BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2004 UNIFIED WORK PROGRAM	)))	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

Exhibit A to Resolution No. 03-3288

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)

Exhibit A to Resolution No. 03-3288

Exhibit A to Resolution No. 03-3288

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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 o 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 LCDC 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;

- 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	$	337,421	PL	$	302,712
Materials & Services	$	21,500	STP/ODOT Match	$	120,772
Interfund Transfers	$	116,960	Section 5303	$	34,100
Computer	$	14,219	ODOT Support	$	13,150
			TriMet	$	4,303
			Metro	$	15,063
TOTAL	**$**	**490,100**	**TOTAL**	**$**	**490,100**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.765
TOTAL	**3.765**

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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	109,098	PL	$	39,757
Materials & Services	$	2,500	STP/ODOT Match	$	64,402
Interfund Transfers	$	36,402	Section 5303	$	23,742
			ODOT Support	$	9,178
			TriMet	$	1,500
			Metro	$	9,421
TOTAL	**$**	**148,000**	**TOTAL**	**$**	**148,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.151
TOTAL	**1.046**

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**

Full-Time Equivalent Staffing	
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.

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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	48,908	PL	$	51,694
Interfund Transfers	$	19,879	STP/ODOT Match	$	10,572
Computer	$	2,613	Sec 5303	$	5,000
			ODOT Support	$	1,800
			TriMet	$	512
			Metro	$	1,822
TOTAL	**$**	**71,400**	**TOTAL**	**$**	**71,400**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.36
TOTAL	**.36**

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 udpate 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;

- 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**

Full-Time Equivalent Staffing	
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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	44,070	PL	$	7,176
Materials & Services	$	1,500	STP/ODOT Match	$	51,060
Interfund Transfers	$	15,430	Metro	$	2,764
TOTAL	**$**	**61,000**	**TOTAL**	**$**	**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.

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:			**Resources:**		
Personal Services	$	153,406	PL	$	105,084
Materials & Services	$	1,500	STP/ODOT Match	$	17,945
Interfund Transfers	$	50,094	TriMet	$	75,000
			Metro	$	6,971
TOTAL	**$**	**205,000**	**TOTAL**	**$**	**205,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.97
TOTAL	**1.97**

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**

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 the 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

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, de-bugging 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:			**Resources:**		
Personal Services	$	295,018	TRANSims 02X00006	$	356,160
Materials & Services	$	47,250	Metro	$	89,040
Interfund Transfers	$	94,892			
Computer	$	8,040			
TOTAL	**$**	**445,200**	**TOTAL**	**$**	**455,200**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.800
TOTAL	**2.800**

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.

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**

Full-Time Equivalent Staffing	
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.

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:			**Resources:**		
Personal Services	$	82,561	PL	$	10,278
Interfund Transfers	$	27,439	STP/ODOT Match	$	52,861
			Section 5303	$	22,200
			ODOT Support	$	6,800
			TriMet	$	10,000
			Metro	$	7,861
TOTAL	**$**	**110,000**	**TOTAL**	**$**	**110,000**

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.

- 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:			**Resources:**		
Personal Services	$	56,820	STP/ODOT Match	$	46,421
Computer	$	21,473	ODOT Support	$	29,900
Interfund Transfers	$	20,621	TriMet	$	8,500
			Sales	$	6,581
			Metro	$	7,512
TOTAL	**$**	**98,914**	**TOTAL**	**$**	**98,914**

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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	266,395	PL	$	95,039
Materials & Services	$	16,950	STP/ODOT Match	$	135,288
Interfund Transfers	$	102,351	Section 5303	$	20,000
			ODOT Support	$	15,969
			TriMet	$	2,000
			Metro	$	117,400
TOTAL	**$**	**385,696**	**TOTAL**	**$**	**385,696**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.515
TOTAL	**3.515**

