BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2003 UNIFIED WORK PROGRAM	)))	RESOLUTION NO. 02-3167 Introduced by Councilor Rod Monroe, JPACT Chair

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 2003; and

WHEREAS, the FY 2003 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, approval of the FY 2003 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, the FY 2003 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 2003 Unified Work Program is approved.

2. That the FY 2003 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 Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

4. That the Memorandum of Understanding between Metro and the Southwest Washington Regional Transportation Council (RTC) is renewed for FY 2003.

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

Approved as to form:

_____
Daniel B. Cooper, General Council

Attachment: Exhibit A – Unified Work Program

02/25/02

FY 2003 UNIFIED WORK PROGRAM
OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FUNDING SUMMARY

Project	Jurisdiction	STP	CMAQ	HPP	37-x00101 JARC	Local Funds/ Match	TOTAL
ITS	*Clackamas Co*		171,000			19,572	190,572
Harmony Road	*Clackamas Co*	449,000				251,000	700,000
I-5/99W Corridor	*ODOT*			375,000		93,750	468,750
*I-5 Trade Corridor**	*ODOT*	250,000				28,614	278,614
Burnside Trans & Urban	*Portland*	369,000				139,954	508,954
Red Electric	*Portland*	135,000				15,451	150,451
ITS	*Washington Co*	76,000				8,699	84,699
Streamline	*Tri-Met*					750,000	750,000
TDM	*Tri-Met*		1,209,050			319,950	1,529,000
Job Access/JARC	*Tri-Met*				1,835,900	1,900,000	3,735,900
GRAND TOTAL		1,279,000	1,380,050	375,000	1,835,900	3,526,990	8,396,940

***funds obligated in fy 02** **8,396,940**

FY 2002-03
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
Washington County
Tri-Met

DRAFT

2/22/02

FY 2002-03

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
Washington County
Tri-Met

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FY 2002-03
PORTLAND AND METROPOLITAN AREA

UNIFIED WORK PROGRAM
OVERVIEW

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area. It is required to meet the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission 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, 2002 through June 30, 2003.

DECISION-MAKING PROCESS

Metro is governed by a directly-elected council in accordance with a voter-approved charter. The council is comprised of seven districts. The agency is administered under the direction of an Executive Officer, elected by voter's district-wide. In January 2003, the governing body will change to six councilors elected by district and a Council President elected district-wide.

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), Tri-Met, 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".

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, Tri-Met, 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.

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; 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;
- Development of a financing strategy for the RTP;
- Development of strategies as part of I-5 Transportation and Trade Partnership;
- Update to the State and Metropolitan Transportation Improvement Programs for the period 2004-2007;
- Implementation of projects selected through STIP/MTIP updates; and
- Multi-modal refinement studies in the corridors of Foster/Powell; Hwy 217 and the South Transit Corridor

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 Regional Transportation Plan update to implement the Regional 2040 Growth Concept.

In order to implement these transportation needs, finance remains a significant priority. A ballot measure is scheduled for May 2002. Further courses of action will depend upon the outcome of that measure.

PROGRAM

The adopted 2000 Regional Transportation Plan (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 was concluded in FY 2001 and adopted in August 2000. The purpose of the update was twofold: First, was to meet requirements in the State's Transportation Planning Rule (TPR). 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 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 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, Metro staff produced a number of supporting fact sheets and 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, and 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.

RESPONSIBILITIES

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

- Publish an updated version of the 2000 RTP incorporating amendments identified during the acknowledgement process;
- Upgrade and expand the Metro RTP website to include a new emphasis on the "how-to" aspects of the 2000 RTP and other new planning directives within the region;
- Foster an ongoing on-line discussion of transportation and other planning issues as part of the expanded web presence as staff and resources permit;

- Professional support for technical analysis and modeling required as part of local plan updates;
- 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;
- 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 revisions to local plans; and
- Cooperate with ODOT regarding the update to functional classification and HMS systems resulting from the expanded urbanized area in the 2000 census.

Management Systems: Congestion Management Systems (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1997-98. Key activities for FY 2003 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.

