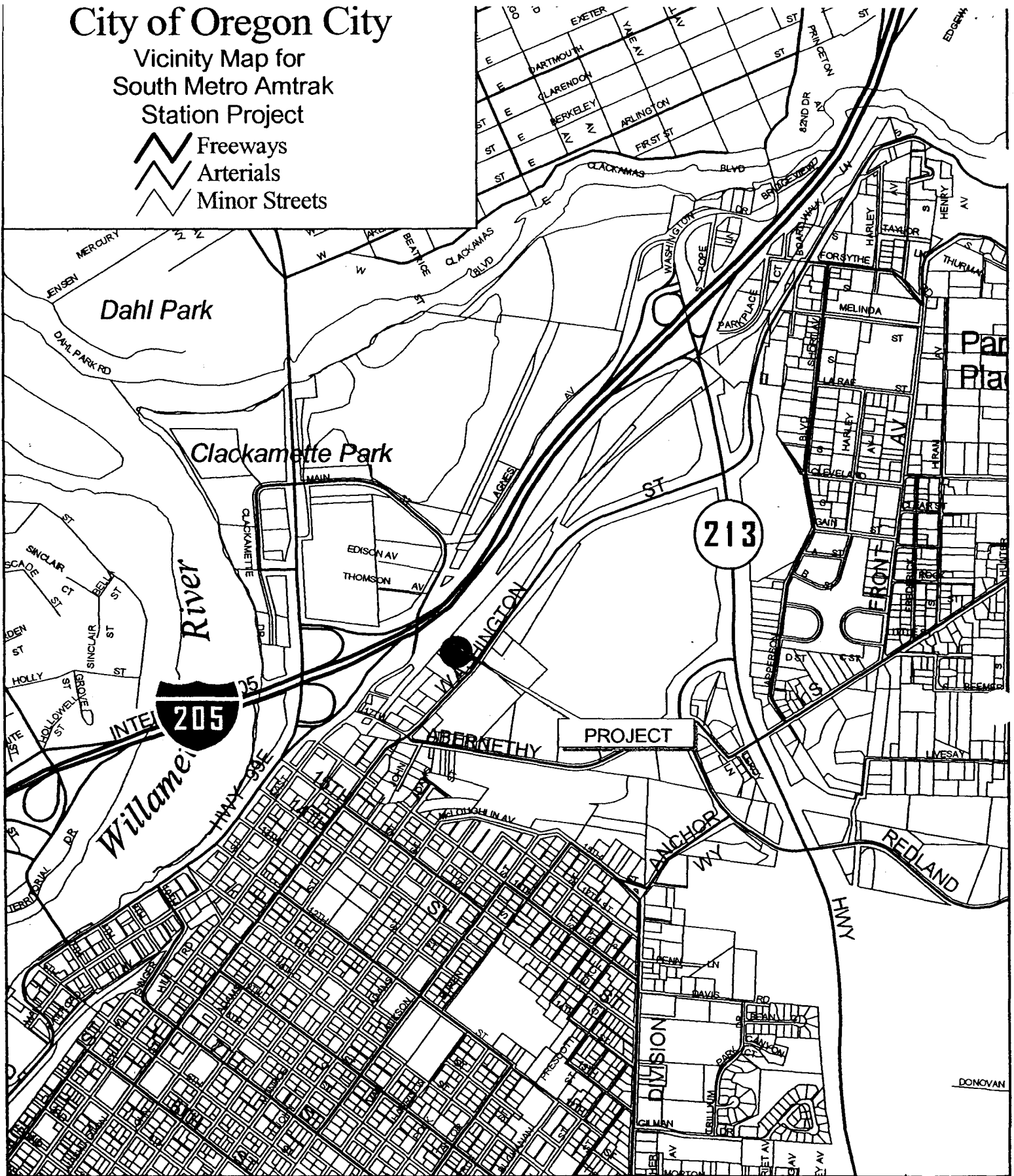
Section 1: Project Summary and Certification

APPLICANT	
Name: City of Oregon City Address: PO Box 3040, 320 Warner Milne Road Oregon City, OR 97045	Contact Person: Nancy J.T. Kraushaar, PE Title: City Engineer/Public Works Director Telephone: 503/496-1545
CO-APPLICANT (if any) - None	
PROJECT NAME & LOCATION	
South Metro Amtrak Station, Phases 1B and 2 Construction, Washington Street, Oregon City. The site is located in the historic End of the Oregon Trail area, today coincident with the Oregon City 2040 regional center and across from the End of the Oregon Trail Interpretive Center and Clackamas County's Regional Visitor Information Center. Specifically, the site is located approximately 200 feet west of Washington Street; and approximately centered between the two I-205 interchanges with Highway 213 "Park Place" and Highway 99E (McLoughlin Boulevard). Access to the rail station will be from Washington Street.	
PROJECT DESCRIPTION	
The South Metro Amtrak Station Phases 1B and 2 project includes relocating the historic Oregon City SPRR freight station to the site, landscaping the site, constructing the parking lot to serve rail station operations, and providing artistic interpretation of the diverse site area history.	
LENGTH (size, amount, etc) n/a	T.E. ACTIVITY (name or number) #5 – Landscaping and other scenic beautification #7 – Rehabilitation and operation of historic transportation buildings....
COST SUMMARY TE Funds Requested*: 1,009,206 Matching Funds: 120,000 Total TE Cost: 1,129,206 Additional Non-TE costs: 51,129,206 Total Project Cost: 51,129,206 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? Yes <input checked="" type="checkbox"/> yes <input type="checkbox"/> no* <input type="checkbox"/> partly <input type="checkbox"/> N/A Property to be purchased? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no Easements or donated property? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no * need prior ODOT approval if on state right-of-way
CERTIFICATION	
I certify that the City or Oregon City [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature	Date 02/07/03
Printed Name Brian Nakamura	Title City Manager

City of Oregon City

Vicinity Map for South Metro Amtrak Station Project

-  Freeways
-  Arterials
-  Minor Streets



The information on this map is derived from Oregon City's digital database. However, there may be map errors or omissions. Please contact Oregon City directly to verify map information. Notification of any errors will be appreciated.

0 500 1000 1500 2000 2500 Feet



City of Oregon City
320 Warner Milne Rd
Oregon City, OR 971
503-657-0891 ph
503-657-7892 fax

PART 1
Section 1: Project Summary and Certification

APPLICANT

Name: Oregon Department of Transportation
Address: 123 NW Flanders Street
Portland, OR 97209-4037

Contact Person: Gayle S. Horton
Title: ODOT Region 1 Business Manager
Telephone: (503) 731-8250

CO-APPLICANT (if any)

Name: Oregon Department of Transportation
Address: 123 NW Flanders Street
Portland, OR 97209-4037

Contact Person: Robert W. Hadlow, Ph.D.
Title: Historian, ODOT Environmental Section
Telephone: (503) 731-8239

PROJECT NAME & LOCATION Historic ODOT Region 1 Headquarters Building Rehabilitation Project, 9002 SE McLoughlin Boulevard, Milwaukie, Oregon.

PROJECT DESCRIPTION Rehabilitate the Historic ODOT Region 1 Headquarters Building for continued use as a transportation-related facility. This building is one of the most significant transportation-related historic resources in the Portland metro area.

LENGTH (size, amount, etc) N/A

T.E. ACTIVITY
(name or number) # 6 and # 7

COST SUMMARY

TE Funds Requested*: \$ 835,610
Matching Funds: \$ 95,640
Total TE Cost: \$ 931,250
Additional Non-TE costs: -0-
Total Project Cost: \$ 931,250

* need prior ODOT approval if less than \$200,000

RIGHT-OF-WAY NEEDS

Project site owned by Sponsor?
☒ yes ☐ no* ☐ partly ☐ N/A

Property to be purchased? ☐ yes ☒ no
Easements or donated property? ☐ yes ☒ no

* need prior ODOT approval if on state right-of-way

CERTIFICATION

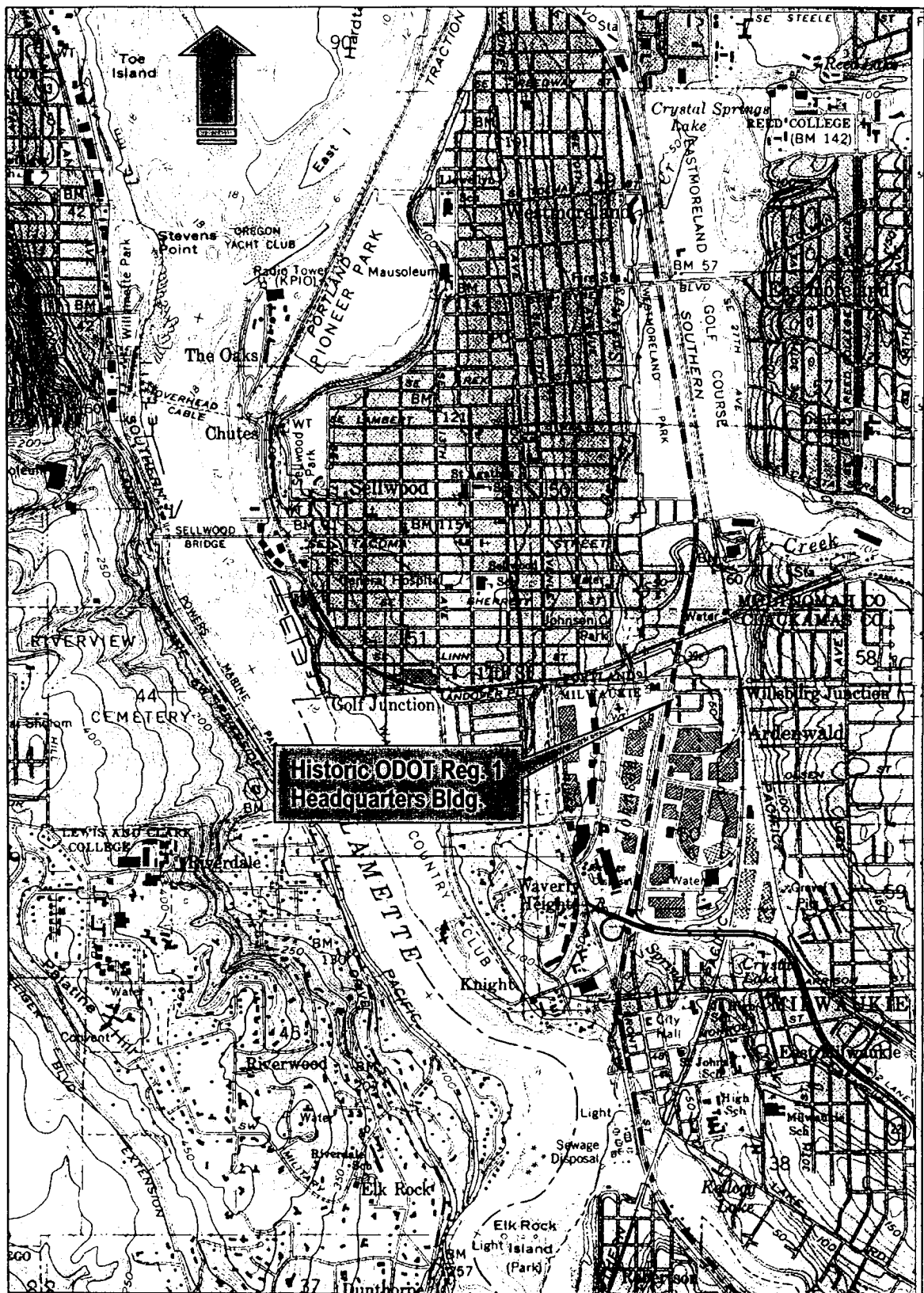
I certify that the Oregon Department of Transportation [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.

Signature 

Date Feb 6, 2003

Printed Name Gayle S. Horton

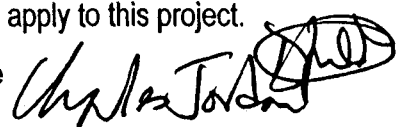
Title ODOT Region 1 Business Manager

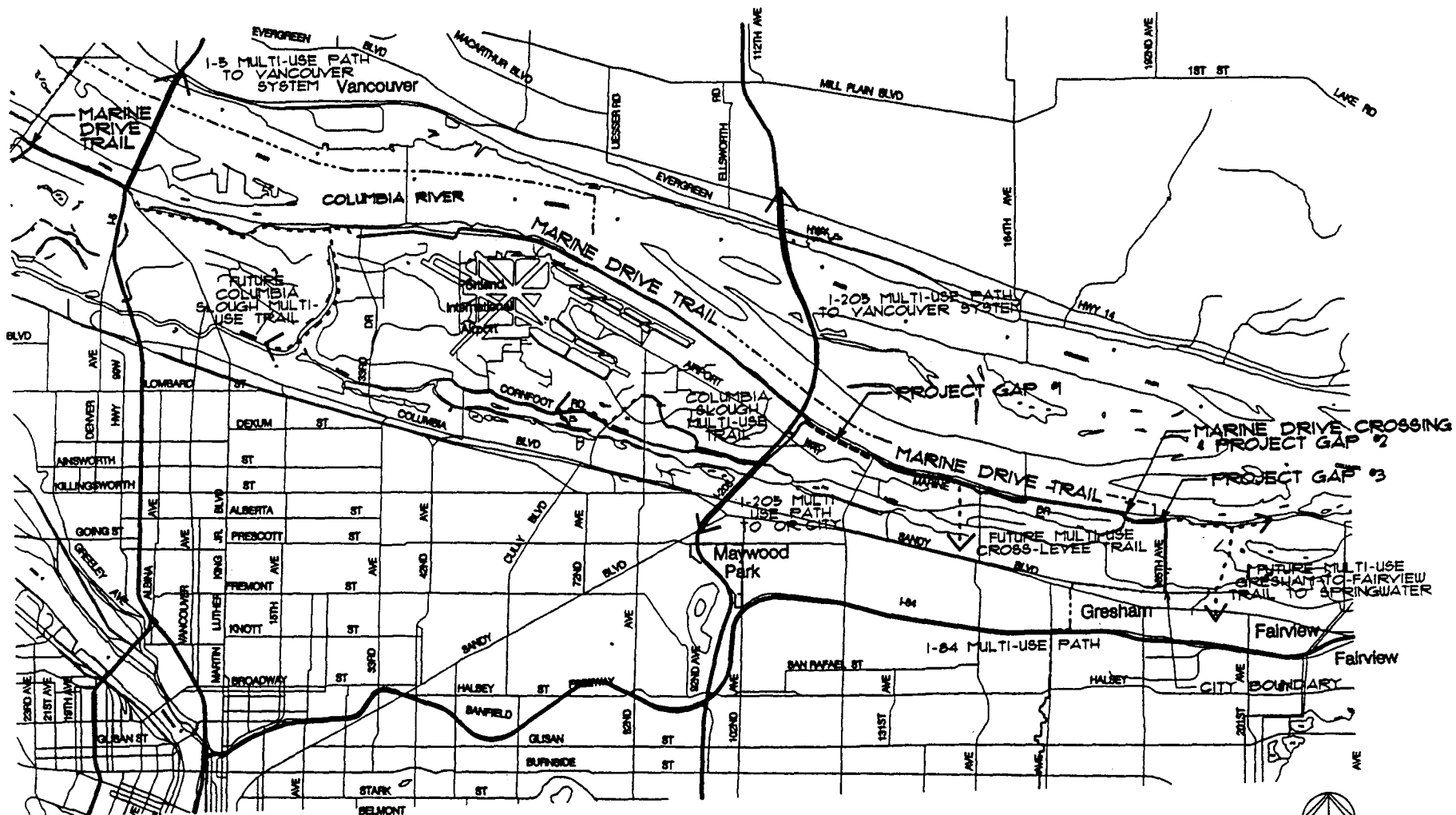


Lake Oswego, Oreg. Quadrangle
 Section 25, Township 1 South, Range 1 East of the Willamette Meridian

05

PART 1
Section 1: Project Summary and Certification


APPLICANT Name: Portland Parks and Recreation Contact Person: Gregg Everhart Address: 1120 SW Fifth Avenue, Room 1032 Title: Senior Planner Portland, Oregon 97214 Telephone: 503-823-6009	
CO-APPLICANT (if any) Name: Contact Person: Address: Title: Telephone:	
PROJECT NAME & LOCATION Marine Drive Multi-Use Trail between I-205 and NE 185 th Avenues	
PROJECT DESCRIPTION Complete missing links in Portland's off-street bicycle and pedestrian trail next to Marine Drive and east of I-205. This project will complete 8.5 miles of off-street Marine Drive trail between NE 33 rd to 185 th Avenue.	
LENGTH (size, amount, etc) 12' a.c. trail 5160 l.f. total: 4150 l.f. I-205 to NE 122 nd Ave; 380 l.f. at end of existing trail; 630 l.f. ending at 185 th Ave; two overhead lighted pedestrian crossing signals	T.E. ACTIVITY (name or number) Pedestrian and Bicycle Project
COST SUMMARY TE Funds Requested*: \$952,000 Matching Funds: \$108,990 Total TE Cost: \$1,060,990 Additional Non-TE costs: 0 Total Project Cost: \$1,060,990 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? [] yes [x] no* [] partly [] N/A Property to be purchased? [x] yes [] no Easements or donated property? [x] yes [] no * need prior ODOT approval if on state right-of-way
CERTIFICATION I certify that _____ [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project. Signature  Date February 6, 2002 Printed Name Charles Jordan Title Director, PP&R	



MARINE DRIVE TRAIL IN PORTLAND
 PROPOSED IMPROVEMENTS EAST OF I-205

PART 1

Section 1: Project Summary and Certification

APPLICANT	
Name: City of Portland, Bureau of General Services Address: 1120 SW 5 th Ave., Room 1204 Portland, Oregon 97204-1985	Contact Person: Jim Coker Title: Project Manager Telephone: 503-823-5348
CO-APPLICANT (if any)	
Name: Address:	Contact Person: Title: Telephone:
PROJECT NAME & LOCATION	
Union Station Facility Improvements	
PROJECT DESCRIPTION This project will fix immediate problems associated with water infiltration and protection of the building's historic fabric due to deterioration. Tasks proposed are the highest priority projects identified in a comprehensive preliminary engineering report completed for the building in 2001.	
LENGTH (size, amount, etc) Main Bldg. is 82,000 SF in area, roughly rectangular shape 510 feet long by 150 feet wide at widest point. Annex Bldg. is 5,000 SF in area, 130 feet long by 36 feet wide.	T.E. ACTIVITY #7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
COST SUMMARY TE Funds Requested*: \$1,500,000 Matching Funds: \$154,050 Total TE Cost: \$1,500,000 Additional Non-TE costs: \$0 Total Project Cost: \$1,654,050 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no* <input type="checkbox"/> partly <input type="checkbox"/> N/A Property to be purchased? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no Easements or donated property? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no * need prior ODOT approval if on state right-of-way
CERTIFICATION	
I certify that <u>The City of Portland, Bureau of General Services</u> [applicant agency] supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.	
Signature 	Date <u>2.4.03</u>
Printed Name Ron Bergman	Title Director, BGS