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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	5,977	FY 04 STP/ODOT Match	$	3,172
Materials & Services	$	1,823	Metro	$	4,628
Interfund Transfers	$	50			
TOTAL	**$**	**7,800**	**TOTAL**	**$**	**7,800**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.050
TOTAL	**.050**

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;

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	99,445	FTA 90X083	$	121,135
Interfund Transfers	$	35,555	Local Match	$	13,865
TOTAL	**$**	**135,000**	**TOTAL**	**$**	**135,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.100
TOTAL	**1.100**

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.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	517,502	FTA 90X083	$	1,422,220
Materials and Services	$	865,000	Local Match	$	162,780
Interfund Transfers	$	169,832			
Computer	$	32,666			
TOTAL	**$**	**1,585,000**	**TOTAL**	**$**	**1,585,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.290
TOTAL	**5.290**

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;

- 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 form 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;

- 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	$	45,938	PL	$	4,741
Interfund Transfers	$	15,803	STP/ODOT Match	$	14,476
Computer (Direct)	$	8,259	TriMet	$	50,000
			Metro	$	783
TOTAL	**$**	**70,000**	**TOTAL**	**$**	**70,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.495
TOTAL	**.495**

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.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	45,808	PL	$	16,762
Interfund Transfers	$	16,192	ODOT Support	$	10,394
			STP/ODOT Match	$	28,311
			TriMet	$	5,000
			Metro	$	1,533
TOTAL	**$**	**62,000**	**TOTAL**	**$**	**62,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.47
TOTAL	**.47**

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

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

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;

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	149,386	PL	$	63,640
Materials & Services	$	277,750	STP/ODOT Match	$	47,382
Interfund Transfers	$	52,575	ODOT Support	$	4,000
Computer	$	14,289	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**

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

- 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:			**Resources:**		
Personal Services	$	426,114	PL	$	340,035
Materials & Services	$	442,200	STP/ODOT Match	$	200,778
Interfund Transfers	$	139,168	ODOT Support	$	38,999
Computer	$	16,518	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**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.83
TOTAL	**4.83**

*To be determined.

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.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	32,741	PL	$	9,988
Interfund Transfers	$	12,259	STP/ODOT Match	$	32,688
			ODOT Support	$	554
			Metro	$	1,770
TOTAL	**$**	**45,000**	**TOTAL**	**$**	**45,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.315
TOTAL	**.315**

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.

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**

Full-Time Equivalent Staffing	
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.

- 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;

- 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.

- 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-or-way as much as possible.

- 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) T21 Earmark	$	375,000
Match	$	93,750
TOTAL	**$**	**468,750**

CITY OF PORTLAND

RED ELECTRIC RECONNAISANCE 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

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' 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.

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.

- 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.

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 it 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

- 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**

*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

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.

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 or 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

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

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

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

- 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.

TMAs & 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

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

- 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.

- 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

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;

- 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 along 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
TOTAL	**$**	**1,038,500**

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02/20/03

METRO
FY 2004 UNIFIED WORK PROGRAM FUNDING SUMMARY

	04PL	04STP*		FY04	FY04	FY04 Lcl	FY04	FTA	Federal		carryover								
	ODOT	Metro	ODOT	ODOT	Sec5303*	TriMet	Damascus	STP	TOD	OTHER	FHWA ValuePricing	FHWA TRANSIMS	00FTA Sec 5307*	FY00 FHWA STP*	FTA-TOD(3) 97Sec5307	2004		Local	TOTAL
	(1)	Q23	Mtch	Support	80X013		STP	Willamette Shoreline	Program Income	STP/ MTIP	Hwy 217 VP-S000	66-01*	90-x083	OPB Pilot	90-x073* 90-x070*	SPR*	Other Funds (4)	Match	
METRO		(2)		Funds															
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
OPB Pilot Program														58,325				6,675	65,000
Sunrise/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
$ Corridor SDEIS													121,135					13,865	135,000
$ Corridor Trans FEIS/PE													1,422,220					162,780	1,585,000
Willamette 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 SUMARY

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