Street Design and Connectivity: Metro will conduct a follow-up study on street-connectivity standards to determine the mode-split benefits for transit, bicycling and pedestrians as well as refine estimates for VMT reduction. The study will assist local jurisdictions in meeting Regional Framework Plan mode-split targets. Work is beginning on an environmental street design handbook to guide transportation improvements in sensitive areas. The handbook will be completed in FY 2003.

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 the final 2000 Regional Transportation Plan incorporating amendments required in the June 2001 acknowledgement order (summer 2002);
- 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 including downloadable versions of the RTP fact sheets and adopted documents (fall 2002);
- 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 planning program;
- 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	$	78,358	PL	$	54,030
Materials & Services	$	16,973	STP/ODOT Match	$	64,407
Interfund Transfers	$	68,946	Section 5303	$	7,500
Computer	$	4,850	ODOT Support	$	16,554
			Tri-Met	$	4,303
			Metro	$	22,333
TOTAL	**$**	**169,127**	**TOTAL**	**$**	**169,127**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.858
TOTAL	**.858**

PROGRAM

The Performance Measures program completes the second half of Metro's effort to evaluate past policies, especially the 2040 Growth Concept. The program ensures that a small number of measurements of all relevant topics relating to "how are we doing" are addressed. This portion of the work focuses on key transportation performance indicators. Other indicators are being developed through additional Metro Planning programs.

Relation to Previous Work

In cooperation with the Data Resource Center, the first performance measures are expected to be completed within FY 2001-02. These measures include those mandated by the state and are primarily related to factors assessing the region's Urban Growth Boundary.

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 housing affordability, acres of parks per capita and other measures. The requirements also mention corrective actions where the Metro Council finds issues in need of addressing. Possible corrective actions could be explored in those areas where targets and actual performance diverge. The overall work effort will measure progress in achieving better communities including safe, stable neighborhoods, the ability to get from here to there, access to nature, clean air and water, resources for the future and a strong regional economy.

FY 2002-03 work in this area includes further refinement of transportation-related measures and development of an ongoing monitoring and data-collection system. An annual publication will update the region to better understand how we have done. Metro will be able to update public interests and concerns with how our region should manage growth. For example, congestion-related measures will be used to form the basis for key strategies in Metro's Congestion Relief Program.

OBJECTIVES/PRODUCTS

- Ensure a broad and complete understanding of how the region is doing;
- Develop a sustainable system for monitoring and updating performance measure data; and
- Create an annual update on regional performance.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	62,140	PL	$	38,784
Materials & Services	$	0	STP/ODOT Match	$	15,858
Interfund Transfers	$	27,860	Section 5303	$	10,000
Computer	$	0	ODOT Support	$	5,000
			Metro	$	20,358
TOTAL	**$**	**90,000**	**TOTAL**	**$**	**90,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.751
TOTAL	**.751**

PROGRAM

The adopted 2000 Regional Transportation Plan (RTP) identifies hundreds of needed transportation improvements throughout the region, including numerous capacity improvements and system-management projects aimed at relieving congestion in chronic traffic "hot spots". The 2000 RTP is largely unfunded, which means that congestion-relief projects may not proceed in a timely manner. The Congestion Relief Program seeks to identify the most acute traffic "hot spots" in the region and propose a short-term action plan for relieving congestion in these areas.

Relation to Previous Work

A major update to the RTP was completed in FY 2001 with two purposes: First, it had to meet requirements set forth in the State Transportation Planning Rule. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. Together, these state and regional policy initiatives are expected to go far in slowing the growth in travel demand and congestion in the region.

A new congestion policy in the 2000 RTP recognizes that different congestion measures should be applied in different areas. In the updated plan, the peak-hour congestion standard is relaxed in densely developed areas with high-quality transit, for example, since these areas are less dependent upon motor vehicles as a means of travel. The standard is higher in major statewide "through-traffic" corridors and key-freight connections.

The remaining congestion relief projects within the 2000 RTP were developed subject to the congestion management system provisions within the plan. These provisions require jurisdictions to consider other solutions, such as alternative mode improvements, before making capacity improvements to address congestion. These provisions resulted in a combination of capacity projects and alternative mode improvements in situations where alternative mode projects were not sufficient to meet projected travel needs.