VICINITY MAP



Legend

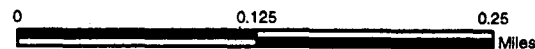
— Streetcar Line

●●●● Bus Mall Line

▲▲▲▲ Light Rail Line

Streets

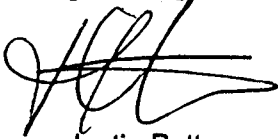
==== Railroad Line

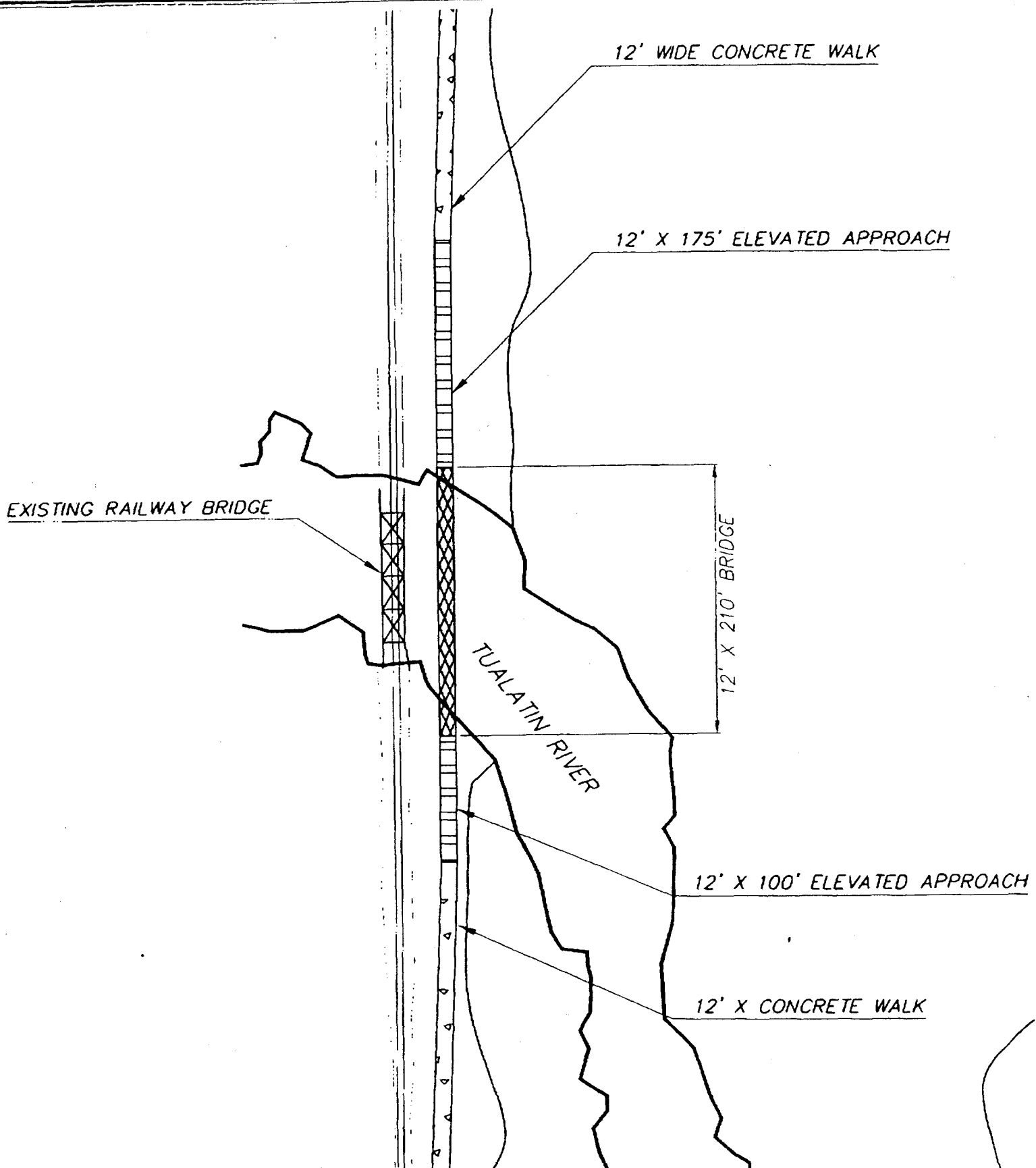


16

PART 1

Section 1: Project Summary and Certification

APPLICANT Name: City of Tualatin Address: 18880 SW Martinazzi Ave. Tualatin, OR 97062 Contact Person: Justin Patterson Title: Parks and Recreation Manager Telephone: 503.691.3064	
CO-APPLICANT (see attached resolutions) Name: (endorsed by cities of Tigard and Durham) Address: Contact Person: Title: Telephone:	
PROJECT NAME & LOCATION Tualatin River Bike and Pedestrian Bridge Located at the Tualatin River where the cities of Tualatin, Tigard and Durham meet.	
PROJECT DESCRIPTION Project entails construction of a bicycle and pedestrian bridge over the Tualatin River, connecting the communities of Tualatin, Tigard and Durham.	
LENGTH The proposed bridge is approximately 250 ft. in length.	T.E. ACTIVITY Activity #1 Provision of facilities for pedestrians and bicyclists
COST SUMMARY TE Funds Requested*: \$900,000 Matching Funds: \$400,000 Total TE Cost: \$1,300,000 Additional Non-TE costs: Total Project Cost: \$1,300,000 <i>* need prior ODOT approval if less than \$200,000</i>	RIGHT-OF-WAY NEEDS None Project site owned by Sponsor? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no* <input type="checkbox"/> partly <input type="checkbox"/> N/A Property to be purchased? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no Easements or donated property? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no <i>* need prior ODOT approval if on state right-of-way</i>
CERTIFICATION <p>I certify that City of Tualatin supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation Enhancement funds. I further certify that matching funds are available or will be available for the proposed project. I understand that this is not a grant application, that it is a request for reimbursement through the federal aid system, and that all federal rules for contracting, auditing, and payment will apply to this project.</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"><div style="width: 45%;"><p>Signature </p><p>Printed Name Justin Patterson</p></div><div style="width: 45%; text-align: right;"><p>Date 2/7/03</p><p>Title Parks and Recreation Manager</p></div></div>	



10260 S.W. Nimbus Ave
 Suite M-4
 Tigard, Oregon 97223
 (503) 968-6589
 FAX (503) 968-7439



TriLand Design Group, Inc.

PLANNING • CIVIL ENGINEERING • LAND SURVEYING

PEDESTRIAN BRIDGE PLAN

TUALATIN PEDESTRIAN BRIDGE

PREPARED FOR:

CITY OF TUALATIN
 TUALATIN, OR

Project: 98016

Designed:

Drawn: CWL

Scale: 1" = 10'

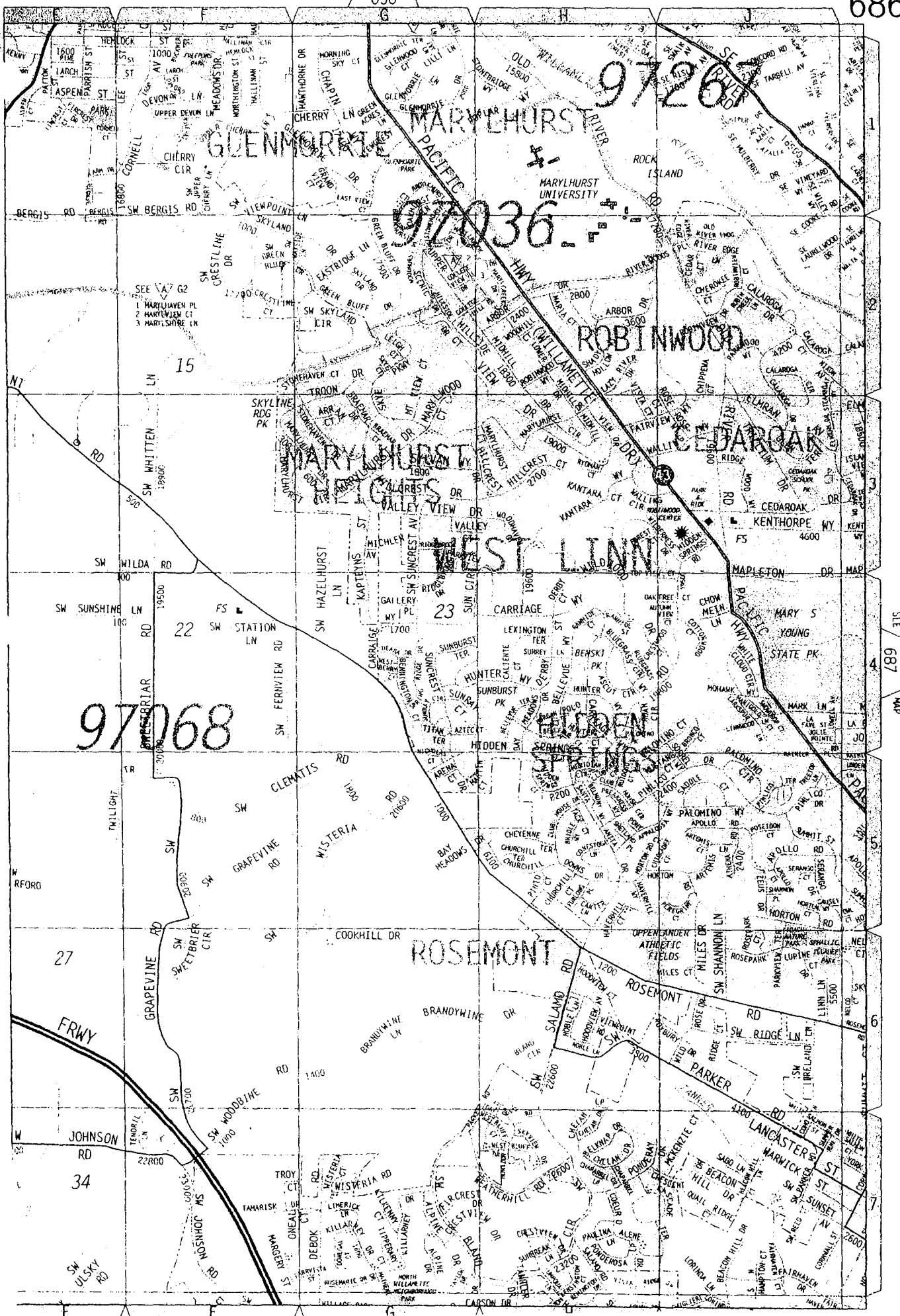
Date: 1/28/99

Sheet: 1 of 2

PART 1

Section 1: Project Summary and Certification

APPLICANT Name: City of West Linn Address: 22500 Salamo Rd. West Linn, OR 97068 Contact Person: Ken Worcester Title: Parks Director Telephone: 503 557-4700	
CO-APPLICANT (if any) Name: Three Rivers Land Conservancy Address: PO Box 1116 Lake Oswego, OR 97035 Contact Person: Jayne R. Cronlund Title: Stafford Trails Project Coordinator Telephone: 503 699-9825	
PROJECT NAME & LOCATION Stafford Basin Path and Trail: North side Rosemont Boulevard. Location: Unincorporated Clackamas County, north side of Rosemont Blvd, just west of the City boundary with West Linn. One mile of pathway will be acquired and constructed from the western boundary of West Linn along Rosemont Blvd.	
PROJECT DESCRIPTION This project will provide a vital pedestrian and bicyclist connector between the cities of West Linn and Lake Oswego on the northside of Rosemont Boulevard. While this area provides a vital link between the two communities, it goes through unincorporated Clackamas County and will benefit the residents of this area as well by providing safe travel.	
LENGTH (size, amount, etc) 4,000 feet of bicycle and pedestrian trail	T.E. ACTIVITY (name or number) 1: Bicycle and Pedestrian Facilities
COST SUMMARY TE Funds Requested*: \$250,000 Matching Funds: \$136,750 Total TE Cost: \$386,750 Additional Non-TE costs: - Total Project Cost: \$386,750 * need prior ODOT approval if less than \$200,000	RIGHT-OF-WAY NEEDS Project site owned by Sponsor? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no* <input type="checkbox"/> partly <input type="checkbox"/> N/A Property to be purchased? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no Easements or donated property? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no * need prior ODOT approval if on state right-of-way



Portland


SHE 687 MAP



METRO

Date: March 11, 2003

To: JPACT and Interested Parties

From:  Andy Cotugno
Planning Director

Re: *Transportation Enhancements Projects*

This transmittal memorandum is for informational purposes and is not an action item for JPACT. It updates the memorandum titled *Metro Review of Transportation Enhancement Applications* that was mailed to JPACT last week. On March 3rd, Metro staff and TPAC Citizen representatives reviewed 13 transportation enhancement (TE) program projects from the region and selected 6 projects for TPAC recommendation and further review by ODOT.


A cover letter and two attachments were mailed to TPAC on March 7th for approval at a special TPAC meeting on March 14th. The mailing to TPAC provided additional detail on the projects, ranking process, selection criteria and project ranking results, and is included with this memorandum to JPACT for informational purposes:

- March 7, 2003 Memorandum to TPAC: *Metro Staff Recommendation Advancing Regional Transportation Enhancement Projects to ODOT for Further Review*
- Attachment 1: Metro Staff Report to TPAC
- Attachment 2: Metro Area TE Project Ranking

In March and April the ODOT TE Advisory Committee will be developing a statewide selection list of TE projects, including the 6 TE projects submitted from the Metro region. In April and May ODOT will narrow the statewide TE project selection list and solicit JPAC and Metro Council input. In May 2003 a Metro Council resolution will be drafted to support or modify the ODOT recommendation and will be forwarded through JPACT as an action item. That resolution will be sent to the OTC for their consideration as they finalize their allocation decision.



METRO

Date: March 7, 2003
To: TPAC and Interested Parties
From: Tom Kloster, Transportation Planning Manager 
Bill Barber, Regional Travel Options Program
Re: ***Metro Staff Recommendation Advancing Regional Transportation Enhancements
Projects to ODOT for Further Review***

Metro staff, along with TPAC citizen representatives, reviewed 13 TE projects from the Metro region and selected the following six projects for further review by ODOT:

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

The following attachments provide additional detail on the projects, ranking process, selection criteria and project ranking results:

- Attachment 1: Metro Staff Report to TPAC
- Attachment 2: Metro Area TE Project Ranking

The next steps in the statewide TE selection process are as follows:

March 14: TPAC recommendation to State TE Advisory Committee

March/April: State TE Advisory Committee develops tentative selection list

April/May: State to solicit JPACT and Metro Council input on selection list*

May 2003: State to finalize statewide project list and incorporate into STIP

Oct. 2003: OTC approves final STIP

*In May 2003 a Metro Council resolution will be drafted to support or modify the State recommendation. That resolution will be sent to the OTC for their consideration as they finalize their allocation decision.

METRO STAFF RECOMMENDATION

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 State TE Advisory Committee for funding consideration. The statewide committee is responsible for making a funding recommendation to the Oregon Transportation Commission (OTC) that balances the statewide allocation of approximately \$7.5 million.

Metro staff, along with TPAC citizen representatives, reviewed 13 TE projects and selected the following six projects for further review by ODOT:

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

Background

80 TE project applications from around the state were received by ODOT on February 7, 2003, including 14 from the Metro area. After an initial screening, 13 Metro area TE project applications were forwarded by ODOT to Metro staff on February 14, 2003. An ODOT project to light the St. Johns Bridge was disqualified by ODOT TE staff. The 13 projects reviewed by Metro staff are described in Table 1. On February 28, 2003 TPAC was given an informational briefing on the TE schedule and process by Metro staff. On March 3, 2003 Metro staff and TPAC citizen members ranked the TE projects and came up with a recommendation to TPAC.

Project Ranking Process

On March 3 Metro staff and TPAC citizen members met for the purpose of ranking the TE projects. Pat Fisher from ODOT acted as an observer and TE program resource. Metro staff included Bill Barber and Tom Kloster. Of the TPAC citizen members invited to participate in the process, John Lynch and Chris Eaton (Victoria Brown's alternate) attended the meeting and worked with Metro staff to rank the projects. Scott Bricker could not attend the meeting, but provided comments separately. Chris Smith did not participate in the numerical ranking of the projects, but was able to participate in the group discussion. Jeffrey King from the City of Milwaukie attended the meeting as an observer.

Metro Area Criteria

Metro Staff developed criteria that reflected both regional and state transportation priorities, and the TPAC citizen representatives concurred with the criteria. The key Metro focus included MTIP policy (leveraging development in centers, industrial areas, and concept plan areas) and filling gaps in the Regional Trails Map. The statewide focus that was also taken into consideration included significance/importance based on OTC's definition and OTC focus areas for the TE program.

A maximum of 25 points were awarded if the project was located in priority 2040 land-use areas, and 10 points were awarded if the project was identified on the Metro Regional Trail System map. In addition, 20 points were awarded if the project was identified in the Regional

TABLE 1
PROJECT DESCRIPTIONS

APPLICANT	LOCATION AND PROJECT DESCRIPTION
Beaverton	<u>Beaverton Regional Center Streetscape Improvements, Watson Ave. between Canyon Rd. and 4th St.</u> Provide pedestrian and bicycle improvements, including widening sidewalks, replacing dated street furniture and street lights, installing textured intersections and enhancing a small pedestrian plaza which highlights the National Historic District in downtown Beaverton.
Clackamas County	<u>Sidewalks and bike lanes along Mather Rd. Cranberry Loop to 97th Ave.</u> Connect the missing link of sidewalk and bike lanes adjacent to the Mt. Talbert regional park and between a growing residential area, with three schools, and the Clackamas Regional Center and employment areas.
Forest Grove	<u>Main Street Sidewalk Improvements (Pacific Ave. - 19th Ave.</u> Replace severely deteriorated sidewalks and curbing and provide improved lighting and other pedestrian friendly amenities.
Gresham and TriMet	<u>MAX Path, Ruby Junction Light Rail Station (202nd Ave.) to Cleveland Avenue Light Rail Station.</u> Engineer and construct a 10-foot wide multi-use path that parallels the light rail tracks. It will link with the planned Gresham Fairview Trail and connect the Civic Neighborhood to Historic Gresham and the Rockwood Town Center.
Happy Valley	<u>129th Avenue Sidewalk Improvement Project.</u> Design and construct a sidewalk, including necessary retaining walls on the east side of SE 129 th , extending from SE Scott Creek Lane to SE Mountain Gate Rd.
Hillsboro	<u>Hillsboro Regional Center Pedestrian Project.</u> Add sidewalks, curb ramps, cross walks where needed, landscape strips with street trees, and lighting to streets with existing curb and gutter. Streets are located in neighborhoods that are within the regional center or within .5 mile of the Washington or Tuality LR stations.
Milwaukie	<u>Main Street Multi-modal Enhancement Project.</u> Bike lane, new sidewalk treatment, parking improvements, canopy trees, period lighting, scored/highlighted pedestrian crossing, street furniture, ADA ramps, and new curbing.
Oregon City	<u>South Metro Amtrak Station Phases 1B and 2 Construction, Washington Street.</u> Project includes relocating the historic Oregon City SPRR freight station to the site, landscaping the site, constructing the parking lot to serve rail station operations, and providing artistic interpretation of the diverse site area history.
ODOT	<u>Historic ODOT Region 1 Headquarters Building.</u> Rehabilitate the building for continued use as a transportation-related facility. The building is one of the most significant transportation-related historic resources in the Portland metro area.
Portland	<u>Marine Dr. Multi-use Trail from I-205 to NE 185th Ave.</u> Complete missing links in Portland's off-street bicycle and pedestrian trail next to Marine Drive and east of I-205.
Portland	<u>Union Station Facility Improvements.</u> Fix immediate problems associated with water infiltration and protection of the building's historic fabric due to deterioration.
Tualatin, Tigard and Durham	<u>Tualatin River Bike and Pedestrian Bridge.</u> Construction of a bicycle and pedestrian bridge over the Tualatin River, connecting the communities of Tualatin, Tigard and Durham.
West Linn and Three Rivers Land Conservancy	<u>Stafford Basin Path and Trail: North side of Rosemont Blvd.</u> Provide a vital pedestrian and bicyclist connector between the cities of West Linn and Lake Oswego. The project also goes through unincorporated Clackamas County and will benefit the residents of this area as well by providing safe travel.

Transportation Plan (RTP) as a bicycle, pedestrian or inter-city rail passenger project. 10 points were awarded if a project was identified in a local transportation system plan but was not included in the RTP or on the Regional Trails map.

A maximum of 20 points was awarded for project significance and a maximum of 15 points was awarded if the project was included in an OTC focus area. Table 2 describes the regional and statewide factors considered in more detail.

TABLE 2
METRO AREA CRITERIA FOR TE PROJECTS

Points	Factors Considered
25 hi 20 med 15 low	MTIP POLICY FOCUS Leverage Economic Development in priority 2040 land-use areas through investments that support: <ul style="list-style-type: none"> • Central City, Regional Centers, Industrial areas and UGB expansion areas with completed concept plans. • Town Centers • Station Areas and Main Streets
10	METRO REGIONAL TRAIL SYSTEM <ul style="list-style-type: none"> • Identified on Regional Trails map • Completes gap in system
20	RTP BIKEWAY, PEDESTRIAN & PUBLIC TRANSPORTATION SYSTEM <ul style="list-style-type: none"> • Identified on Regional Bicycle System or Regional Pedestrian System map • Identified as a project in the RTP • Identified as an inter-city rail passenger project in the RTP
10	PROJECT IDENTIFIED IN LOCAL TRANSPORTATION SYSTEM PLAN (but not in Regional Transportation Plan or Regional Trails Plan)
20 hi 10 med 5 low	IMPORTANCE/SIGNIFICANCE <ul style="list-style-type: none"> • Uniqueness, urgency and priority; importance of TE funding • Problems, losses or lost opportunities if project is not completed soon • Benefit to a large segment of population or a "transportation disadvantaged" segment (children, elderly, low-income, disabled) • Documented priority within the applicant agency or in a defined geographic area
15 hi 10 med 5 low	OTC FOCUS AREAS <ul style="list-style-type: none"> • Benefits a state highway or state-owned transportation facility and falls into one or more of the following project types: (1) bicycle/pedestrian facilities, (2) repair and operation of historic transportation buildings, (3) Landscaping and scenic preservation, (4) control of highway-related water pollution, (5) main street or streetscape project. • Benefits a rural/distressed community or Special Transportation Area • Linked to an upcoming pavement preservation project, mixed-use or compact development, or Community Solutions Team effort.

Analysis of Project Selection

Metro staff and TPAC citizen representatives assigned point totals to the 13 projects and then discussed the results. The results of the project ranking are shown in Attachment 2, Table 3. The Tualatin River Bike/Pedestrian Bridge (78 points) was the highest-ranking project, followed by the Watson Avenue Streetscape project in Beaverton (75 points) and the South Metro Amtrak Station in Oregon City (74 points). The projects ranked high because of their MTIP policy focus,

identification in the RTP, and significance as defined by the OTC. The Hillsboro regional center pedestrian project and the Marine Drive Multi-use trail connections projects tied at 72 points. Union Station facility improvements ranked 6th (66 points), closely followed by the Gresham MAX path (63 points), Main Street sidewalks in Forest Grove (61 points) and the Milwaukie Main Street multi-modal enhancement project (58 points). The remaining projects sponsored by Happy Valley, West Linn, Clackamas and ODOT Region 1 ranked lower because they do not have an MTIP policy focus.

Once the projects were ranked, Metro staff and the TPAC citizen representatives discussed the project list to be recommended to TPAC. The group generally concurred that the numerical project ranking matched closely with each member's "intuitive top six" project list. The recommended list includes two trail projects, two pedestrian-oriented projects in regional centers, and two inter-modal facility improvement projects.

Metro staff and the TPAC citizen representatives noted that the Gresham, Forest Grove and Milwaukie projects were also promising. The Union Station facility improvements project ranked slightly higher than the above-mentioned projects due to MTIP policy focus, identification in the RTP, and because of regional and statewide significance as an inter-modal, inter-city rail passenger facility.

The meeting observers, Pat Fisher from ODOT and Jeffrey King from Milwaukie, concurred with the TPAC citizen representatives that the selection process established by Metro staff was objective and fair.

Next Steps

The six projects forwarded by TPAC to the State TE Advisory Committee will be included in a tentative statewide selection list to be developed in March and April, and the State will ask for JPACT and Metro Council input on the selection list in April or May. The next step for the Metro region in the TE selection process will be a Metro Council resolution supporting or modifying the State recommendation. The resolution will be forwarded to the OTC for their consideration as they finalize the TE project allocation decision.

TABLE 3
METRO AREA TE PROJECT RANKING

Attachment 2

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
Hillsboro	Regional Center Pedestrian Project	\$ 554,233	\$ 97,806	15.0%	25	0	20	N/A	13	14	72	4
Portland	Marine Drive Multi-use Trail Connections	\$ 952,000	\$108,990	10.3%	25	10	20	N/A	10	7	72	4
Portland	Union Station Facility Improvements	\$ 1,500,000	\$154,000	9.3%	25	0	20	N/A	12	9	66	6
Gresham	MAX path: Cleveland Ave - Ruby Jct. Station	\$ 592,095	\$324,200	35.4%	25	0	0	10	16	12	63	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

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT)	RESOLUTION NO. 03-3289
THE PORTLAND METROPOLITAN AREA IS IN)	
COMPLIANCE WITH FEDERAL)	Introduced by Councilor Rod Park
TRANSPORTATION PLANNING)	
REQUIREMENTS)	

WHEREAS, Substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED, that the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this _____ day of _____ 2003.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____
day of _____ 2003.

State Highway Engineer

Metro Self-Certification

1. Metropolitan Planning Organization (MPO) Designation

Metro is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see membership roster). JPACT provides the “forum for cooperative decision-making by principal elected officials of general purpose governments” as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Work Program (UWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary.

2001 Review Corrective Action: 4.A.1 Metro should clarify their existing metropolitan planning area boundary and provide a map. The map should clearly show any differences between:

- 1) the overall Metro boundary,*
- 2) the air quality maintenance area boundary,*
- 3) the urban growth boundary,*
- 4) the federal urbanized area and small-urban boundaries and,*
- 5) the MPO planning area boundary.*

The use of PL and Metro STP funds must be consistent with the official metropolitan area planning area, urbanized area and small-urban boundaries.

Response: A map is being provided which includes: 1) the overall Metro boundary, 2) the air quality maintenance area boundary, 3) the urban growth boundary, 4) the federal urbanized area and small-urban area boundary and 5) the MPO planning area boundary.

2001 Review Recommendation: 4.A.2 If the City of Wilsonville is not currently included in the Portland metropolitan planning area boundary, it is recommended that the MAPB be expanded to include the City.

Response: The map has been expanded to include Wilsonville.

3. Agreements

- a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) delineates areas of responsibility and coordination. A revised document was executed February 2003.

- b. An agreement between TriMet and Metro implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Executed May 2001.
- c. An agreement between the Oregon Department of Transportation (ODOT) and Metro implementing the ISTEA of 1991. Executed May 2001.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- e. Bi-State Resolution – Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.
- f. An agreement between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed May 2001.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; nine local elected officials including two from Clark County, Washington, and appointed officials from ODOT, TriMet, the Port of Portland and DEQ. All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Partnership Governors Task Force the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2003. This joint committee will advise the region, state and local jurisdictions on transportation and land use issues of bi state significance. The intergovernmental agreement between RTC and Metro states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

MPAC

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

The Regional Framework Plan was adopted on December 11, 1997, and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary and urban reserves)
- Open space and parks
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation plan developed to meet Transportation Efficiency Act of the 21st Century (TEA-21) Rule 12 and Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Work Program (UWP)

JPACT, the Metro Council and the Southwest Washington RTC adopt the UWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UWP also includes federally funded major projects being planned by member jurisdictions.

2001 Review Recommendation: 7.A.1 It is recommended that Metro and ODOT continue the work under way to insure that:

- 1) *funds programmed for planning activities in the MTIP/STIP are clearly identified in and coordinated with the UPWP,*
- 2) *all parties understand that Metro remains responsible for coordinating all federally-funded planning activities included in the UPWP, and*
- 3) *a clear distinction is made in the UPWP between funded activities and proposed activities (e.g., pending TSCP application, TGM applications, etc.).*

Response: Efforts continue to provide information in the UWP as indicated in the review recommendation. Metro is coordinating with the jurisdictions to clarify the understanding of what is a “planning project” and to make sure all MTIP/STIP planning projects are included in the UWP. We are working to more clearly identify unfunded or pending projects.

2001 Review Recommendation: 7.A.2 Federal-funded reports, that are not approved by FHWA and FTA, and prepared as a part of the UPWP, should include a statement that indicates that the views expressed and conclusions drawn do not reflect the views of the USDOT.

Response: Metro includes the federal disclaimer in its documents.

b. Regional Transportation Plan (RTP)

The 2000 RTP was adopted in August 2000, culminating a two-phase, five-year effort to reorient the plan to Metro’s 2040 Growth Concept. The updated plan contains a new emphasis on implementing key aspects of the 2040 land use plan with strategic transportation infrastructure

improvements and programs. The plan is fully organized around these land use goals, with modal systems for motor vehicles, transit, freight, bicycles and pedestrians geared to serve the long-term needs called for in the 2040 plan.

The 2000 RTP also includes a new level of detail, prescribing a number of new performance measures and system design standards for the 24 cities and 3 counties in the Metro region to enact. These include: new requirements for local street connectivity; modal orientation in street design; 2040-based level-of-service policy for sizing roads; targets for combined alternative modes of travel; and, parking ratios for new developments. The plan contains nearly 900 individual projects totaling \$7.2 billion in system improvements, and a corresponding series of financing scenarios for funding these projects. It also calls for more than a dozen corridor studies to define specific projects for many of the major corridors where more analysis is needed to determine which improvements best respond to expected demand. The next periodic update to the RTP is scheduled for 2004.

2001 Review Recommendation: 12.A.1. In order to avoid a future conformity lapse and the possible interruption of USDOT funds, we remind Metro that the RTP requires an update every three years. Because Metro is a maintenance area, EPA's air quality regulations require the Plan to be updated on a three-year cycle. This is because Plans need to be more sensitive to changing environmental conditions and responsive to goals established by the Clean Air Act, and to ensure that transportation activities do not worsen air quality or interfere with the purpose of the SIP. Therefore the schedule for updating the Plan is tied to the schedule for air quality conformity determinations. An update does not require a complete revisiting of underlying RTP policies, goals and assumptions; extend the planning horizon to minimum of 20 years; and complete the USDOT air quality conformity process for the financially constrained system before January 26, 2004.

Response: Metro will initiate an RTP update in May 2003, and is scheduled to be completed in January 2004 in order to avoid a conformity lapse. At a minimum, this update will cover all federal planning requirements, but may involve updates to non-federal aspects of the RTP.

2001 Review Recommendation: 12.A.2 It is recommended that every effort be made to advance the completion of the refinement plans identified as "outstanding issues" in Metro's 2000 RTP.

Response: Metro completed the Corridor Initiatives project in late 2001, and amended the RTP in 2002 to adopt the recommended priorities for completing major corridor studies in the region. Two of the 19 corridors have already been studied, or are underway using MTIP and state TGM monies, and two additional corridor studies are proposed for funding in the current MTIP solicitation. However, it should be noted that all of the refinement corridors are centered on ODOT facilities, and will require greater funding support from ODOT than is currently available to complete this work in a timely manner.

2001 Review Recommendation: 12.A.3 It is strongly recommended that short-term operations/management plans be developed expeditiously for the corridors identified in the RTP as having unmet needs but not scheduled for full corridor studies in the near-term. The goal should be to preserve and enhance mobility, reduce congestion and prevent the foreclosure of options that may occur if no action is taken until "deficiency thresholds" are reached.

Response: ODOT has undertaken an aggressive ITS system for principal routes that are identified as refinement plan corridors in the RTP, with almost all access points metered and travel information systems installed. ODOT does not plan to employ this level of system management

to the few major arterials that are called out as refinement plans, and instead will focus on access management as a strategy to protect interim mobility in these corridors.

2001 Review Recommendation: 12.A.4 Metro is encouraged to seek consensus on new approaches that might decrease the gap between the 2000 RTP's financially constrained and priority systems.

Response: Metro convened a Transportation Investment Task Force in 2002 to identify key improvements in the region, and propose mechanisms for increasing transportation funding to construct these improvements. The recommendations of the task force were accepted by JPACT and the Metro Council in February 2003, and the Metro Council has expressed an intent to continue working with the Task Force to implement the recommendations. The Oregon Legislature has also been working to reduce the transportation funding gap, with a major bond measure approved in the last session, and a follow up measure proposed for this session.

2001 Review Recommendation: 12.A.5 We recommend that Metro's next RTP update expand the discussion of Operating and Maintenance (O&M) costs in simplified terms (possibly charts, graphs, etc.) to help educate the public on the huge cost of operating and maintaining the existing and proposed transportation infrastructure (both transit and roadway).

Response: Metro will expand the discussion of O&M costs in the next update to better explain the growing financial burden in this area.

2001 Review Recommendation: 12.A.6 Minor RTP amendments are planned in the near future to reflect changes agreed to during the plan "acknowledgement" process with the Oregon Department of Land Conservation and Development. We recommend using this opportunity to make editorial corrections needed in the current document. Examples of corrections needed include:

- Clarify effective dates of federal RTP recognition*
- Clarify required update cycle*
- Complete missing tables and graphs*
- Publish referenced appendices*

Response: The recommended clarifications proposed by FHWA and FTA will be incorporated into the upcoming update of the RTP, to be completed in January 2004.

c. Metropolitan Transportation Improvement Program (MTIP)

The MTIP was updated in spring 2002 and incorporated into ODOT 2002-2005 State Transportation Improvement Program (STIP). The 2002 update includes projects or project phases with prior funding commitments and allocated \$50 million of State Transportation Program (STP) and Congestion Mitigation Air Quality Program (CMAQ). The adopted MTIP features a three-year approved program of projects and a fourth "out-year." The first year of projects are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal Transportation Improvement Program (TIP) amendments. This flexibility was adopted in response to ISTEA (now TEA-21) planning requirements. The flexibility reduces the need for multiple amendments throughout the year. The FY 2000-03 MTIP was completed in FY 2000.

2001 Review Corrective Action: 13.A.1 Within 90 days of this report, Metro should produce a current MTIP document that meets the requirements of 23 CFR 450. As subsequent amendments are approved, the MTIP document must be kept current and accessible to the public. Further, Metro should publish, or otherwise make available for public review, an annual listing of projects for which Federal funds have been obligated in the preceding year. The list must be consistent with the categories identified in the transportation improvement program. (23 U.S.C. 134(h)(7)(B); 49 U.S.C.5303(c)(5)(B))

Response: Metro produced a current MTIP document in 2002 for the last allocation of funds, programming the years 2002-05. Metro also completed an annual listing of projects using federal funds for the year 2002, and is scheduled to complete annual lists in upcoming years. Metro is currently developing the 2004-07 MTIP, and will publish a document for this allocation in fall of this year.

2001 Review Comment: 13.A.2 It is recommended that Metro research and document the current delegation of the Governor's MTIP approval. If current delegation cannot be documented, the Governor should either be asked to provide the required MTIP approvals or make new delegations.

Response: ODOT working on this.

2001 Review Comment: 13.A.3 It is recommended that consideration to be given to adjusting the timing of Metro's MTIP update process to allow the full identification of State-selected projects and FTA-funded transit projects while the debate on MPO-selected projects is still underway. Earlier information on the full range of projects could allow for better-informed decisions, particularly in regard to alternative mode transfers.

Response: The current 2004-07 MTIP update was scheduled to help close the timing gap between STIP and MTIP updates, and will enable the next updates of the MTIP and STIP to be completely coordinated. For this round, Metro coordinated comments from the region on the draft STIP, which will be completed roughly four months in advance of the MTIP (scheduled for completion in July).

6. Planning Factors

Metro's planning process addresses the seven TEA-21 planning factors in all projects and policies. The table below describes this relationship. The TEA-21 planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the “traded sector.” 	<ul style="list-style-type: none"> • HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
3. Increase Accessibility	<ul style="list-style-type: none"> The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
4. Protect Environment and Quality of Life	<ul style="list-style-type: none"> The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. The RTP system has been "sized" to minimize the impact on the built and natural environment. The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. The RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> The MTIP conforms to the Clean Air Act. The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi-modal alternative – modes (STIP). Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. "Green Street" demonstration projects funded to employ new practices for mitigating the effects of stormwater runoff. 	<ul style="list-style-type: none"> Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	<ul style="list-style-type: none"> Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
5. System Integration/ Connectivity	<ul style="list-style-type: none"> The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for all regional facilities. The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. The intermodal management system identifies key intermodal links in the region. 	<ul style="list-style-type: none"> Projects funded through the MTIP must be consistent with regional street design guidelines. Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. Efficient Management & Operations	<ul style="list-style-type: none"> • The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
7. System Preservation	<ul style="list-style-type: none"> • Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. 	<ul style="list-style-type: none"> • The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.

* Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, custom citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. For example, given the geographically and philosophically diverse make-up of the South Corridor Study, it was determined that the traditional single citizens advisory committee would not prove effective. Hence, the study incorporated area specific working committees, local advisory committees and assemblies as well as corridor-wide all-assemblies. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 45-day + comment period are repetitive aspects of the MTIP process. In addition, with availability of new census information, block analysis will be conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

Finally, TPAC includes six citizen positions. TPAC makes recommendations to JPACT and the Metro Council.

2001 Review Recommendation: 9.A.1 Metro is encouraged to consider reaffirming its 1995 Public Involvement Process and to document the evaluation that has taken place and is planned for the coming year.

Response: Projects and programs continue to abide by the agency's adopted Transportation Planning Public Involvement Policy. While this policy has not been rewritten, it was used as the basis for establishing Metro's agency-wide 2002 adopted Public Involvement Planning Guide. A resolution to reaffirm the 95 process will be added to next year's UWP.

2001 Review Recommendation: 9.A.2 Although Metro's public involvement process appears to be very vibrant, open and responsive, it is recommended that, whenever possible, more time be provided between the closing of comments and final decisions.

Response: Every effort is made to add more time for deliberation between the closing of a public involvement period and decision-making. For example, "Listening Posts" for the 2004-2007 TIP process, seeking comments on the larger list of potentially funded projects, are now scheduled at the beginning of the 30-day comment period. Moreover, tentative action is not scheduled until three weeks from the close of the comment period.

8. Title VI – In September 2002 Metro submitted to the FTA the 1999-2002 Title VI Compliance report with accompanying mapped demographic information. To date there has not been a response. In addition, the Federal Highway Administration (FHWA) and FTA certified Metro's Public Involvement, Title VI and Environmental Justice processes as part of the October 2001 Metropolitan Transportation Planning and Programming USDOT Certification Review.

9. Disadvantaged Business Enterprise (DBE)

A revised DBE program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A); 49CFR 26 allows recipients to use the DBE goal of another recipient in the same market. Metro's Executive Officer approved an overall DBE annual goal in accordance with ODOT. This goal was established utilizing ODOT's methodology to determine DBE availability of "ready, willing and able" firms for federally funded professional and construction projects. The current goal is 14 percent.

Metro's DBE program was reviewed and determined to be in compliance by FTA after conducting a Triennial Review in August 1999.

10. Americans with Disabilities Act (ADA)

The Americans with Disabilities Act Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

Additional 2001 Review Recommendations

Vision and Goals

2001 Review Recommendation: 1.A.1 It is recommended that Metro pursue the development of performance measures for both highway and transit and use them to evaluate progress towards attaining their regional goals for the mobility of people and goods.

Response: The performance measures program provides a periodic and rigorous evaluation of the region's effort in providing transportation infrastructure and services to enhance local economy and livability.

Environmental Justice

2001 Review Recommendation: 10.A.1 We encourage Metro's plans to use 2000 Census and other supplemental data to identify the distribution of minority and low-income populations and to evaluate the Environmental Justice performance of the RTP and MTIP.

Response: With the availability of Census 2000 information staff is now able to access aspects of projects or programs that may be of interest or have potential impact or benefit to minority and/or low-income populations. This will help us to better engage appropriate communities in effective communication and transportation decision-making processes. For the 2004-07 MTIP, block analysis will be conducted on the areas surrounding each project submitted for funding consideration. A qualitative assessment of the project will be provided as part of project evaluation. If successful, a similar method will be applied to projects or project areas during future regional transportation updates.

Congestion Management

2001 Review Recommendation: 11.A.1 It is recommended that Metro develop a short index or "roadmap" document that describes how their current Congestion Management System is being implemented and where the specific components can be found. (This would serve as a replacement for the 1996 Interim CMS Document.) Metro should also clarify how the CMS is to be used in the overall project selection and ranking process, and how the CMS is used to develop stand-alone or integrated congestion responses.

Response: Metro will incorporate a new section in the Appendix to the RTP during the upcoming update to provide a "roadmap" to CMS features in the plan. This would serve as a replacement for the 1996 CMS document, and would allow users to easily understand how CMS has been incorporated into our regional planning.

2001 Review Recommendation: 11.A.2 Metro is strongly encouraged to work with local jurisdictions and transit operators to identify short-term strategies for managing existing transportation assets. This is particularly important in corridors identified as needing large-scale improvements, but not scheduled for detailed analysis in the near term.

Response: Metro participates in TRANSPORT, the regional technical steering committee for ITS, where most short-term strategies for managing existing highway are addressed by the operating agencies. Metro also operates a subcommittee of TPAC that monitors TDM programs in the region, including new performance measures on effectiveness of regional strategies and creation of new transportation management associations.

2001 Review Recommendation: 11.A.3 As owners and operators of the regional freeway system, it is recommended that ODOT, in cooperation with Metro, also develop management plans and project refinement plans for their facilities, including operational and system management strategies and a range of capital actions.

Response: ODOT has undertaken an aggressive ITS system for principal routes that are identified as refinement plan corridors in the RTP, with almost all access points metered and travel information systems installed. ODOT does not plan to employ this level of system management to the few major arterials that are called out as refinement plans, and instead will focus on access management as a strategy to protect interim mobility in these corridors.

2001 Review Recommendation: 11.A.4 Metro and ODOT are strongly encouraged to accelerate the corridor studies identified in Metro's RTP as outstanding issues.

Response: Metro completed the Corridor Initiatives project in late 2001, and amended the RTP in 2002 to adopt the recommended priorities for completing major corridor studies in the region. Two of the 19 corridors have already been studied, or are underway using MTIP and state TGM monies, and two additional corridor studies are proposed for funding in the current MTIP solicitation. However, it should be noted that all of the refinement corridors are centered on ODOT facilities, and will require greater funding support from ODOT than is currently available to complete this work in a timely manner.

2001 Review Recommendation: 11.A.5 It is recommended that Metro establish a goal of reduced congestion and establish performance measures to determine progress toward achieving the goal.

Response: Metro has adopted a tiered, land use-based strategy for managing congestion, but does not have general policies for reducing congestion. Instead, plan policies focus on removing congestion bottlenecks in the system, and maintaining an acceptable level-of-service during peak and off-peak periods. The plan

also uses a CMS-based approach to identify improvements that maintain desired level-of-service. Metro has also adopted policies that will ensure that value pricing and other alternatives to general purpose lanes are considered when adding future capacity to principal routes.

Air Quality Conformity

2001 Review Recommendation: 14.A.1 If Metro chooses to continue the practice of adopting RTP and MTIP actions contingent upon completion of the air quality conformity process, it is highly recommended that the public process more clearly indicate that the documents have no federal status until the USDOT air quality conformity findings have been finalized.

Response: In the fall 2002 Metro amended both the RTP/MTIP to authorize OTIA expansion projects. Project funds and accompanying conformity determination were approved in the same resolution/ordinance action.

Should future actions prove incapable of being approved in a joint action draft and final materials will clearly lay out in public terms that such actions are not approved until determination of conformity. The documents and resolutions will contain a caveat as to need for determination. The current 2004 MTIP update process schedule indicates that determination will happen at the conclusion of the timeline.