In spring 2002, a background summary of 2000 RTP policies, technical findings and projects for use in the Congestion Relief Program was completed as a starting point for the project. ODOT prepared a summary of Oregon Highway Plan requirements governing local congestion policies and project development.

RESPONSIBILITIES

- Inventory of Congestion Hot Spots: Staff will work closely with TPAC, ODOT, the Port of Portland and local jurisdictions to develop an inventory of known congestion hot spots. This element will be conducted in concert with data inventory requirements of the Congestion Management System and will provide information to Metro's 2040 Performance Indicators Activity.

- Ranking of Congestion Hot Spots: Metro will work with TPAC, ODOT and local jurisdictions to develop ranking criteria for evaluating the relative magnitude of known congestion hot spots, including measures addressing safety, system mobility and relative accessibility. These criteria will be used to develop a ranked list of congestion relief projects, incorporating existing RTP projects and others identified through this effort.

- Congestion Action Plan: Working with JPACT and Council, develop an action plan for implementing congestion relief projects, including specific funding strategies for unfunded improvements.

- Public Involvement: All activities require early, ongoing and responsive public-involvement techniques, consistent with Metro public-involvement policies. Newly developed procedures to address environmental justice issues will be applied to this effort.

OBJECTIVES/PRODUCTS

- Prepare and annually update an inventory of congestion hot spots that affect the regional transportation system;

- Develop criteria for ranking congestion hot spots, and prepare a ranked list of proposed congestion relief projects that improve the movement of people and goods for review by JPACT and Council in Fall 2002;

- Develop a Congestion Action Plan through JPACT and Council in Fall 2002 incorporating both project needs and a financial strategy for completing improvements in a timely manner; and

- Coordination of congestion monitoring locations and data with the 2040 indicators project.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	82,102	PL	$	10,028
Materials & Services	$	14,200	STP/ODOT Match	$	54,568
Interfund Transfers	$	33,420	Section 5303	$	15,000
Computer	$	778	ODOT Support	$	5,000
			Tri-Met	$	5,000
			Metro	$	40,904
TOTAL	**$**	**130,500**	**TOTAL**	**$**	**130,500**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.885
TOTAL	**.885**

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 Regional Transportation Plan (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 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 (UGMFP) and the 2000 Regional Transportation Plan (RTP) would be updated to reflect new practices and programs for these areas.

- Pilot Project Component: Phase two 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 2003, the multi-phase project has the following first-phase objectives:

- Obtain funding needed to complete the project, including possible grants from the Oregon TGM program, federal TCSP program or other sources;

- Compile "best practices" guidelines for developing mixed-use communities along big streets, including community surveys and research; and

- Update to the 2040 Growth Concept, Urban Growth Management Functional Plan (UGMFP) and the 2000 Regional Transportation Plan (RTP) to more specifically describe future land-use and transportation plans for corridors.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	16,402	STP/ODOT Match	$	8,458
Materials & Services	$	0	Section 5303	$	10,000
Interfund Transfers	$	7,598	ODOT Support	$	2,000
			Tri-Met	$	1,834
			Metro	$	1,708
TOTAL	**$**	**24,000**	**TOTAL**	**$**	**24,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.185
TOTAL	**.185**

PROGRAM

The Metro Transportation Improvement Program (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

The previous fiscal year saw completion of the Priorities 2002 update to the MTIP and allocation of $38 million in transportation funds to regional projects. The 2002 update included a demonstration of ongoing conformity with air-quality laws. FHWA staff review in November 2001 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 and was approved in March 2002.

RESPONSIBILITIES

In early 2002, a major update of MTIP policies and review criteria was launched in anticipation of the Priorities 2003 MTIP update. The purpose of this effort was to reorganize the MTIP program 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. 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.

OBJECTIVES/PRODUCTS

MTIP Reorganization: Complete the effort to reposition the MTIP as a positive tool for advancing regional policy and implementing the 2040 Growth Concept and RTP. This wrap-up work will include publication of informational materials that articulate a long-term development and funding vision for the MTIP and new criteria for allocation of federal funds. PRODUCTS: Policy guidance document and revised project nomination procedures and selection criteria (July 02)

MTIP/STIP Update: Complete the Priorities 2004 update, implementing updated MTIP policies and project review criteria. PRODUCTS: Publish an updated MTIP in complete and executive summary formats. A fundamental program document with air-quality conformity determination (June 03), public circulation documents (August 03).