ITS

2001 Review Recommendation: 15.A.1 it is recommended that Metro work with RTC and their partners to clarify bi-state ITS architecture and operations issues. (e.g., Will a single bi-state architecture or two separate but coordinated architectures be developed? Who will be responsible for updating the architecture(s) and ensuring continued bi-state compatibility?)

Response: In February 2003, TPAC will formally consider appointing "Transport" as the ITS Subcommittee. Transport will have responsibility for bi-state coordination of the ITS architecture. This committee will be on going and include members from both sides of the river.

Bi-State Coordination

2001 Review Recommendation: 17.C.1 It is recommended that Metro and RTC continue to work together on regional ITS issues. Metro and RTC should clearly identify the roles and responsibilities of each agency with regard to the operation, maintenance and assurance of compatibility of the regional ITS infrastructure. From the motorist's perspective, the two systems should operate as a single unit, as if the state line did not exist.

2001 Review Recommendation: 17.C.2 It is recommended that Metro and RTC identify how their respective congestion management systems interact, particularly in regard to how they identify and measure congestion, and address short term needs.

Response: Metro and RTC are addressing these issues through the Bi-State process.

KT/srb

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JPACT Members and Alternates

	COURTESY_TITL	FIRST_NAM	MIDDLE_NAM	LAST_NAME	ORGANIZATION	REPRESENTING	ADDRESS	E	SUITE	CITY	STATE	ZIPCODE
1	The Honorable	Rod		Park	Metro	Chair	600 NE Grand Ave.			Portland	OR	97232-2736
2	The Honorable	Rex		Burkholder	Metro	Vice-Chair	600 NE Grand Ave.			Portland	OR	97232-2736
3	The Honorable	Carl		Hosticka	Metro	Metro	600 NE Grand Ave.			Portland	OR	97232-2736
	The Honorable	Rod		Monroe	Metro	Metro	600 NE Grand Ave.			Portland	OR	97232-2736
4	The Honorable	Bill		Kenemer	Clackamas County	Clackamas County	907 Main St.			Oregon City	OR	97045-1882
	The Honorable	Michael	J	Jordan	Clackamas County	Clackamas County	906 Main St.			Oregon City	OR	97045-1882
5	The Honorable	Maria		Rojo de Steffey	Multnomah County	Multnomah County	501 SE Hawthorne Blvd. Room			Portland	OR	97214-3585
	The Honorable	Lonnice		Roberts	Multnomah County	Multnomah County	501 SE Hawthorne Blvd. Room		600	Portland	OR	97214-3585
7	The Honorable	Roy		Rogers	Washington County	Washington County	12700 SW 72ND Ave.			Portland	OR	97223-8335
	The Honorable	Tom		Brian	Washington County	Washington County	155 N. 1st Ave.	MS		22 Hillsboro	OR	97124-3001
8	The Honorable	Jim		Francesconi	City of Portland	City of Portland	1221 SW 4th Ave.	Room		220 Portland	OR	97204-1906
	The Honorable	Vera		Katz	City of Portland	City of Portland	1221 SW 4th Ave.	Room		340 Portland	OR	97204-1907
9	The Honorable	Karl		Rohde	Oswego	County	PO Box 227			Oswego	OR	97034-0369
10	The Honorable	Larry		Haverkamp	City of Gresham	County	1333 NW Eastman Pkwy.			Gresham	OR	97030-3825
	The Honorable	James	W	Kight	City of Troutdale	Cities of Multnomah County	950 Jackson Park Rd.			Troutdale	OR	97060-2114
10.	The Honorable	Robert		Drake	City of Beaverton	County	PO Box 4755			Beaverton	OR	97076-4755
	The Honorable	Lou		Ogden	City of Tualatin	Cities of Washington County	21040 SW 90TH Ave.			Tualatin	OR	97062-9346
11.	Mr.	Fred		Hansen	Tri-Met	Tri-Met	4012 SE 17th Ave.			Portland	OR	97202
	Mr.	Neil		McFarlane	Tri-Met	Tri-Met	710 NE Holladay St.			Portland	OR	97232
12.	Ms.	Kay		Van Sickle	ODOT	ODOT	123 NW Flanders St.			Portland	OR	97209-4037
	Mr.	Bruce		Warner	ODOT	ODOT	355 Capitol St., NE	Room		135 Salem	OR	97301-3871
13.	Ms.	Stephanie		Hallock	DEQ	Oregon DEQ	811 SW 6TH Ave.			Portland	OR	97204
	Mr.	Paul		Slyman	DEQ	Oregon DEQ	811 SW 6TH Ave.			Portland	OR	97204
	Mr.	Andy		Ginsburg	DEQ	Oregon DEQ	811 SW 6th Ave.	Floor		11 Portland	OR	97204
	Ms.	Annette		Liebe	DEQ	Oregon DEQ	811 SW 6th Ave.			Portland	OR	97204-1390
14.	Mr.	Don		Wagner	WSDOT	Washington State DOT	PO Box 1709			Vancouver	WA	98668
	Ms.	Mary		Legry	WSDOT	Washington State DOT	PO Box 1709			Vancouver	WA	98668
15.	Mr.	Bill		Wyatt	Port of Portland	Port of Portland	PO Box 3529			Portland	OR	97208
16.	The Honorable	Royce	E	Pollard	City of Vancouver	City of Vancouver	PO Box 1995			Vancouver	WA	98668
	Mr.	Dean		Lookingbill	RTC	SW Washington RTC	1351 Officers Row			Vancouver	WA	98661
17.	The Honorable	Craig		Pridemore	Clark County	Clark County	PO Box 5000			Vancouver	WA	98666-5000
	Mr.	Peter		Capell	Clark County	Clark County	PO Box 9810			Vancouver	WA	98666-9810

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 03-3289 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: February 15, 2003

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution certifies that the Portland metropolitan area is in compliance with federal transportation planning requirements as defined in Title 2.3, Code of Federal Regulations, Part 450 and Title 49, Code of Federal Regulations, Part 613.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Work Program approval.

FACTUAL BACKGROUND AND ANALYSIS

Required self certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)

Each of these areas is discussed in Exhibit A to Resolution No. 03-3289.

BUDGET IMPACT

Approval of this resolution is a companion to the Unified Work Program. It is a prerequisite to receipt of federal planning funds and is, therefore, critical to the Metro budget. The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council and is subject to revision in the final adopted Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2003, in accordance established Metro priorities.



METRO

To: Councilor Rod Park, Chair
 Joint Policy Advisory Committee on Transportation
 From: Andy Cotugno, Planning Director
 Date: March 7, 2003
 Subject: Performance Measures Report - Ordinance 03-991B and Resolution 03-3262

Background

A performance measures report is required by Metro Code and State law and is intended to assess how the region is doing. The report includes 2040 fundamentals - a summary of all regional policy - and measurements of how the region has done in all eight fundamental categories. On December 3, 2002, the Metro Council Community Planning Committee authorized release of the draft performance measures report to JPACT and MPAC. In preparation for these reviews, Metro Council President Bragdon sent a letter outlining policy issues for consideration.

TPAC Recommendations

On February 28, TPAC reviewed all documents and recommended the following:

2040 Fundamentals

1. Modify the last fundamental to read:

Encourage a strong local economy by ensuring an adequate supply of land, providing an for the orderly and efficient use of land, providing regional transportation investment to support economic development, balancing economic growth around the region and supporting high quality education.

Metro Staff response: Agree - incorporated into draft ordinance.

Corrective Action Process

2. Modify this item as follows:

The Council shall hold a public hearing on the report and committee recommendations. After consideration of the record of the hearing, the Council shall ~~adopt~~ initiate findings and take any necessary corrective action by September 1, of the year.

TPAC first revision - "ensuring an adequate supply of land" - is susceptible to an interpretation that Metro must ensure a constant 20-year supply of employment land within the UGB. Many people wrongly interpret HB 2709 (ORS 197.296) to require a constant, 20-year supply of land for housing (as the Home Builders did in recent litigation against Metro). It is almost certain that the proposed language will give rise to the same argument about commercial and industrial land.

Metro Staff response: For the reasons stated above, staff agree with the proposal to add only the language on transportation investment, but urge caution about addition of language on the

supply of land, which may be interpreted to require Metro to maintain a constant, 20-year supply of land for commercial and industrial use.

Other TPAC Comment

Regarding the 2040 Fundamentals: Is it appropriate for Metro to be referring to “supporting high quality education” given that Metro has no authority in this area? Does this fundamental mean that Metro will assist in providing high quality education?

Metro Staff response: TPAC is correct that Metro has no direct role in education. However, there may be actions that Metro, along with its local government partners, could take to support higher education. No change made to ordinance or resolution.

MPAC Recommendations

On February 12, MPAC reviewed the report and sent it to MTAC for review. On February 26, MPAC discussed the issues, MTAC recommendations and MPAC recommended the following:

2040 Fundamentals

1. modify the fourth and fifth fundamentals as follows:

- *Maintain separation between the Metro urban growth boundary ~~region~~ and neighboring cities by working actively with these cities and their respective counties;*
- *Enable communities inside the Metro urban growth boundary ~~area~~ to preserve their physical sense of place by using, among other tools, greenways, natural areas, and built environment elements*

Metro Staff response: Agree - incorporated into draft ordinance.

2. The eight 2040 Fundamentals should be incorporated into Title 9 of the Functional Plan as they briefly summarize regional policy and help explain why the particular measurements are examined.

Metro Staff response: Agree - incorporated into draft ordinance.

3. The 2040 Fundamentals should also be incorporated into the Regional Framework Plan.

Metro Staff response: Agree - with the adoption of the resolution, staff will prepare an ordinance to do so.

4. The Fundamentals should not be numbered to avoid assumptions that they are listed by priority. In their current form it could be interpreted that encouraging a strong local economy is last in priority.

Metro Staff response: Agree. The fundamentals are not numbered in the ordinance or resolution and staff will ensure that they are not numbered in any of the performance measure reports or other documents.

Indicators

1. Reduce the number of indicators to the most important 30 to 50. This would help the project be more focused.

Metro Staff response: Agree. This work should be initiated shortly.

Corrective Actions

1. Corrective actions are more of policy matters, not technical issues. As such MTAC prefer MPAC review

Metro Staff response: Agree.

2. MTAC does not see the need for further corrective action at this time in light of recent UGB and Framework Plan changes.

Metro Staff response: Agree.

Grading the Region's Achievement

1. Targets should be established at least for some major indicators.

Metro Staff response: Agree. Staff will begin this work shortly.

2. Three ways to consider target setting are:
 - a) Retrospective – which targets were met;
 - b) Prospective -- new policies (such as Goal 5 or Centers policies) should be adopted with targets;
 - c) Comparison with other regions – compare our performance with those of other regions.

Metro Staff response: Agree - no action needed at this time.

3. Metro should define key terms like “target” and only use one, not multiple terms for same items.

Metro Staff response: Agree. Staff will begin this work shortly.

Action Requested

Staff requests that JPACT recommend approval of the performance measures report as addressed in Ordinance No. 03-991B and Resolution No. 03-3262.

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METRO

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1889 | FAX 503 797 1793

COUNCIL PRESIDENT DAVID BRAGDON

February 6, 2003

The Honorable Tom Hughes, Chair
Metro Policy Advisory Committee
Mayor, City of Hillsboro
123 W. Main Street
Hillsboro, Oregon 97123

Dear Mayor Hughes:

In planning for a future which sometimes seems like a distant horizon, we want to pause occasionally and ask ourselves how far we have come and if we are making progress in the direction we want to go. As has been discussed with MPAC periodically over the past several years, Metro staff has been compiling regional "performance measures" to help us all to do so. The staff has now distributed a draft performance measure report evaluating 2040 growth management policies and their implementation.

The Metro Council respectfully requests that MPAC review this work and provide advice to the council regarding the issues listed below. Further additional background information is contained in the enclosed memo from Long-Range Planning Program Supervisor Gerry Uba.

- 2040 Fundamentals: The fundamentals are distilled from various regional plans adopted by the Metro Council and were discussed with MPAC in past years, but have not been formally accepted. Are they still deemed valid expressions of where the region wants to go?
- Indicators: Have we selected the right indicators? Are there corrections, revisions, or additions which would be appropriate?
- Corrective Actions: Metro Functional Plan (Title 9) stipulates that the Metro Council shall adopt findings of fact after a public hearing and take actions designated to correct any trends that seem to be going in the wrong direction. Are there trends in the report that should be addressed now through corrective actions, either locally or regionally? What might such corrective actions be?
- Grading the Region's Achievement: There are very limited number of targets and goals in the adopted regional plans that could be used to grade the region's achievement. Are additional targets or goals needed? If so, what procedure

should be used to grade the report's results? Two options to consider are: a) engage in comparison with other regions; or b) establish targets or benchmarks.

- Other Indicators: Due to lack of local data, approximately a dozen indicators were not measured. Are there particular indicators that should be considered a higher priority and completed in the future? Are local governments willing to assist Metro in collecting additional data?

Of course, we are interested in other observations that MPAC finds relevant for Metro Council consideration. We will consider MPAC's recommendations along with all public comments. Once the council determines the best course and takes action, I will ensure that we provide MPAC with a summary of our actions and our reasons for taking them.

I look forward to your discussion of these intriguing conceptual issues.

Sincerely,

/s/

David Bragdon
Metro President

Enclosure

CC: Metro Council
Mark Williams, Chief Operating Officer
Andy Cotugno, Planning Director

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING)
PERFORMANCE MEASURES TO MONITOR) Ordinance No. 03-991B
THE PROGRESS OF IMPLEMENTING THE)
URBAN GROWTH MANAGEMENT)
FUNCTIONAL PLAN AND AMENDING TITLE) Introduced by the 2002 Community
9 (PERFORMANCE MEASURES) OF THE) Planning Committee
URBAN GROWTH MANAGEMENT)
FUNCTIONAL PLAN)

WHEREAS, ORS 197.301(1) requires Metro to adopt performance measures and to report to the Department of Land Conservation and Development on the measures at least every two years; and

WHEREAS, the Regional Framework Plan and the Urban Growth Management Functional Plan ("UGMFP") require the Metro Council to develop performance measures in consultation with the Metropolitan Policy Advisory Committee ("MPAC"); and

WHEREAS, on March 24, 1999, the MPAC reviewed a list of proposed performance measures and made recommendations on the measures and the schedule for reporting progress to the Council; and

WHEREAS, Resolution No. 99-2859 (November 18, 1999) directed the Metro staff to draft an ordinance to revise the list of performance measures and to amend Title 9 to respond to recommendations from MPAC and Metro's Growth Management Committee; and

WHEREAS, the list of performance measures in this ordinance reflects direction given by the Metro Council's Community Planning Committee in regular meetings on April 17, 2001, and May 8, 2001, and experience gained since that direction; and

WHEREAS, Title 9 requires referral of corrective action to a Hearings Officer for a public hearing to review the data and gather additional data from interested persons; and

WHEREAS, the Council believes review of the data and performance measures can be accomplished better more effectively by MPAC and the ~~Transportation Policy Alternatives Committee ("TPAC")~~ Joint Policy Advisory Committee on Transportation ("JPACT"); and

WHEREAS, the date for performance reports to the Council has been revised to conform to city and county reporting dates to Metro in Titles 1 and 6 of the UGMFP; now, therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The performance measures contained in the document entitled "Performance Measures Report - Complete Results: An Evaluation of 2040 Growth Concept Policies and Implementation," dated December, 2002, as indicated in Exhibit A, attached and incorporated into this ordinance, are hereby adopted as Metro's performance measures in compliance with ORS 197.301(1) and Metro Code sections 3.07.910 and 3.07.920B.

2. Title 9 of the UGMFP is hereby amended, as indicated in Exhibit B, attached and incorporated into this ordinance, to respond to recommendations from MPAC and Metro's Growth Management Committee, and to bring the title up to date.

ADOPTED by the Metro Council this ____ day of _____ 2003.

David Bragdon, Council President

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, Metro Attorney

Exhibit B to Ordinance No. 03-991B

TITLE 9: PERFORMANCE MEASURES

3.07.910 Intent

In order to monitor progress in implementation of ~~this functional plan, the Urban Growth Management Functional Plan and to evaluate and improve the plan over time, and in order to implement Objective 10 of RUGGO,~~ Metro shall establish performance measures related to the measure and report on progress toward achievement and expected outcomes resulting from the implementation of ~~this the~~ functional plan.

3.07.920 Performance Measures Adoption Measurement

A. Within three months of the adoption of this functional plan, the Metro Executive Officer shall submit to the Council the Executive Officer's recommendations for:

- ~~1. The Metro Council shall adopt and from time to time revise P~~performance measures to be used in evaluating the progress of the region in implementation of ~~this the Urban Growth Management fFunctional pPlan; and,~~
- ~~2. Policies for corrective action should the performance measures indicate that the goals contained in the functional plan are not being achieved.~~

~~In developing these performance measures and policies, the Executive Officer shall use The measures shall be based upon the best technology available to Metro, and shall, in addition, submit the current and recent historic levels for the proposed performance measures.~~

B. ~~The Council, after receiving advice and comment from and shall, prior to adoption or revision, be subject to review by the Metropolitan Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation, shall adopt a list of performance measures that will be used to monitor and evaluate this functional plan. The pPerformance measures will shall be evaluated at least by the regional level, and, where appropriate, by Growth Concept design types, by regional and town center market areas, and by jurisdiction. Where appropriate Tthe performance measures shall include a biennial goals for the next six years measures, and shall be accompanied by policies for adjusting the regional plans based on actual performance.~~

B. The following items, not in priority order, shall be considered a summary of fundamental goals of the region to be evaluated for performance:

- Encourage efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors;
- Protect and restore the natural environment through actions such as protecting and restoring streams and wetlands, improving surface and ground water quality, and reducing air emissions;
- Provide a balanced transportation system including facilities for bicycling, walking and transit as well as for motor vehicles and freight;

- Maintain separation between the Metro Urban Growth Boundary and neighboring cities by working actively with these cities and their respective counties;
- Enable communities inside the Metro Urban Growth Boundary to preserve their physical sense of place by using, among other tools, greenways, natural areas, and built environment elements;
- Ensure availability of diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction;
- Create a vibrant place to live and work by providing sufficient and accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by balancing the distribution of high quality jobs throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations; and
- Encourage a strong local economy by ensuring an adequate supply of land, providing for the orderly and efficient use of land, providing regional transportation investment to support development, balancing economic growth around the region and supporting high quality education.

CC. The performance measures shall include, but shall not be limited to the following at least the following measures, required by ORS 197.301(1), and may include other measures established by the Council:

1. Amount of land converted from vacant to other uses, according to jurisdiction, Growth Concept design type, and zoningThe rate of conversion of vacant land to improved land;
2. Number and types of housing constructed, their location, density, and costs, according to jurisdiction, Growth Concept design type, and zoningThe density and price ranges of residential development, including both single family and multifamily residential units;
3. The number of new jobs created in the region, according to jurisdiction, Growth Concept design type, and zoningThe level of job creation within individual cities and the urban areas of a county inside the district;
4. The amount of development of both jobs and housing that occurred as redevelopment or infill, according to jurisdiction, Growth Concept design type, and zoningThe number of residential units added to small sites assumed to be developed in the district's inventory of available lands but which can be further developed, and the conversion of existing spaces into more compact units with or without the demolition of existing buildings;
5. The amount of land that is environmentally sensitive that is permanently protected, and the amount of environmentally sensitive land that is developed;
6. Other measures that can be reliably measured and will measure progress in implementation in key areas;

76. ~~Cost of land based on lot prices according to jurisdiction, Growth Concept design type, and zoning; and according to redeveloped and vacant classifications~~The sales price of vacant land;
87. ~~The average vacancy rate for all residential units.~~Residential vacancy rates;
8. Public access to open spaces; and
9. Transportation measures including mobility, accessibility and air quality indicators.
- D. ~~Use of the performance measures.~~
- D. The performance measures will contain both the current level of achievement, using 2000 as the baseline year, and, as appropriate, the proposed level necessary to implement this functional plan and achieve the Metro 2040 Growth Concept adopted in the Regional Urban Growth Goals and Objectives (RUGGO). The performance measures will be used to evaluate and adjust, as necessary, Metro's functional plans, Urban Growth Boundary, and other regional plans.
- E. ~~By March July 1 of every other year beginning March 1, 1999 July 1, 2004, the Executive Officer Council President shall report to the Council an assessment of the regional performance measures, and recommend corrective actions, as necessary, consistent with the Metro Council's policies.~~
- F. ~~The Council shall refer the recommendations report to the Hearing Officer, who shall hold a hearing to review the data in the Executive Officer's report on the performance measures, and gather additional data from any interested party. The Hearing officer shall review all of the information presented on the performance measures. The complete record of information, findings of fact, and a recommendation shall be forwarded to the Council by the Hearing Officer the Metropolitan Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation for review and recommendations to the Council on the region's performance, the performance measures, and any corrective action to improve performance.~~
- G. ~~The Council shall hold a public hearing on the record report and committee recommendations. After consideration of the record of the hearing, the Council shall adopt findings of fact, and take initiate any necessary corrective action by September 1 of the year.~~

Exhibit B to Ordinance No. 03-991B

TITLE 9: PERFORMANCE MEASURES

3.07.910 Intent

In order to monitor progress in implementation of the Urban Growth Management Functional Plan and to evaluate and improve the plan over time, Metro shall measure and report on progress toward achievement and expected outcomes resulting from the implementation of the functional plan.

3.07.920 Performance Measurement

- A. The Metro Council shall adopt and from time to time revise performance measures to be used in evaluating the progress of the region in implementation of the Urban Growth Management Functional Plan. The measures shall be based upon the best technology available to Metro and shall, prior to adoption or revision, be subject to review by the Metropolitan Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation.. Performance shall be evaluated at the regional level, and, where appropriate, by Growth Concept design types, by regional and town center market areas, by jurisdiction. Where appropriate the performance measures shall include goals for the measures, and shall be accompanied by policies for adjusting the regional plans based on actual performance.
- B. The following items, not in priority order, shall be considered a summary of fundamental goals of the region to be evaluated for performance:
- Encourage efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors;
 - Protect and restore the natural environment through actions such as protecting and restoring streams and wetlands, improving surface and ground water quality, and reducing air emissions;
 - Provide a balanced transportation system including facilities for bicycling, walking and transit as well as for motor vehicles and freight;
 - Maintain separation between the Metro Urban Growth Boundary and neighboring cities by working actively with these cities and their respective counties;
 - Enable communities inside the Metro Urban Growth Boundary to preserve their physical sense of place by using, among other tools, greenways, natural areas, and built environment elements;
 - Ensure availability of diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction;
 - Create a vibrant place to live and work by providing sufficient and accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by balancing the distribution of high quality jobs

throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations; and

- Encourage a strong local economy by ensuring an adequate supply of land, providing for the orderly and efficient use of land, providing regional transportation investment to support development, balancing economic growth around the region and supporting high quality education.

C. The performance measures shall include at least the following measures, required by ORS 197.301(1), and may include other measures established by the Council:

1. The rate of conversion of vacant land to improved land;
2. The density and price ranges of residential development, including both single family and multifamily residential units;
3. The level of job creation within individual cities and the urban areas of a county inside the district;
4. The number of residential units added to small sites assumed to be developed in the district's inventory of available lands but which can be further developed, and the conversion of existing spaces into more compact units with or without the demolition of existing buildings;
5. The amount of land that is environmentally sensitive that is permanently protected, and the amount of environmentally sensitive land that is developed;
6. The sales price of vacant land;
7. Residential vacancy rates;
8. Public access to open spaces; and
9. Transportation measures including mobility, accessibility and air quality indicators.

D. The performance measures will contain both the current level of achievement, using 2000 as the baseline year, and, as appropriate, the proposed level necessary to implement this functional plan and achieve the Metro 2040 Growth Concept adopted in the Regional Urban Growth Goals and Objectives (RUGGO). The performance measures will be used to evaluate and adjust, as necessary, Metro's functional plans, Urban Growth Boundary, and other regional plans.

E. By July 1 of every other year beginning July 1, 2004, the Council President shall report to the Council an assessment of regional performance.

F. The Council shall refer the report to the Metropolitan Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation for review and recommendations to the Council on the region's performance, the performance measures, and any corrective action to improve performance.

- G. The Council shall hold a public hearing on the report and committee recommendations. After consideration of the record of the hearing, the Council shall adopt findings of fact and initiate any necessary corrective action by September 1 of the year.

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 03-991B FOR THE PURPOSE OF ADOPTING PERFORMANCE MEASURES TO MONITOR THE PROGRESS OF IMPLEMENTING THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN AND AMENDING TITLE 9 (PERFORMANCE MEASURES) OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Date: January 17, 2003

Presented by: Andy Cotugno and
Gerry Uba

BACKGROUND

Oregon State Law (ORS 197.301) established nine subjects for performance measures for Metro to compile and report to the Department of Land Conservation and Development "... at least every two years." Title 9 of the Functional Plan adopted by the Council in 1996 also established eight performance measures for monitoring the implementation and outcome of the plan.

On March 24, 1999, the Metro Policy Advisory Committee (MPAC) reviewed a revised list of performance measures recommended by Metro Technical Advisory Committee (MTAC) and made additional recommendations to the Metro Council to adopt revised performance measures. On November 12, 1999, the Council Growth Management Committee voted to forward MPAC recommendations to the Council via Resolution No. 99-2859. On November 18, 1999, the Metro Council adopted Resolution No. 99-2859 directing staff to: a) change the performance measures base line date to 1999 and the reporting deadline to mid-year; b) refine the list of measures in Title 9 with those recommended by MPAC and MTAC; c) complete performance measures reports in years when an Urban Growth Report is not done; d) decouple corrective actions from the reporting and analysis component of the performance measures; e) create a small number of additional measures representing broader issues; and f) draft an ordinance amending Title 9 of the Functional Plan with the aforementioned items.

Staff has worked diligently since late 2000 to use the State and Metro mandated measures and additional measures to evaluate the implementation and outcome of the Functional Plan and other Metro regional plans. As no date was given for the consideration of an ordinance that reflects the aforementioned changes in Resolution No. 99-2859, it considered to be a better approach to make the amendments along with consideration of the actual performance measures. Ordinance No. 03-991 reflects the changes authorized by Resolution No. 99-2859 and additional changes to improve implementation of Title 9.

In order to adequately evaluate the 2040 Growth Concept which the Functional Plan is intended to implement, and to respond to the need to create additional measures (as stated in Resolution No. 99-2859), staff worked with various Metro committees to develop additional measures. These committees include MTAC, the Transportation Policy Alternatives Committee (TPAC), Greenspaces Technical Advisory Committee, Water Resources Policy Advisory Committee, Metro Committee for Citizen Involvement, and the Affordable Housing Technical Advisory Committee.

The Council Community Planning Committee (CPC) also directed staff to prepare the performance measures report as a livability report while addressing the following:

- a) Progress on the implementation of 2040 Growth Concept
- b) Outputs (the amount of effort that has been made) and outcomes (how the region has improved)
- c) Existing conditions

- d) Areas where the region and local governments have met or exceeded goals
- e) Public survey to augment the quantitative data.

Over 135 performances indicators were initially identified and organized by the following eight 2040 fundamental values approved by the CPC.

1. ***Encourage the efficient use of land within the UGB by focusing on development of 2040 mixed use centers and corridors***
2. ***Protect and restore the natural environment through actions such as protecting and restoring streams and wetlands, improving surface and ground water quality, and reducing air emissions***
3. ***Provide a balanced transportation system including safe, attractive facilities for bicycling, walking and transit as well as for motor vehicles and freight***
4. ***Maintain separation between the Metro region and neighboring cities by working actively with these cities and their respective counties***
5. ***Enable communities inside the Metro area to preserve their physical sense of place by using, among other tools, greenways, natural areas, and built environment elements***
6. ***Ensure availability of diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction***
7. ***Create a vibrant place to live and work by providing sufficient, accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by balancing the distribution of high quality jobs throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations***
8. ***Encourage a strong local economy by providing an orderly and efficient use of land, balancing economic growth around the region and supporting high-quality education.***

Staff worked with MTAC and TPAC to develop a list of criteria for prioritizing the indicators. On April 17, 2001, a draft recommendation of approximately 100 indicators that should be measured in phase one of this project was presented to the Council CPC for review and approval. Data collection and documentation was managed with a “Data Collection Table” developed specifically to define and track each indicator and document the difficulties experienced.

In addition to the quantitative indicators, staff developed qualitative indicators that were considered to measure subjective issues that were difficult to quantify. The qualitative indicators were implemented through a survey of local elected officials and planning commissioners. The survey (containing 22 questions) was mailed directly to the region's 330 elected officials and planning commissioners. The total number of completed surveys received was 93, representing a 28 percent response rate. The survey provided an assessment of the qualities of the region as well as present and future growth management challenges.

Between the spring of 2001 and the fall of 2002, staff collected and analyzed data for a little over half of the identified indicators. Data limitations reduced the number of indicators analyzed to 80. The analysis referenced targets stated in the Regional Framework Plan and the Urban Growth Management Functional Plan, and efforts were made to avoid editorial commentary and suggestions of which policies may need revisiting. Results of the survey of local government officials and planning commissioners were also included in the analysis.

The final product of the analysis is the “Performance Measures Report: Complete Results – An Evaluation of 2040 Growth Concept Policies and Implementation, December 2002.” Extensive review of

the report and the summary by various Metro and non-Metro staff resulted in the final draft (Exhibit A to Ordinance 03-991). The Metro staff included the Planning Department, Executive Office, Parks and Greenspaces Department and the Regional Environmental Management Department. Review by representatives from outside Metro included MTAC, and staff of the Oregon Department of Environmental Quality, Port of Portland and Tri-Met.

Process for Reaching Conclusions: Title 9 requires that upon completion of the performance measures report, the Executive Officer shall report an assessment of the regional performance measures, along with recommendation of corrective actions, to the Metro Council. Thereafter, Metro Code requires the Council to refer the recommendations to a Hearing Officer. The Hearing Officer is expected to hold a hearing to review the data and gather additional data from interested party.

MPAC, MTAC and TPAC review could accomplish the intent of a Hearing Officer review of the performance measures report. Also, the requirement of the Executive Officer to report an assessment of the regional performance measures along with recommendations on corrective actions could be accomplished by the Council President. In addition, the use of a Hearing Officer to review the recommendations on corrective actions could also be accomplished by MPAC. The cost of setting up a Hearing Officer, including the cost for additional data gathering by the Hearing Officer as required by Title 9 could be saved.

Corrective Actions: Through the Periodic Review program, an extensive assessment of the region's remaining capacity within the UGB was conducted recently and the Metro Council adopted corrective actions in December 2002. Recommendation of corrective actions is premature at this time because some of the key land use data in the performance measures report are baseline data, starting in 2000. It is unclear whether actual trends have been established by reviewing two-years of data, additional time and data is suggested before additional corrective actions are considered. Accordingly, staff recommends that corrective actions not be considered at this time.

ANALYSIS/INFORMATION

Known Opposition

Staff is not aware of any opposition to the proposed legislation.

Legal Antecedents

Oregon State Law (ORS 197.301) and Metro Code 3.07.910 et. seq. Both legislation established subjects for performance measures for Metro to compile and report to the Department of Land Conservation and Development.

Anticipated Effects

Ordinance No. 03-991 would:

- Adopt performance measures contained in the Performance Measures Report attached to the ordinance to comply both with State law and Metro Code;
- Amend Title 9 (Performance Measures) of the Urban Growth Management Functional Plan to respond to Metro Council Resolution No. 99-2859 and other suggested improvements;
- Amend Title 9 to state that the requirements that the Executive Officer report an assessment of the regional performance measures, along with recommendation of corrective actions, to the Metro Council would be accomplished by the Council President; and
- Amend Title 9 to state that the requirement of the Council to refer the recommendations to a Hearing Officer and for the Hearing Officer to hold a hearing to review the data and gather additional data

from interested party would be accomplished MPAC, MTAC AND TPAC review.

Budget Impacts

None

RECOMMENDED ACTION:

Staff recommends the adoption of Ordinance 03-991 to comply with ORS 197.301 and Metro Code sections 3.07.910 and 3.07.920B, and to respond to Resolution No. 99-2859.

In compliance with ORS 197.301, staff also recommends submitting the performance measures report to the State Department of Land Conservation and Development.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTING THE CHIEF) Resolution No. 03-3262
OPERATING OFFICER TO SUBMIT THE)
PERFORMANCE MEASURES REPORT TO THE) Introduced by the 2002 Community
OREGON DEPARTMENT OF LAND) Planning Committee
CONSERVATION AND DEVELOPMENT)

WHEREAS, ORS 197.301(1) requires Metro to adopt performance measures and to report to the Department of Land Conservation and Development on the measures at least every two years; and

WHEREAS, the Regional Framework Plan requires the Metro Council to develop performance measures in consultation with the Metropolitan Policy Advisory Committee ("MPAC"); and

WHEREAS, Title 9 of the Urban Growth Management Functional Plan requires Metro to establish performance measures to monitor implementation of the plan and requires the Council President to assess the measures and recommend any necessary corrective actions to the Council; and

WHEREAS, the first performance measures report has been developed in consultation with the MPAC and the Joint Policy Advisory Committee on Transportation ("JPACT"); and

WHEREAS, by Ordinance No. 03-991B, adopted March ____ 2003, the Council adopted performance measures; and

WHEREAS, by Ordinance No. 02-969B, adopted on December 5, 2002, the Council took corrective actions to improve performance under the Functional Plan; now, therefore,

BE IT RESOLVED:

The Chief Operating Officer shall:

- (1) Submit the Performance Measures Report, with the performance measures adopted by the Metro Council in Ordinance No. 03-991B, to the Oregon Department of Land Conservation and Development as soon as practical, in compliance with ORS 197.301(1);
- (2) Prepare for Council consideration appropriate amendments to the Regional Framework Plan to incorporate the 2040 Fundamentals, as set forth in Exhibit A, attached and incorporated into this resolution;
- (3) Prepare for Council consideration a prioritization of performance measures (indicators) and recommendations, if any, for changes to or additions or deletions of measures;
- (4) Prepare for Council consideration a set of "benchmarks" or targets against which changes recorded through performance measurement are evaluated; and

- (5) Present items (2) through (4) to MPAC and JPACT for recommendations on those items to the Council.

ADOPTED by the Metro Council this ____ day of _____ 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 03-3262 FOR THE PURPOSE OF DIRECTING THE CHIEF OPERATING OFFICER TO SUBMIT THE PERFORMANCE MEASURES REPORT TO THE OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

Date: February 13, 2003

Presented by: Andy Cotugno and
Gerry Uba

BACKGROUND

Oregon State Law (ORS 197.301) established nine subjects for performance measures for Metro to compile and report to the Department of Land Conservation and Development at least every two years. Title 9 of the Functional Plan adopted by the Council in 1996 also established eight subjects for performance measures for monitoring the implementation and outcome of the plan.

In order to adequately evaluate the 2040 Growth Concept which the Functional Plan is intended to implement, Metro staff has worked with various Metro committees to develop additional measures. These committees include Metro Technical Advisory Committee (MTAC), the Transportation Policy Alternatives Committee (TPAC), Greenspaces Technical Advisory Committee, Water Resources Policy Advisory Committee, Metro Committee for Citizen Involvement, and the Affordable Housing Technical Advisory Committee. Over 140 performance indicators were initially identified. Data difficulty and limited resources reduced the number of indicators measured to 80.

Between the spring of 2001 and the fall of 2002, staff collected and analyzed data for the indicators. The analysis included results of a survey of local elected officials and planning commissioners. The analysis referenced targets stated in the Regional Framework Plan and other regional plans while efforts were made to avoid editorial commentary and suggestions of which policies may need revisiting.

Extensive review of the Performance Measures Complete Results report by various Metro and non-Metro staff resulted in the final copy. The process of the adoption of the performance measures report by the Metro Council includes additional review by Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT), MTAC and TPAC, and Metro Council deliberation of the MPAC, JPACT, MTAC and TPAC recommendations.

ANALYSIS/INFORMATION

Known Opposition

Staff is not aware of any opposition to the proposed legislation.

Legal Antecedents

Oregon State Law (ORS 197.301) and Metro Code 3.07.910 et. seq. Both legislation established subjects for performance measures for Metro to compile and report to the Department of Land Conservation and Development.

Anticipated Effects

Resolution No. 03-3262 would direct the Chief Operating Officer to submit the Performance Measures Report, with the performance measures adopted by the Council in Ordinance No. 03-991, to the Oregon Department of Land Conservation and Development, in compliance with ORS 197.301(1).

Resolution No. 03-3262 would also direct the Chief Operating Officer to prepare the following for Council consideration: a) amendments to the Regional Framework Plan to incorporate the 2040 Fundamentals in the Performance Measures Report; b) prioritized list of performance indicators; and c) a set of benchmarks or targets against which changes through performance measures are evaluated.

Budget Impacts

None

RECOMMENDED ACTION:

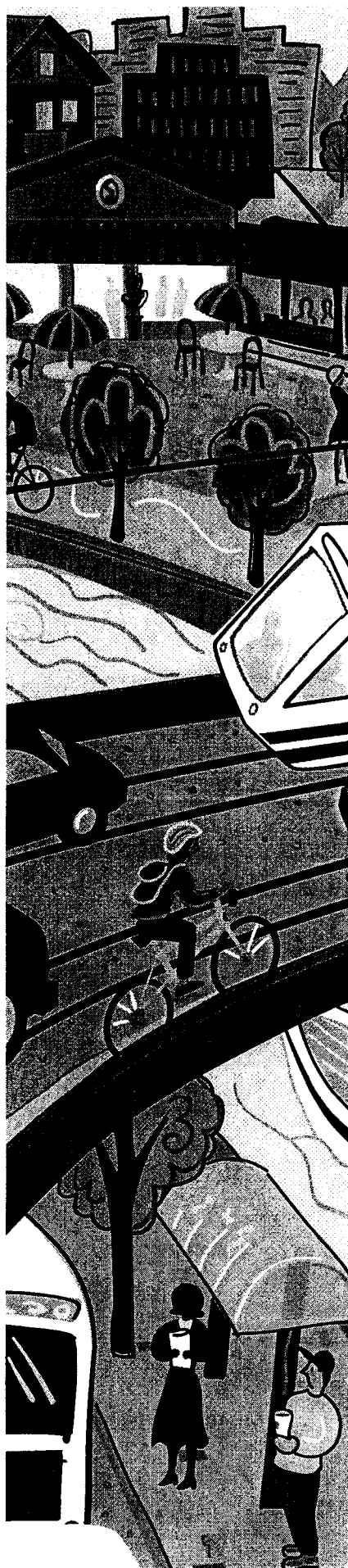
Staff recommends the adoption of Resolution No. 03-3262 to direct the Chief Operating Officer to submit the Performance Measures report to the Oregon Department of Land Conservation and Development in compliance to ORS 197.301.

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DECEMBER 2002

Metro land use and transportation goals

2002 status report on 2040 growth management policies



With adoption of the 2040 Growth Concept in 1995, the Metro Council unveiled its long-term vision for managing growth in the Portland metropolitan area. The 2040 Growth Concept was incorporated into the Metro's Regional Framework Plan. The Framework Plan includes the Regional Urban Growth Goals and Objectives, the 2040 Growth Concept, the Regional Transportation Plan and the Green-spaces Master Plan. The growth concept policies were condensed into eight fundamental values to focus the scope of the performance measures effort and report.

This report is a snapshot of how the Portland region is doing in relation to Metro's growth management goals. In some areas, insufficient data exists to draw defensible conclusions. Therefore, Metro will continue to work to ascertain certain performance measures, including protection of natural resources, conservation of greenbelts between communities, land values and development in town and regional centers.

With adoption of the Urban Growth Management Functional Plan (Functional Plan) in 1996, the Metro Council approved policies to implement the 2040 Growth Concept and committed to monitoring the progress of these policies. In addition to these performance measures requirements, in 1997 the Oregon Legislature established performance measures for Metro. This report represents Metro's first effort to assess its progress and to satisfy state and Metro monitoring requirements.

Metro regional 2040 fundamental values

- Encourage a strong local economy
- Encourage the efficient use of land
- Protect and restore the natural environment
- Maintain separation between the metro region and neighboring cities
- Provide a balanced transportation system
- Enable communities within Metro to preserve their physical sense of place
- Ensure diverse housing options for all residents
- Create a vibrant place to live and work



METRO

PEOPLE PLACES
OPEN SPACES



Metro

People places • open spaces

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. The regional government provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

Metro manages regional parks and greenspaces and owns the Oregon Zoo. It also oversees operation of the Oregon Convention Center, the Portland Center for the Performing Arts and the Portland Metropolitan Exposition (Expo) Center, all managed by the Metropolitan Exposition Recreation Commission.

Your Metro representatives

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

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

If you don't measure results, you can't tell success from failure.

If you can't see success, you can't reward it.

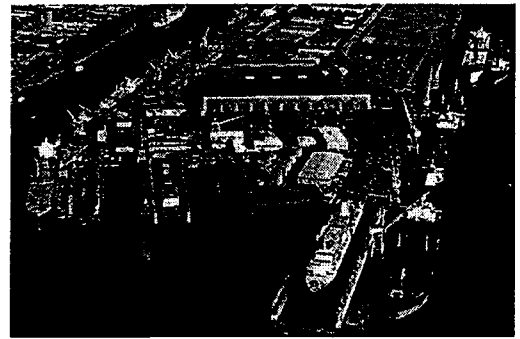
If you can't see failure, you can't correct it.