Database Maintenance Focus: Provide ODOT and local jurisdictions essential funding information to better schedule project-implementation activities. Metro monitors past and current funding allocations and project schedules to manage cost overruns and underruns. Quarterly reports are produced documenting funding authorizations, obligations and reserves by funding category and jurisdiction. An annual report also will be prepared during October/November 2002 updating the TIP to reflect current costs, schedules, priorities, actual appropriations and other funding actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by ISTEA. PRODUCTS: Comparison of scheduled versus actual project obligations in FY 02 (December 02).

Green Streets Implementation: FY 2004 MTIP will be the first opportunity to fully implement Metro's Green Streets initiative through project funding. This includes developing and implementing a program to fund retrofits and replacements for culverts on the regional transportation system that block fish passage, funding for demonstration projects that use Green Streets design elements and encouraging these design elements in all projects that use regional funds.

Other MTIP activities for FY 2003:

- 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;

- Expand the MTIP public awareness program to include more printed materials, web resources and possibly a short video for use by public access broadcasters;

- Work with ODOT 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	$	248,286	PL	$	110,577
Materials & Services	$	12,700	STP/ODOT Match	$	85,343
Interfund Transfers	$	94,398	Section 5303	$	59,887
Computer	$	27,616	ODOT Support	$	25,000
			Tri-Met	$	56,351
			Metro	$	45,842
TOTAL	**$**	**383,000**	**TOTAL**	**$**	**383,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.910
TOTAL	**2.910**

PROGRAM

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

Relation to Previous Work

In FY 2001, the business community took the lead in regional discussions on transportation finance. This program provides Metro staff support to transportation finance efforts inFY 2003 oriented toward implementing key elements of the RTP Priority System. Lead for any particular funding proposal could be a local government, Tri-Met, the business community or other public interest (or Metro itself).

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;
- Coordinate with funding strategies for Tri-Met's Transit Choices for Livability;
- Coordinate with the MTIP reorganization, including updating the MTIP vision for long-term programming decisions and criteria for project funding;
- Adopt a funding strategy for the "priority" element of the RTP;
- 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; and
- Define priorities for reauthorization of T21, and respond to legislative proposals.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	43,441	PL	$	5,448
Materials & Services	$	0	STP/ODOT Match	$	25,559
Interfund Transfers	$	20,559	ODOT Support	$	15,347
			Tri-Met	$	512
			Metro	$	17,134
TOTAL	**$**	**64,000**	**TOTAL**	**$**	**64,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.440
TOTAL	**.440**

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 Regional Transportation Plan 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 2003, the program will continue to focus on implementing the Green Streets design principles and project recommendations, including 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 develop 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;
- Promote stream crossing guidelines in local transportation plans that address tradeoffs between stream protection and an efficient, multi-modal transportation system;
- Periodically update the *Green Streets* handbook to reflect recent trends and new science on best management practices for managing urban stormwater runoff on public streets; and
- Continue public outreach and education to promote Green Streets design principle and projects.

OBJECTIVES/PRODUCTS

- Continue to distribute the *Green Streets* handbook to local officials and interested citizens on an ongoing basis;
- Conduct outreach and training activities on an ongoing basis to promote the Green Streets program;
- Develop an expanded online presence for the Green Streets program on Metro's web site by fall 2002;
- Work with TPAC and WRPAC to develop a final-action plan for culvert retrofits and forward final recommendations as amendments to the 2000 RTP to JPACT, MPAC and the Council by fall 2002; and
- Develop a strategy for implementing the Green Streets program through the MTIP by summer 2002, including demo projects emphasizing: (1) Green Streets design principles and (2) culvert retrofits at key locations where regional transportation facilities block fish passage.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	26,223	PL	$	31,428
Materials & Services	$	0	STP/ODOT Match	$	2,114
Interfund Transfers	$	10,777	Section 5303	$	0
			Metro	$	3,458
TOTAL	**$**	**37,000**	**TOTAL**	**$**	**37,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.275
TOTAL	**.275**