Osborne and Gaebler, Reinventing Government, 1992



Encouraging a strong local economy

(For more detail, see Complete Results Report – Fundamental #8)

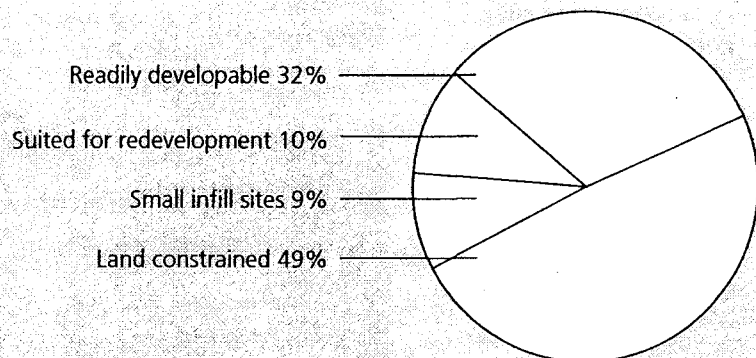


Commercial, industrial and mixed-use land supply

Recently, land zoned for industrial and commercial activities decreased, while land zoned for mixed-use development increased.

Land Supply	1999	2000
Total vacant land zoned industrial (acres)	9,924	9,612
Total vacant land zoned commercial (acres)	2,180	1,929
Total vacant land zoned mixed-use (acres)	5,024	5,256

About one-half of the total vacant industrial land available in 2000 (Tier B land)* is limited for development due to physical and market constraints such as infrastructure improvements (roads, sewers, water service), difficult environmental restrictions to overcome, ownership (i.e., lease only), land banking and marine or air restrictions. Note: As of Dec. 2002, the Metro Council expanded the UGB, including an additional 2,851 acres of commercial and industrial land, and referred this to the state Land Conservation and Development Commission for acknowledgment.



Amount of Vacant Buildable Industrial Land within the UGB – Net Acres
(includes partially developed acres)

Vacant Industrial Land	Less than 1-acre lot	1 to 5	5 to 10	10 to 25	25 to 50	50 to 100	100-plus acre lot	Total	% Total
Readily developable	53	518	431	484	348	171	89	2,093	32%
Land constrained	67	789	678	760	769	149	–	3,212	49%
Small infill sites	281	264	45	–	–	–	–	590	9%
Suited for redevelopment	31	236	156	99	47	53	–	623	10%
Total	432	1,807	1,309	1,343	1,164	373	89	6,517	100%

*Tier A land is land without major development constraints; Tier B land is constrained by factors described; Tier C is land with infill sites smaller than 1 acre (per property tax assessment records); and Tier D land is considered to be suited for redevelopment.



Land Values

Land price data from the Urban Land Institute (Market Profiles) shows the price of industrial land inside the UGB experienced the greatest increase of all land types from 1995 to 1999, followed by land for office parks and land for single-family residential uses.

Typical Vacant Land Price	1995	1999	Percent Change
Single-Family Lots	\$ 77,700	\$105,167	35%▲
Commerical (Acre) Shopping Center	386,410	414,905	7%▲
Commercial (Square Feet) Office market			
Downtown	85.50	84	2%▼
Suburban high-rise	12	15	25%▲
Office park	7	9.75	39%▲
Industrial (Acre)			
Industrial parks	\$54,450 – 108,900	\$133,000 – 190,000	98%▲
Flex or hybrid industrial parks	\$141,570 – 163,350	\$255,000 – 440,000	128%▲

Source: ULI (Urban Land Institute) Market Profiles 2000

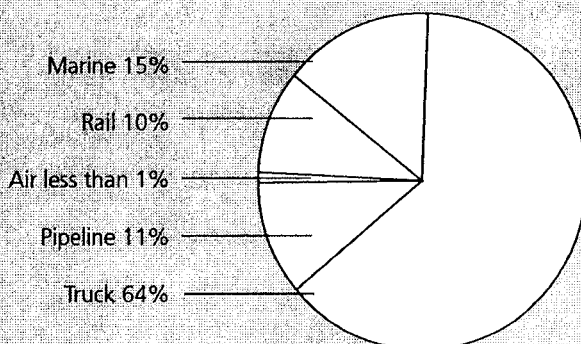
▲ = increase ▼ = decrease

Movement of Goods

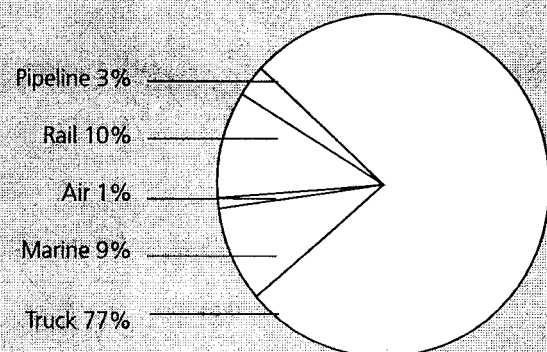
Trucks carry the largest amount of freight to and away from the Portland area than any other mode. Most of the products carried by trucks are wood products and non-metallic mineral products. Rail and marine modes transport primarily cereal grains. Air freight predominantly consists of electronic components and mail while pipelines move gas, fuel and other petroleum and coal products.



Freight Tonnage (1997)
(in 1000s of short tons and % of regional total)



Freight Value (1997)
(in millions and % of total regional freight value)



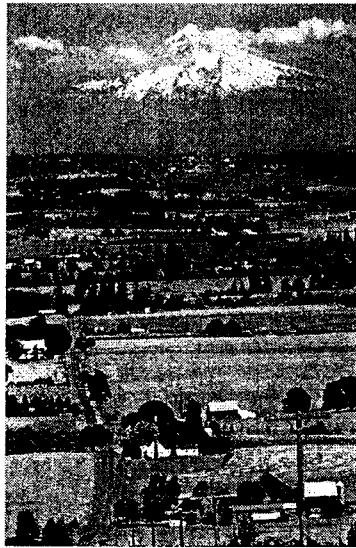


Encouraging efficient land use

Residential

Density in established single-family residential neighborhoods remains stable.

The intent of the 2040 plan is to protect established single-family neighborhoods by focusing new growth in town and regional centers and along transit corridors. Some established single-family neighborhoods have experienced slight increases in density while others have experienced slight decreases. Metro expected existing neighborhoods to accommodate only slightly higher levels of density. The intent of the 2040 plan was to protect the character of established single-family neighborhoods.



Density of persons in established neighborhoods

Established Neighborhood or Locale (and census tract #)	Persons per Acre 1990	Persons per Acre 2000	% Change 1990-2000
Alameda (31)	14.9	14.3	-4%
Beaverton (312)	10.4	11.7	13%
Hawthorne (13.02)	15.2	14.6	-4%
Hillsboro (324.04)	6.3	7.1	13%
Irvington (24.01, 25.01)	14.0	13.5	-4%
Lake Oswego (202)	3.5	3.6	3%
Oak Grove (213, 214)	5.5	5.8	5%

Density of houses in established neighborhoods

Established Neighborhood or Locale (and census tract #)	Houses per Acre 1990	Houses per Acre 2000	% Change 1990-2000
Alameda (31)	5.9	6.0	2%
Beaverton (312)	5.2	5.3	2%
Hawthorne (13.02)	6.7	6.8	2%
Hillsboro (324.04)	2.1	2.5	19%
Irvington (24.01, 25.01)	5.3	5.4	2%
Lake Oswego (202)	1.6	1.8	12%
Oak Grove (213, 214)	2.2	2.5	14%



New residential development on vacant land has become more compact. Most of the increased efficiency has been in new multi-family development, with only slight increases in new single-family development. As a result, the region is consuming fewer acres per residential development while accommodating more population inside the UGB.

Year	New Single-Family Density	New Multi-Family Density
1999	5.9 homes per acre	16.4 homes per acre
2000	6.2 homes per acre	21.6 homes per acre

Year	New Residential Land Developed inside the UGB	Population Accommodated inside the UGB
1999	1,468 acres	22,000 people
2000	1,087 acres	32,970 people

Density: Comparison of metropolitan regions

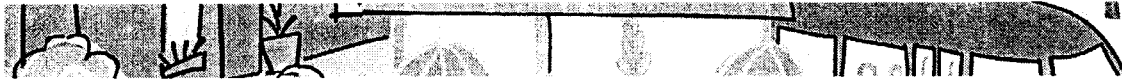
While growing more than the national average, our metropolitan area's residential density remains similar to other large western metropolitan areas that also experienced more than 30 percent population change between 1982 and 1997 (Los Angeles and San Francisco are excluded because they are significantly larger metropolitan areas compared to others on the West Coast).

Metropolitan Area	Population Change 1982-1997	Urbanized Area Change 1982-1997	Persons Per Acre 1997
San Diego	38%	44%	7.5
Phoenix	73%	42%	7.2
Las Vegas	131%	53%	6.7
Sacramento	46%	50%	5.6
Portland – Vancouver	32%	49%	5.1
Seattle – Tacoma	33%	51%	5.1
Salt Lake City – Ogden	30%	50%	5.0
Denver – Boulder	30%	43%	4.5
U.S. Metropolitan Average	17%	47%	4.2

Population, households and employment attracted to the region (capture rate)

The Metro UGB attracts a majority of all population, households and employment in the four-county area.

Period	Household	Population	Employment
10-year rate 1980 to 1990	58%	62%	76%
10-year rate 1990 to 2000	73%	69%	73%
20-year rate 1980 to 2000	68%	67%	74%



Employment

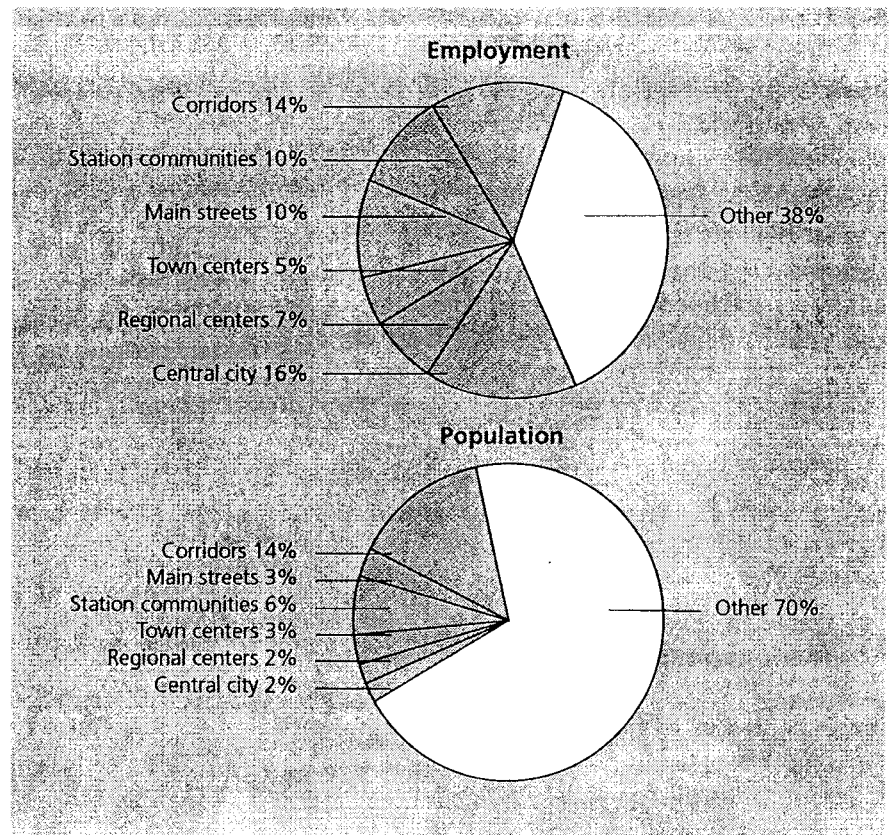
Available data show a decrease in commercial jobs accommodated per acre, and an increase in industrial jobs accommodated per acre.

Industrial Land and Jobs in UGB	1999	2000
Total developed land in industrial areas (acres)	24,925	24,523
Total industrial jobs	292,859	335,931
Jobs per acre of developed industrial land	11.7	13.7

Commercial Land and Jobs in UGB	1999	2000
Total developed land in commercial areas (acres)	13,994	15,166
Total commercial jobs	453,567	447,762
Jobs per acre of developed commercial land	32.4	29.5

Mixed-use centers

A majority of the region's employment and a portion of the region's population are located in the mixed-use areas and corridors.

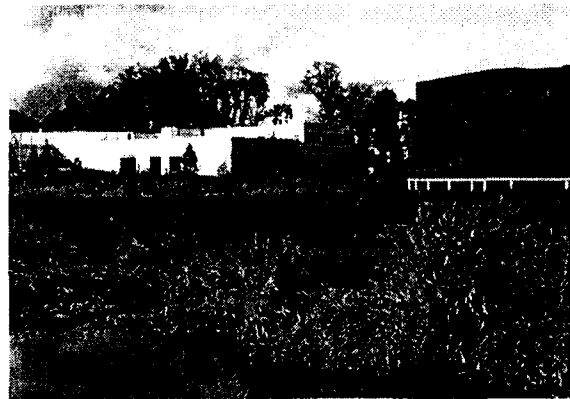




Protecting and restoring the natural environment

Natural area protection through acquisition

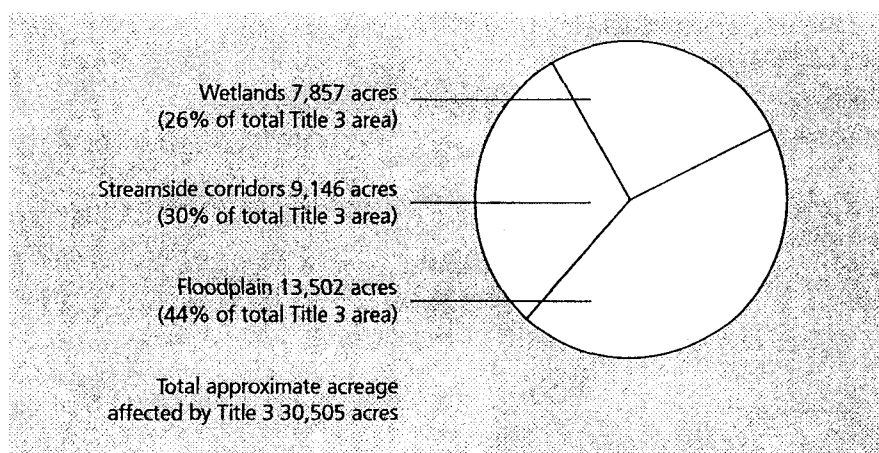
Metro has exceeded acreage goals for open space acquisition set by the 1995 open spaces bond measure. Both Metro and local governments continue to acquire open spaces with bond measure money and other funds.



Acreage target for 1995	\$135.6 million bond measure	= 6,000 acres
Acreage acquired as of December 2002	(includes 62+ miles of stream banks)	= 7,877 acres
Bond measure money remaining for regional acquisition as of December 2002		= Approximately \$8 million

Natural area protection through regulation

Approximately 13 percent of the land area in the UGB are sensitive natural areas affected by Metro's regional water quality and floodplain protection program (Title 3).



Waste management

Although the amount of waste recovered per capita has increased from 1995 to 2000, the region did not meet its total recovery goal.

Amount of waste disposed per capita has increased during the last five years.

Waste Recovery	1995	2000	2000 Actual Rate	2000 Goal
Waste recovered (tons)	735,231	970,850	45%	52%
Waste recovered per capita (pounds)	1,120	1,338	n/a	n/a

Waste Disposal	1995	2000
Waste disposed (tons)	995,035	1,207,348
Waste disposed per capita (pounds)	1,520	1,663



Providing Transportation Choices

The Regional Transportation Plan (RTP) was adopted in August 2000 and identifies nearly \$8 billion of priority investments to address growth, congestion, serve the regional economy, and maintain clean air and water. The investments cover a range of travel options, and are intended to provide a range of travel choices for the transportation consumer, to move freight efficiently, and to minimize the time spent in traffic congestion. Transportation measurements focus on: congestion, travel trends, transportation investment and air quality.

Congestion

According to the Texas Transportation Institute (TTI) of Texas A & M University, traffic congestion continues, and that even if transportation officials “do all the right things the likely effect is that congestion will continue to grow.” In the June 2002 “Urban Mobility Report,” TTI researchers conclude that more than road building is needed to stem the tide of growing congestion, although strategic road investments are part of the overall solution. TTI notes that congestion relief strategies also should include high-occupancy vehicle lanes, toll lanes and congestion pricing, more travel options (including investments in transit, biking and walking), managing demand (such as telecommuting, flexible work hours), better land-use planning that results in

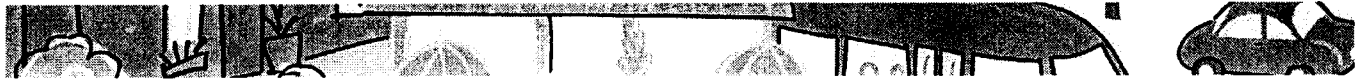


shorter trips, increasing the efficiency of the existing system through better traffic management, better construction management and better management of traffic disruptions such as crashes and breakdowns.

Metro's Regional Transportation Plan and local governments have been attacking congestion on all the fronts identified by TTI, but more needs to be done. In particular, the region is falling behind the investment schedule called for in the RTP (see Transportation Investment on page 12). The following indicators provide a preliminary analysis of congestion in the Metro area:

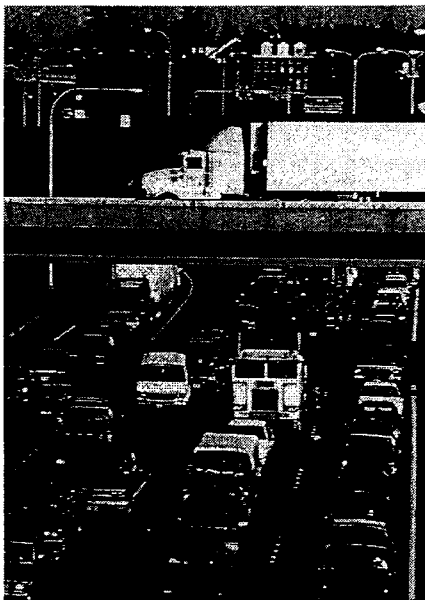
Street connectivity

One method to help reduce congestion is to develop a connected street system. A connected street system disperses longer distance trips onto the arterial system that is designed for higher speeds and less access to property. A connected system of local and collector streets can then handle short distance trips and access to property. Recognizing these benefits, all the jurisdictions in the metro region have amended their development codes to require 10 to 16 street connections per linear mile in new developments that construct new streets. (By connecting streets at between 10 to 16 connections per mile, delay on the regional system can be reduced by up to 19 percent and arterial traffic decreased by up to 12 percent. Benefits also accrue to pedestrians and bicyclists who in turn have direct routes to shopping, transit lines or other destinations.)

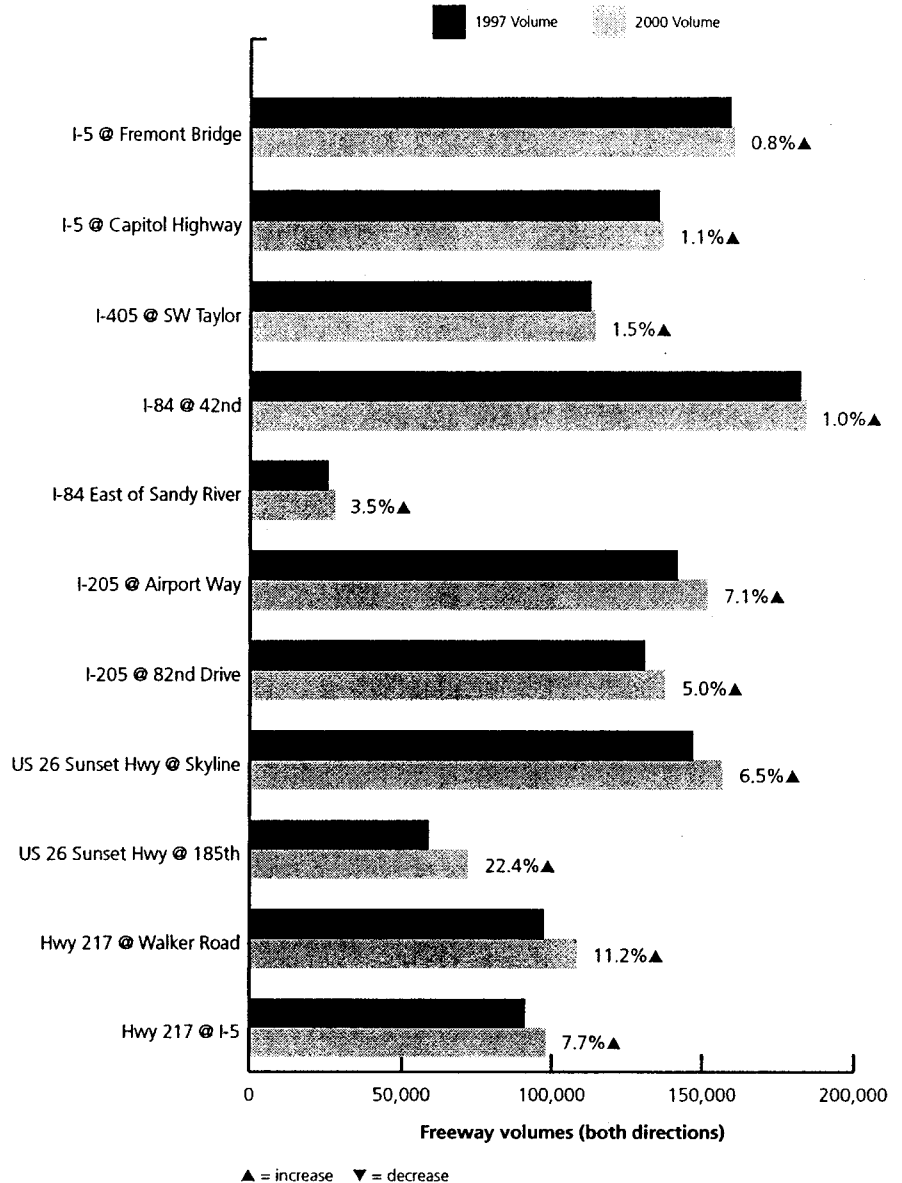


Freeway traffic

Despite growth in transit ridership and a stable rate of travel per person, suburban freeways continue to experience greater demand due to overall growth in the number of people in the region, and consequently drivers. In particular, Washington County freeway travel reflects the intense growth in employment and population in the county. Travel along I-205 reflects increasing residential growth in Clark and Clackamas counties.