PROGRAM

The program implements Regional Transportation Plan (RTP) design policies for major streets and involves 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 2002, 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 2003, 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 2003, 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 Metropolitan Transportation Improvement Program (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: 1) more extensive public outreach; 2) special workshops and tours; 3) awards program for project recognition; 4) technical support for local design efforts and 5) 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;
- 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 by fall 2002; and
- Implement the proposed Livable Streets enhancement activities should supplemental funding be allocated.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	109,779	PL	$	73,755
Materials & Services	$	0	STP/ODOT Match	$	13,744
Interfund Transfer	$	40,221	Metro	$	62,501
TOTAL	**$**	**150,000**	**TOTAL**	**$**	**150,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.221
TOTAL	**1.221**

PROGRAM

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

The program also provides for Metro's lead-agency role in the 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 2002 was the third year for the Alternative Mode Implementation 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 Tri-Met, DEQ, local jurisdictions and private employers to plan, fund and implement TDM strategies. In November 2001, Metro secured a three-year grant from Tri-Met to expand the Alternative Mode program with additional staff support needed to fully implement program goals. In March 2002, Metro released the latest update of the Bike There! Map.

RESPONSIBILITIES

- Provide a leadership role in assisting local jurisdictions with local pedestrian and bicycle-system planning related to city and county transportation system plan (TSP) updates and implementation;
- Staff and chair the TPAC sub-committee on Transportation Demand Management (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;
- 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 Tri-Met staff on the Access to Work FTA Grant Steering Committee and Bikes on Light Rail Committee.

OBJECTIVES/PRODUCTS

Provide transportation demand management, 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);
- Develop performance measures to evaluate the performance of the regional TDM program and guide future allocations of regional funds for TDM projects (October 2002);
- Coordination with regional studies such as the South Corridor Transportation Alternatives Study as well as the I-5 Trade Corridor, 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 Tri-Met Program (ongoing);
- Coordinate bicycle and pedestrian design workshops on AASHTO and regional street design guidelines and RTP policies (March 03);
- TDM, bicycle and pedestrian modes in 2003 RTP Update (June 2003);
- MTIP "reform" criteria for TDM, bicycle and pedestrian modes (December 2002);
- MTIP project selection process for TDM, bicycle and pedestrian modes (June 2003);
- Develop interactive bike route mapping on Metro's web site. Initiate a shopping by bicycle pilot project (June 2003);
- Produce an annual report on Congestion Mitigation/Air Quality (CMAQ) projects (December 2002); and
- TDM, bicycle and pedestrian planning in local TSP implementation (ongoing).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	85,447	PL	$	44,084
Materials & Services	$	3,800	STP/ODOT Match	$	8,458
Interfund Transfers	$	37,975	Tri-Met *	$	75,000
Computer	$	778	Metro	$	458
TOTAL	**$**	**128,000**	**TOTAL**	**$**	**128,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.120
TOTAL	**1.120**

* Federal CMAQ Rideshare funds through agreement with Tri-Met.

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 30-60 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 was approved for use as part of the pilot program. The request was approved in July 1999 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and was adopted into the Metropolitan Transportation Improvement Program (MTIP) in September 1999.

The project name was changed to "Community Media Project" to better reflect the project goals, particularly the goal of 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 that have been 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 products will be completed in FY 2003:

- Final edited version of pilot program (September 2002);
- Up to 200 copies for distribution (November 2002); and
- Report evaluating the success of the program (February 2003).

Budget Summary

Requirements:			**Resources:**		
Materials & Services	$	47,000	OPB Grant	$	42,173
			Match	$	4,827
TOTAL	**$**	**47,000**	**TOTAL**	**$**	**47,000**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	
TOTAL	

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

During the past 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.

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 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 is complete. During FY 2002, Metro refined several algorithms within the model to improve the calibration to survey data and count information. The model was applied in the region and an assessment prepared.

In addition, Metro worked with the commercialization vendor for the software. The vendor developed interface tools to work with the TRANSIMS technology in FY 2002. Metro worked with the vendor as the interfaces were designed. Comments were given regarding functionality, ease of use, accuracy, etc..