Average weekday freeway volumes 1997-2000
(both directions)

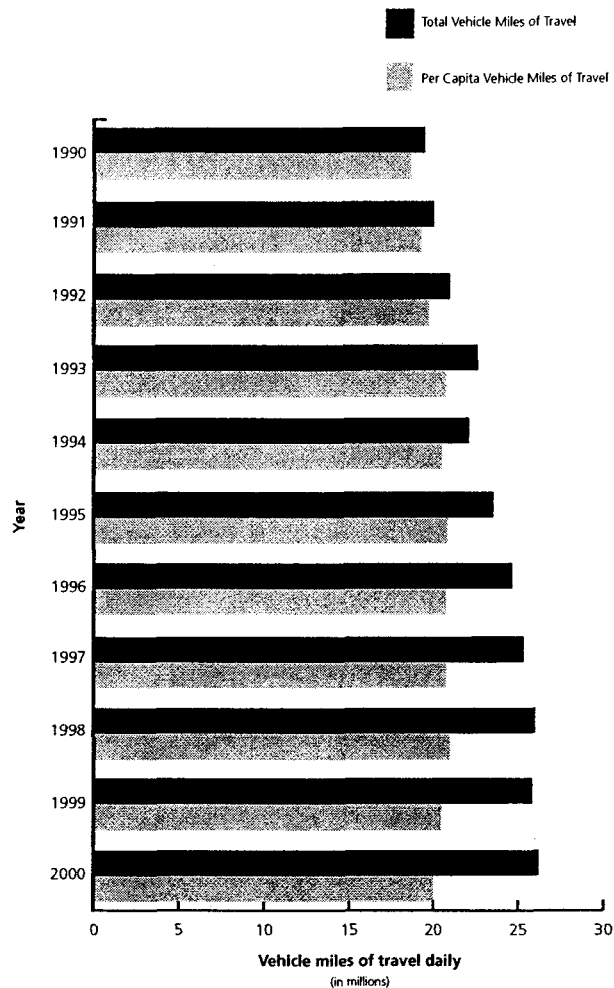




Travel trends – vehicle miles

There are more people and goods being moved on our transportation facilities than ever before. However, growth in travel on a per capita basis has stabilized after significant growth in the 1980s, and public transit ridership is growing faster than total miles of travel and population. A positive trend in the late 1990s is that travel on a per person (capita) basis is stabilizing and even showing signs of dropping. This means that people are having to drive fewer miles per day in order to reach employment, shopping, recreational, social and other travel destinations.

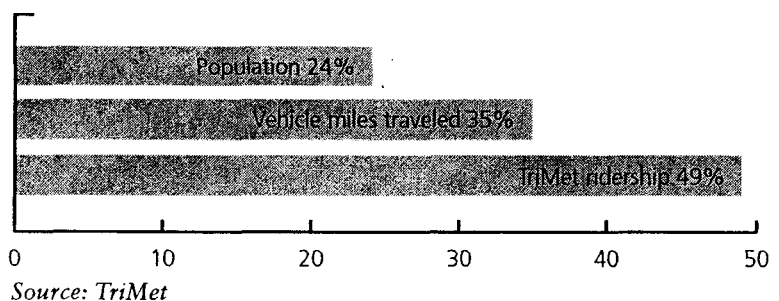
Vehicle miles of travel daily – Portland Metro area (Oregon only)

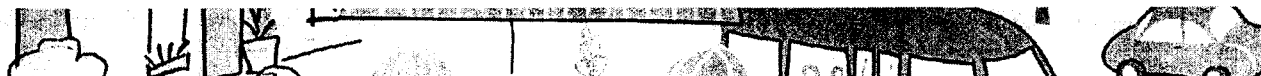


Travel trends – transit ridership

Public transportation has been asked to carry more and more of the overall travel load, particularly during the morning and afternoon peak hours and in the most congested corridors. This chart shows that recent investments in transit have resulted in large gains in ridership. Since 1990, ridership on buses and light rail has grown at a rate significantly higher than both the population and vehicle miles of travel.

TriMet ridership 1990-2000 (percent growth)





Average weekday originating rides – bus and MAX

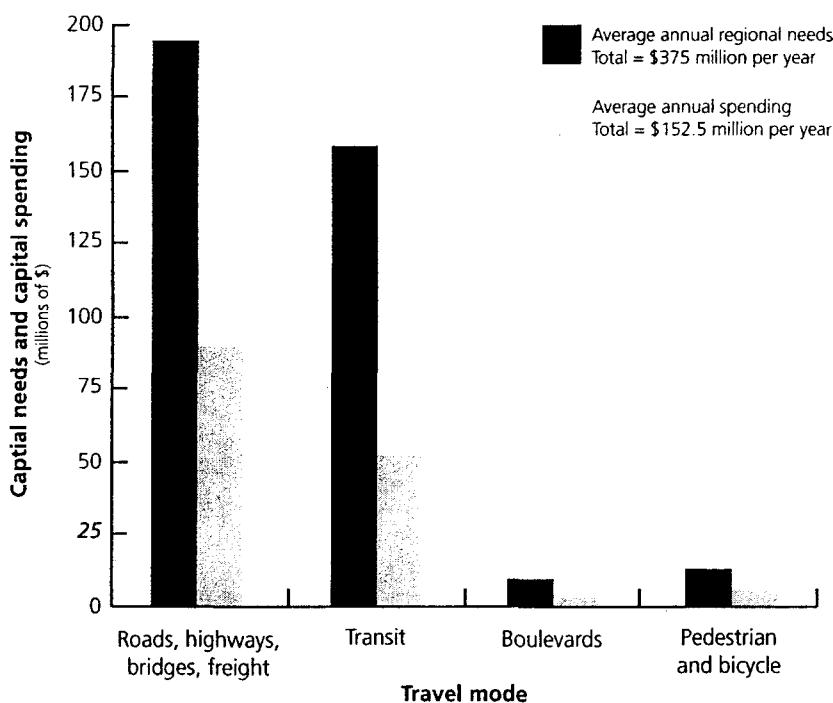
Bus and Rail	1998	2002	% Change 1998-2002
Bus Total	152,400	160,100	5.05%
MAX			
Eastside MAX	25,000	32,800	31.20%
Westside MAX		24,300	
Airport MAX (Gateway to Airport)		2,300	
MAX Total	25,000	59,400	138.00%
Bus and MAX Total	177,400	219,500	24.00%

Source: TriMet

Transportation Investment

Approximately \$635 million is spent annually on transportation in the metro area on capital, preservation and maintenance. This includes spending for roads, public transportation, bike facilities, sidewalks and miscellaneous other projects. 70 percent of that total (\$430 million) goes to preserve and maintain the existing system of roads, bridges and other facilities, and to operate the transit system. While that amount nearly meets our annual need for preservation and maintenance, the region significantly underinvests in capital improvements. In order to implement the \$8 billion package of priority projects, the region should be investing \$375 million per year in new capital projects. As can be seen, investments in all modes of travel are lagging.

Average annual regional transportation capital needs
and annual capital spending
(millions of \$)





Air Quality

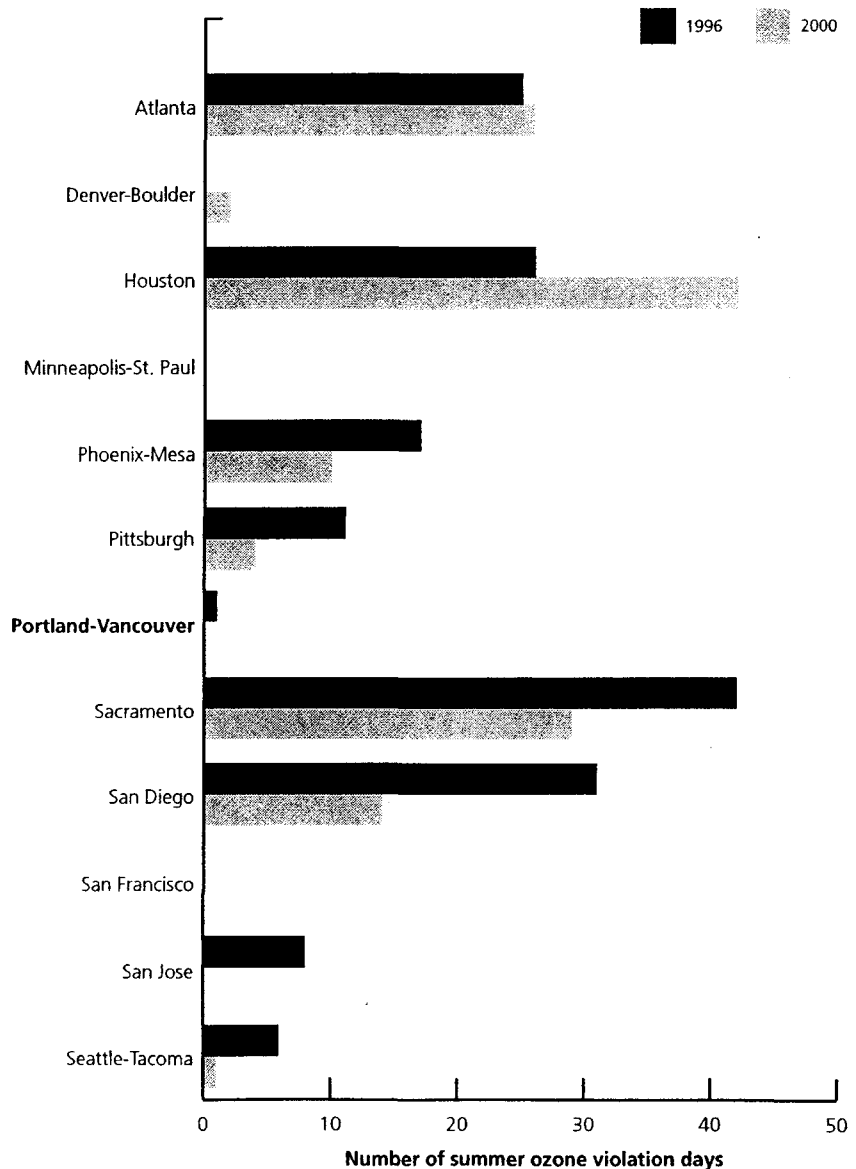
In 1997, the metro area was granted compliance status with the Federal Clean Air Act Amendments of 1990 for both winter carbon monoxide and summer low-level ozone. Failing to meet clean air standards can result in significant health problems for children, the elderly and those with breathing difficulties. Since 1997, the carbon monoxide standard has not been exceeded. The ozone standard was exceeded three times in 1998 due to high temperatures and lack of controls on marine re-fueling stations. However, the ozone exceedence did not trigger a violation of the Clean Air Act. The standard has not been exceeded since.

A comparison of Portland metro area air quality with other metropolitan regions around the US since adoption of the 2040 Growth Concept shows that, in general, the region has improved its air quality and, as noted, complies with the Clean Air Act standards for carbon monoxide and ozone. The table at the right shows ozone violations of the Clean Air Act. The cause of a violation is caused by a combination of heat, vehicle miles of travel, and local wind and topography. The cities are shown merely to provide a perspective on how vastly air quality varies due to these conditions. The Portland metro area's lower vehicle miles of travel and "Clean Air Action Days" have helped reduce the number of violation occurrences, despite warm summers.

Air quality: number of days exceeding standard

Year	Carbon Monoxide	Ozone
1996	0	1
1997	0	0
1998	0	3
1999	0	0
2000	0	0
2001	0	0

Air quality: comparison of metropolitan regions: summer days ozone violation of the Clean Air Act

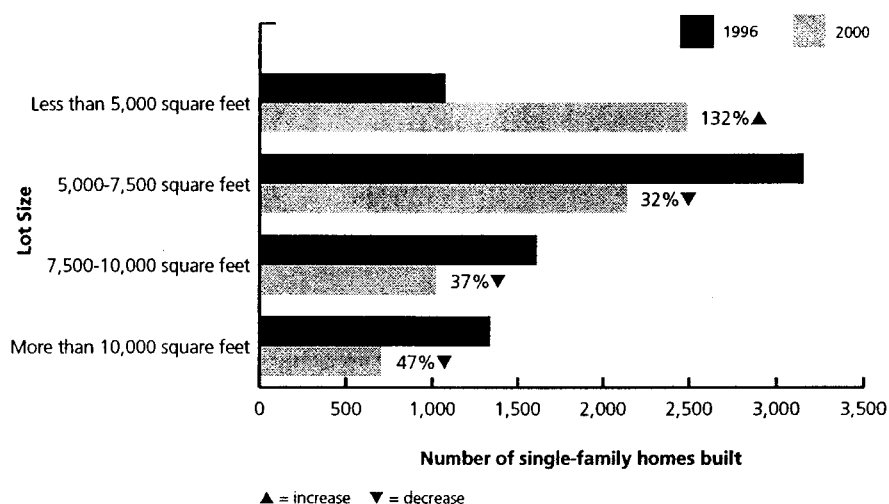




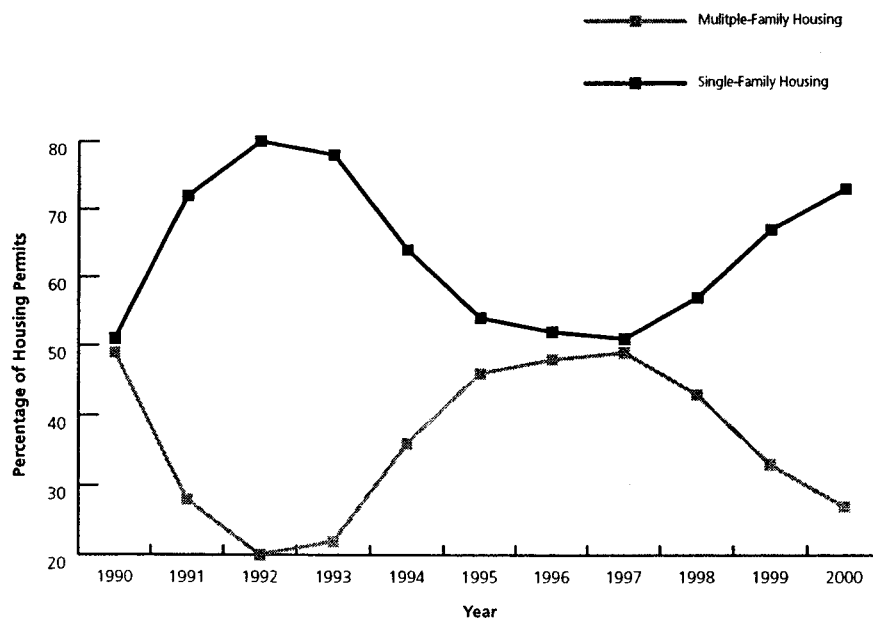
Ensuring diverse housing options



Between 1996 and 2000, most new single-family dwellings in the UGB were built on new lots between 5,000 and 7,500 square feet in size. Development on lots larger than 5,000 square feet decreased during the same period.



Metro and local government efforts (after 1996) to provide the opportunity for a greater mix of housing options in the region has not altered the cyclical and market-driven relationship between single-family and multi-family housing. The data shows that single-family residential permits have remained robust and outpaced multi-family permits, in some years by more than 2 to 1.



* Note: The Metro Council adopted the Functional Plan in 1996.

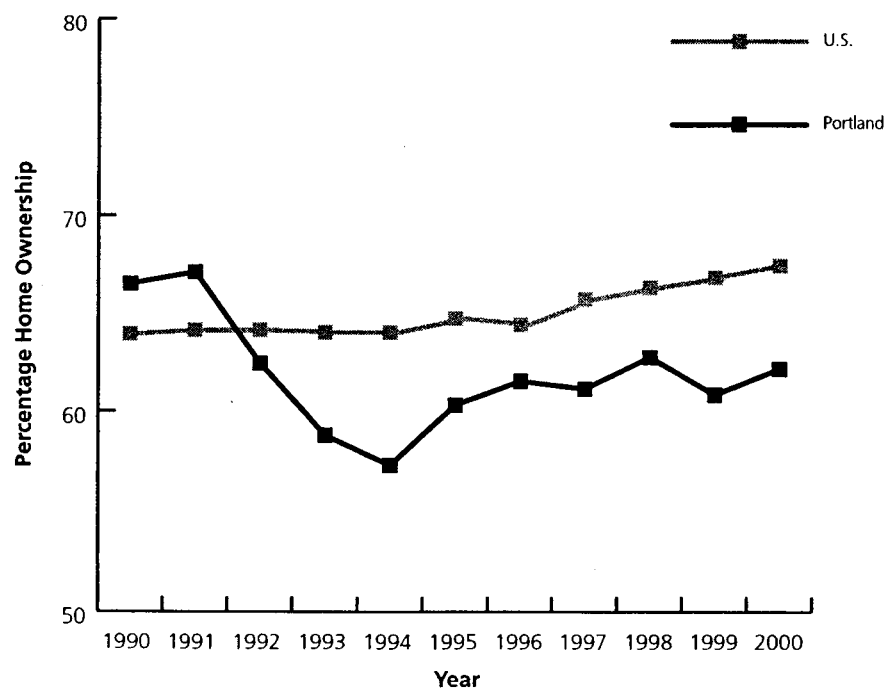


Median family income grew faster in the Portland metropolitan area than the national average from 1990 to 2000. The average household in the area can still afford to purchase a home for more than the median selling price, but affordability is shrinking.

Income, Price, Affordability	1990	2000	Percent Change
Median family income (Portland)	\$ 37,100	\$ 55,900	51%
Median family income (U.S.)	35,700	52,500	47%
Median selling price of a home (Portland)	79,700	166,000	108%
Median selling price of a home (U.S.)	92,000	139,000	51%
House price affordable to median income family (Portland)	129,000	187,000	45%
Median selling price of homes (Portland)	178,300	208,000	17%
Affordability Surplus (Portland)	49,300	21,000	-57%

** Affordability surplus is the difference between the price of a home that a household earning median family income could afford and the median selling price of homes in the region in that year.*

The homeownership rate in the Portland metropolitan area exceeded the national average in 1990 but dipped below the national average in 2000.





Creating vibrant places to live and work

Approximately 28,555 acres of parks and greenspaces and 107 miles of completed regional trails are available to residents of the region. There are approximately 24 acres of parks and greenspaces available for every thousand persons in the metro region.

Approximately 22,021 acres of additional natural areas and greenspaces are in public ownership but have not yet been improved and opened for use by the residents of the region.

The city of Portland has an average amount of parkland per 1,000 residents when compared nationally to other metropolitan areas.

About 64 percent of the region's residents living inside the Metro UGB are within walking distance (¼ mile) of public parks, greenspaces or regional trails.



Jurisdiction	Population	Total Acres	Park acres per 1000 people
Austin	596,769	22,699	38.0
Phoenix	1,159,014	33,855	29.2
San Diego	1,218,700	32,650	26.8
Dallas	1,006,877	22,756	22.6
Portland	503,000	9,594	19.1
Houston	1,822,989	20,538	11.3
Oakland	386,086	2,908	7.5
Sacramento	376,243	2,693	7.2
San Antonio	1,115,600	7,390	6.6
Long Beach	421,904	1,942	4.6
Los Angeles	3,553,638	15,574	4.4
Clark Co. (Las Vegas)	1,314,924	5,304	4.0

Source: *The Oregonian* Oct. 28, 1998

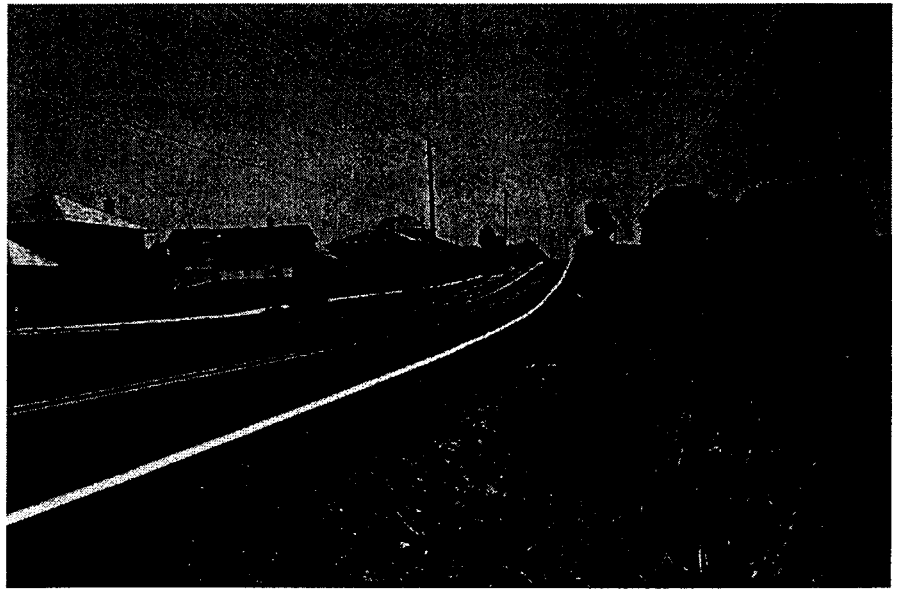




Maintaining separation between the metro region and neighboring cities

Development has not occurred in the designated corridors separating the metro area and its neighboring cities.

The cities of Canby and Sandy, Clackamas County and Metro are honoring the intergovernmental agreements that designated areas where the parties will not expand their urban growth boundaries into and the transportation corridors that the parties will impose limits on non-rural uses.





Basic Statistics of the Metro Region

Jurisdictions within the Metro boundary

Cities	24
Counties (Clackamas, Multnomah, Washington)	3
Special service and school districts	130

Land Area (2001 Metro data)

Metro urban growth boundary ¹	368.6 square miles
	235,904 acres
	954.67 square kilometers

Population (2000 Census data)

Metro urban growth boundary	1,281,470
Metro Boundary	1,305,574
Three county area (Clackamas, Multnomah, Washington)	1,444,219
Four county areas (Clark, Clackamas, Multnomah, Washington)	1,789,457
Clackamas County in metro area	236,349
Multnomah County in metro area	654,202
Washington County in metro area	415,023

Households (2000 Census data)

Clackamas County total	128,201
Average household size ²	2.62
Average family size ³	3.07
Multnomah County total	272,098
Average household size	2.37
Average family size	3.03
Washington County total	169,162
Average household size	2.61
Average family size	3.14

Housing Units (2000 Census data)

Clackamas County	136,954
Multnomah County	288,561
Washington County	178,913

Median Family Income (2001 HUD Data)

Metro region	\$52,500
--------------	----------

Per Capita Income (1999 Bureau of Economic Analysis data – Federal Department of Commerce)

Clackamas County	\$32,237
Multnomah County	\$32,095
Washington County	\$31,537
Oregon total	\$26,958
Portland/Vancouver (PMSA)	\$30,672

Vehicles registered (2000 Oregon Department of Motor Vehicle data)

Clackamas County	354,035
Multnomah County	641,426
Washington County	393,099

Transportation

Daily bus boarding rides (2000 TriMet Data)	206,200
Daily bus originating rides (")	158,000
Daily MAX boarding rides (")	68,300
Daily MAX originating rides (")	61,000

Daily vehicles miles of travel per capita for Portland side of the metro area (in miles traveled daily per person) (2000 ODOT data)

20.0

Miles of Bike Lanes (2002 Metro data)

512

Regional Facilities (2000 Metro and MERC Data)

Annual Attendance

Expo Center	602,600
Oregon Convention Center	580,835
Portland Center for the Performing Arts	946,770
Oregon Zoo	1,328,761

¹ As of Dec. 12, 2002, the Metro Council expanded the UGB by 18,638 acres and referred this to the state Land Conservation and Development Commission for acknowledgment.

² Average household size is calculated by dividing the persons in all households by the number of occupied households in the region. Persons in the occupied households may not be related.

³ Average family size is calculated by dividing the persons in all families by the number of families in the region. Persons in the family are related by marriage, birth and adoption.



Acknowledgements

Project Oversight and Support

Metro Technical Advisory Committee

Wink Brooks, City of Hillsboro
Ron Bunch, City of Gresham
Bob Clay, City of Portland
Hal Bergsma, City of Beaverton
Meg Fernekees, Oregon Department of Land Conservation
Mary Kyle, McCurdy, 1000 Friends of Oregon
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Susie Lahsene, Port of Portland
Annette Liebe, Oregon Department of Environmental
Quality
Lynn Peterson, Tri-Met (former committee member)
Bill Stewart, Willamette Traffic Bureau

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Committee member
Mark Knudsen, former Metro Policy Advisory Committee
member
Douglas McClain, Metro Technical Advisory Committee
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Pete Sandrock, Chief Operating Officer
Cathy Thomas, Senior Public Affairs Specialist

BEFORE METRO COUNCIL

ENDORISING A MULTI-YEAR)	RESOLUTION NO. 03-3290
COMMITMENT OF METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	Introduced by Councilor Rod Park
PROGRAM FUNDS FOR A REGIONAL)	
FUNDING PLAN)	

WHEREAS, the Metro Council adopted Resolution 99-2442 on January 23, 1997 that committed \$55 million of Regional Surface Transportation Program (STP) funds to the South/North Light Rail Project during the period of FY 1999-2009; and

WHEREAS, the Metro Council adopted Resolution 99-2804A on June 24, 1999 that increased the commitment of STP funds by \$12.5 million during the period of FY 2005-2010 and endorsed using the multi-year commitment of funds for a "North LRT/South Corridor Financing Strategy;" and

WHEREAS, Congress is considering reauthorization of the Transportation Equity Act of the 21st Century (TEA-21) during 2003; and

WHEREAS, reliable local funding commitments for priority projects enhance the region's ability to advance its transportation agenda through the reauthorization bill; and

WHEREAS, the South Corridor Policy Advisory Group has released a two-phase locally preferred alternative recommendation for the South Corridor premised on local funding for the I-205 LRT Project coming from contributions of federal, state, regional and local funds by affected local and regional governments and local funding for the Milwaukie LRT Project coming from a regional bond measure; and

WHEREAS, the South Corridor, Commuter Rail and North Macadam projects support 2040 Growth Concept objectives for the Central City and for Regional and Town Centers and have been designated as regional reauthorization priorities, among others; and

WHEREAS, funding deficiencies affecting the South Corridor, Commuter Rail and North Macadam projects can be resolved by establishing an integrated regional funding plan for these projects; and

WHEREAS, the integrated regional funding plan requires extending and expanding the existing multi-year commitment of MTIP funds; and

WHEREAS, JPACT recommends the attached amendment to the multi-year commitment of MTIP funds and associated *Regional Funding Strategy*; now, therefore,

BE IT RESOLVED that the Metro Council:

1. Endorses the *Regional Funding Strategy for the South Corridor, Commuter Rail, and North Macadam Projects* shown in Exhibit A.
2. Amends the Metropolitan Transportation Improvement Program to reflect the supplemental multi-year commitment of regional federal formula funds as described in the *Regional Funding Strategy*.

ADOPTED by the Metro Council on this ____ day of March, 2003.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, General Counsel

Exhibit "A"

Regional Funding Plan for South Corridor, Commuter Rail and North Macadam Projects

1. Metro hereby supplements the multi-year commitment of MTIP funds set forth in Resolution No. 99-2804A as follows:

	<u>Allocation of MTIP Funds under Resolution No. 99- 2804A</u>	<u>Supplemental Commitment of MTIP Funds to Regional Funding Plan</u>	<u>Total Multi-Year Commitment of MTIP Funds</u>
FY '99	\$1,500,000		\$1,500,000
FY '00	\$6,000,000		\$6,000,000
FY '01	\$6,000,000		\$6,000,000
FY '02	\$6,000,000		\$6,000,000
FY '03	\$6,000,000		\$6,000,000
FY '04	\$6,000,000		\$6,000,000
FY '05	\$6,000,000		\$6,000,000
FY '06	\$6,000,000	\$2,000,000	\$8,000,000
FY '07	\$6,000,000	\$2,000,000	\$8,000,000
FY '08	\$6,000,000	\$2,000,000	\$8,000,000
FY '09	\$6,000,000	\$2,000,000	\$8,000,000
FY '10	\$6,000,000	\$2,000,000	\$8,000,000
FY '11		\$8,000,000	\$8,000,000
FY '12		\$8,000,000	\$8,000,000
FY '13		\$8,000,000	\$8,000,000
FY '14		\$8,000,000	\$8,000,000
FY '15		\$8,000,000	\$8,000,000
TOTAL	\$67,500,000	\$50,000,000	\$117,500,000

2. This funding commitment will generally be fulfilled through programming of Surface Transportation Program (STP) funds. However, on an annual basis, Metro may determine that it is more advantageous to obligate Congestion Mitigation/Air Quality (CMAQ) funds.
3. From the funds committed under Resolution No. 99-2804A, \$1.5 million has been expended, as required by Resolution No. 99-28004A, on South Corridor environmental and engineering studies, and \$40 million, net of debt service, on Interstate MAX.

From the remaining funds under Resolution 99-2804A, \$24 million, net of debt service, will be provided to construct the Phase 1 locally preferred alternative for the South Corridor Project.

4. The *Supplemental Commitment of MTIP Funds* shown in paragraph 1 is committed to meet funding needs, either directly or through a revenue bonding strategy, as follows:

- A. Phase 1 South Corridor Project: \$15 million, net of debt service, will be provided from the supplemental commitment of MTIP funds (making a total of \$39 million available to the Project from the entire multi-year commitment) to construct Phase 1 of the South Corridor Project. These funds will be provided in accordance with the funding plan set forth in the Final Environmental Impact Statement (FEIS) for the Project, as may be revised in the Project's Full Funding Grant Agreement.

To achieve at least a 40% local share of capital cost, additional local funding will come from Clackamas County, City of Portland, TriMet, and state and regional sources in accordance with a detailed funding plan to be set forth in the FEIS. The region will seek up to a 60% federal funding share through FTA's New Starts program or other federal funding. Local funding for the Phase 2 South Corridor Project is anticipated to come from a future regional bond.

If the City of Portland does not commit sufficient funds to incorporate a Mall LRT alignment in the South Corridor Project, the \$10 million of MTIP funds (or bond proceeds supported by MTIP funds) intended for the North Macadam Project will instead be provided to the South Corridor Project (making the total direct/bond contribution from MTIP funds \$49 million). If these additional funds were provided to the South Corridor Project after FY 2006, the associated debt service costs would be less than anticipated for the North Macadam Project. Under this scenario, the savings in debt service would accrue to the South Corridor Project, increasing the MTIP contribution to the Project.

Final commitment of these MTIP funds is subject to commitment of the other funding sources.

- B. Commuter Rail: \$10 million, net of debt service, will be provided to the Commuter Rail Project in accordance with the funding plan set forth in the *Definitive Agreement* between Washington County and TriMet, as may be revised in the project's Full Funding Grant Agreement. The County will provide sufficient County and State funds to achieve a 50% local share of total capital cost. The region will seek a 50% federal funding share through FTA's New Starts program or other federal funding.
- C. North Macadam Project: Conditioned on the City of Portland committing sufficient funds to the South Corridor Project to incorporate a mall light rail alignment, \$10 million of MTIP funds, net of debt service, will be provided in FY 2006 for infrastructure improvements serving the North Macadam District. These infrastructure improvements are identified in the Portland Transportation System Plan and the Metro Regional Transportation Plan and include the streetcar extension, the tram to OHSU, bike/pedestrian and street improvements. If this condition is not met, these MTIP funds (or bond proceeds supported by these

MTIP funds) will be applied instead to the South Corridor Project as discussed in paragraph A, above.

The City will provide the remaining \$50 million needed to complete the funding package for the private/OHSU development proposal in the North Macadam District from City, PDC, OHSU, and private sources. If the federal reauthorization act includes a "*Small Starts*" or "*Streetcar Starts*" program, the region may seek federal funds from such a program for the Streetcar connection to and through the North Macadam District.

Final commitment of these MTIP funds is subject to commitment of the other funding sources.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO 03-3290 FOR THE PURPOSE OF ENDORSING A MULTI-YEAR COMMITMENT OF METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FUNDS FOR A REGIONAL FUNDING PLAN

Date: February 24, 2003

Presented by: Andy Cotugno

PROPOSED ACTION

This resolution would commit an additional \$50 million of regional formula federal funds (i.e. STP and CMAQ funds) during the FY 2006 through FY 2015 period to an existing multi-year commitment of funds for regional transportation priorities. These added funds would be used to provide, net of debt service, \$15 million to the South Corridor Project, \$10 million to the Commuter Rail Project and \$10 million to the North Macadam Project, all in accordance with the finance plans for these projects.

The \$10 million commitment to the North Macadam is subject to the City of Portland committing sufficient local match for a Mall LRT alignment; otherwise, these funds will be allocated to the South Corridor Project (making a total contribution to the South Corridor Project of \$25 million, net of debt service, from the added funds).

FACTUAL BACKGROUND AND ANALYSIS

On January 23, 1997, the Metro Council adopted Resolution 99-2442 committing \$55 million of Regional Surface Transportation Program (STP) funds to the South/North Light Rail Project during the period of FY 1999-2009. On June 24, 1999, the Metro Council adopted Resolution 99-2804A increasing the commitment of STP funds by \$12.5 million during the period of FY 2005-2010 and endorsing the *North LRT/South Corridor Financing Strategy* as the blueprint for expending these funds. Based on these resolutions, \$1.5 million was spent on South Corridor environmental and engineering studies and \$40 million, net of debt service, was spent on Interstate MAX construction. From the remaining funds, \$24 million, net of debt service, is available to construct the South Corridor Project.

In February 2003, the South Corridor Policy Advisory Group recommended a two-phase locally preferred strategy. The Policy Advisory Group recommended the I-205 LRT Project as the locally preferred alternative for Phase 1, and proposed to incorporate a mall LRT alignment in the I-205 LRT Project. The Policy Advisory Group recommended the Milwaukie LRT Project for Phase 2. In addition, the Policy Group recommended implementation of the Southgate Transit Center (in Milwaukie) as part of Phase I. These recommendations were premised on local funding for the I-205 LRT Project coming from contributions of federal, state, regional and local funding sources by affected local and regional governments and local funding for the Milwaukie LRT Project coming from a regional bond measure.

Also in February 2003, JPACT and the Metro Council endorsed a regional position regarding the federal FY 2004 Appropriations Bill and reauthorization of the Transportation Equity Act of the 21st Century (TEA-21). The region established the South Corridor Project, Commuter Rail Project, and North Macadam Project as regional priorities, among others. Experience has shown that the region's ability to advance its transportation appropriation and reauthorization agenda is enhanced by demonstrating reliable funding plans for requested projects, including local funding commitments. Currently, the South Corridor, Commuter Rail and North Macadam projects currently have local funding gaps that have been difficult to resolve because their funding plans are particularly intertwined.

Consequently, in February TPAC proposed and JPACT requested that Metro staff work with the affected parties to identify a plan for these projects that (a) reduces their funding gaps through an expanded multi-year commitment of MTIP funds and (b) coordinates the individual funding plans into an integrated funding plan. The *Regional Funding Plan* set forth in Resolution No. 03-3290 is the result of that effort.

The *Regional Funding Plan* supplements the multi-year commitment made in Resolution No. 99-2804A with a \$50 million additional commitment of MTIP funds. These supplemental MTIP funds would be used directly or in a revenue-bonding strategy to provide, net of debt service, \$15 million to the South Corridor Project, \$10 million to the Commuter Rail Project and \$10 million to the North Macadam Project, all in accordance with the finance plans for these projects. It is recommended that if the Commuter Rail project is funded with greater than 50% New Start funding, that the savings be returned to the MTIP for future allocation.

The allocation of these MTIP funds to the North Macadam Project is conditioned on the City's commitment of sufficient funds to incorporate mall light rail alignment in the South Corridor Project. It is necessary for the City of Portland to finalize the funding plans for the North Macadam area and LRT on the transit mall together because of the numerous overlapping funding sources. If this condition that the City of Portland commit funds toward LRT on the transit mall is not met, the \$10 million of MTIP funds intended for the North Macadam Project will be applied instead to the South Corridor Project. The allocation of these MTIP funds to the I-205 LRT project is subject to final local funding commitments from the other governmental entities. This funding allocation to the Commuter Rail project is subject to securing a 50% federal "New Starts" funding commitment for the project (other local sources are already committed).

MEETING NOTES FOR MARCH 13TH JPACT MTG

Jim:

The major item of import on this agenda is item # 7: Resolution No 03-3290
MTIP Allocation for Regional funding Strategy.

This is the strategy by which the region supports continuing the "skim" off the top of the regional allocation for federal STP funds of \$6 million a year until '05, and \$8 million a year until '15; bonding that dollar amount to achieve a \$35 million pot of money to be allocated in the following manner:

\$15 million to the South Corridor Project
\$10 million to the North Macadam Project
\$10 million to the Commuter Rail Project

Jim when the floor discussion for this question is called you may want to clarify our position [the City will not come back and seek other MTIP funding for North Macadam as a result of gaining this \$10 million commitment. However, everyone should understand that it does not limit us from seeking other federal funding sources for improvements in North Macadam including other federal sources; ie OHSU may find \$\$\$ for some transportation improvements from a non transportation federal funding source]

All other agenda items:
No problems.

LW will attend.

Rod - Jim & Roy R. support the
MTIP Resolution w/ the above
clarification

minutes

Fred - Commuter Rail
may go after other
fed. \$ which JPACT
agrees counts toward
their 50% share not MTIP

Laurel - N. Mac. may go after
other non-transp. fed \$



METRO

Transportation Priorities 2004-07 Updated Schedule

February 18	Metropolitan Transportation Improvement Program (MTIP) overview at Metro Council Informal
March 6	Technical ranking review at MTIP Subcommittee
March 13	Technical ranking review at MTIP Subcommittee
March 14	TPAC review of technical rankings
March 28	TPAC review of 150% list recommendation
April 8	Council Informal briefing on 150% list recommendation
April 9	Metro Policy Advisory Committee (MPAC) overview of MTIP technical evaluation and 150% list recommendation
April 10	Joint Policy Advisory Committee on Transportation (JPACT) review of technical rankings and 150% list
April 10	Council-approved 150% list released and 30-day public comment period begins
April 14-21	Public listening posts – All events begin at 5 pm
April 14	Metro Council Chamber and Annex 600 NE Grand Avenue Portland
April 15	Beaverton Service Center, Rooms A136 and A138 12500 SW Allen Blvd. (at Hall Blvd) Beaverton
April 21	Pioneer Community Center 615 Fifth Street (enter on Washington St. side) Oregon City
April 23	MPAC comments on MTIP 150% list submitted to JPACT and the Council
May 16	30-day public comment period on 150% list ends

May 20	Council Informal on Metro priorities for draft Transportation Priorities list
June 12	JPACT tentative action on final Transportation Priorities program, pending air quality analysis
June 19	Council tentative action on final Transportation Priorities program, pending air quality analysis
June/July	Air quality conformity determination conducted for final Transportation Priorities program
July 2003	30-day public comment period on air quality conformity analysis begins
August 2003	JPACT and Metro Council action on air quality conformity and adoption of Transportation Priorities 2004-07 program
October 2003	Priorities 2004-07 document published; obligation of fiscal year 2004 funding begins

Public comment opportunities on funding transportation projects

Public comments will be taken this spring on transportation project funding through Transportation Priorities 2004-07, Investing in the 2040 Growth Concept. The 30-day comment period will begin April 10 and end May 16, 2003. Three informal listening posts will be held around the region in April to take public comments.

Approximately \$41 million in regional flexible funds is available for new transportation projects to be built in 2006 and 2007. Projects were submitted in December. The ranked 150 percent list contains more projects than available funding, so public comments are requested to help narrow the selections. Projects include improvements to roads, highways and bridges; bike and pedestrian projects; increased transit and freight access, transit oriented development and transportation demand management projects.

The informal public comment meetings will be held as follows:

Monday, April 14 5 p.m.
Metro Council Chamber and Annex
600 NE Grand Avenue
Portland
TriMet bus # 6 and MAX

Tuesday, April 15 5 p.m.
Beaverton Service Center
Rooms A136 and A138
12500 SW Allen Blvd at Hall
Beaverton
TriMet bus #76,78 and 88

Monday, April 21 5 p.m.
Pioneer Community Center
615 Fifth Street
(enter on Washington Street side)
Oregon City
TriMet bus #33

Other ways to make comments include the following:

Phone: (503) 797-1900 option 3

Fax: (503) 797-1929

E-mail: trans@metro.dst.or.us

Mail: Metro Planning Department
600 NE Grand Avenue
Portland, OR 97232

For more information about the proposed transportation projects, visit www.metro-region.org or call Metro at (503) 797-1839.

COMMITTEE TITLE JPACT

DATE March 13, 2003

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AFFILIATION

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Metro Council

FRED HANSEN

TRIMET

ROB DRAKE

CITIES OF WASHINGTON CO.

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Multnomah County

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ODOT

Larry Haverkamp

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