RESPONSIBILITIES

By the end of FY 2002, the algorithms within the technology will be fully validated and the user interfaces complete. At that point, Metro will use the tool in a major study using all 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.

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

OBJECTIVES/PRODUCTS

- Continue to serve on TRANSIMS coordination teams;
- Apply 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.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	326,168	TRANSIMS 02X00006 *	$	438,560
Materials & Services	$	26,000	Metro	$	109,640
Computer	$	92,680			
Interfund Transfers	$	103,352			
TOTAL	**$**	**548,200**	**TOTAL**	**$**	**548,200**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.150
TOTAL	**3.150**

* Carryover from $800,000 FHWA grant.

PROGRAM

The Model Development Program defines work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. Model maintenance activities ensure that the model reflects the 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 the 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 Rule) specify data needs that require a high degree of modeling proficiency.

Relation to Previous Work

The tasks identified in this program are ongoing. In FY 2002, several notable accomplishments included completion of an expanded zone system for use in analysis, refinement to the trip-based model to enhance its responsiveness and an update to a year-2000 base year. Staff continued to participate on the Oregon Modeling Steering Committee. Through this Committee, the technical aspects of a potential FY 2003 household survey were addressed.

RESPONSIBILITIES

The program encompasses work elements in research, model application procedures and data input, data processing and display, documentation, peer panel 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 model sensitivity to policy issues. Work in this area ensures the model is responsive to issues of urban design, pricing, accessibility and other evaluation criteria. A more simplified model will be designed to work more efficiently in land-use allocation modeling (MetroScope). Based upon FY 2002 updates to the regional commodity database, the freight model will be modified accordingly.

- The model application procedure and input data category identifies tasks that influence methodologies and assumptions. In FY 2003, the model will be updated to a base year that reflects information and relationships derived from the 2000 census. New delay functions will be developed that quantify the relationship between freeway speed and congestion.

- Data processing and display work elements relate to those elements that improve the computational efficiency of the model and the ability to display data. Begun in FY 2002, the process of converting the model code to the "C" programming language will continue. As ESRI continues its migration to the ArcGIS software, staff training is necessary to maintain efficiency. In addition, Visual Basic and SQL skills will need to be developed. Routinely, user manuals are prepared describing technical specifications of the demand model and 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 contributes to 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 a major role in ensuring integrated implementation of the new statewide model with the MPO models. Assuming identification of a funding source, the first wave of a valley-wide longitudinal panel survey will begin in FY 2003.

All agencies and projects requiring use of travel demand forecasting services benefit from the Model Development Program. Current clients include Metro (e.g., South Corridor, the Regional Transportation Plan, the I-5 North Trade Corridor Study), regional agencies (the Oregon Department of Transportation, Tri-Met, the Department of Environmental Quality) and local 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 model application procedures and input data;
- Continue to improve the data processing and display capabilities;
- Maintain documentation regarding demand model and network coding user manuals;
- Participate on advisory panels and attend selected conferences and workshops; and
- Participate on the Oregon Modeling Steering Committee with particular emphasis on (1) fielding a longitudinal panel survey, and (2) the integration of statewide modeling tools with those at the regional level.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	229,538	PL	$	185,496
Materials & Services	$	0	STP/ODOT Match	$	82,453
Computer	$	17,016	ODOT Support	$	23,200
Interfund Transfers	$	88,558	Section 5303	$	20,000
			Tri-Met	$	9,000
			Metro	$	14,963
TOTAL	**$**	**335,112**	**TOTAL**	**$**	**335,112**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.650
TOTAL	**2.650**

PROGRAM

The Transportation System Monitoring Program established and maintains an inventory of transportation-related data. Updated regularly, the program 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 Rule make the program important for monitoring system performance.

Relation to Previous Work

This is an on-going program. Established in 1989, the 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 cost data is collected and summarized. Information is gathered regarding parking costs, auto operating costs, and transit fares.

Metro conducts a regional count program. Flow data is gathered for autos, trucks and transit patrons. The program identified key locations where count data is needed. The regional jurisdictions are responsible for providing this information. All the data is ported into a database and accessed for report generation.

Periodically, national reports are released that summarize and compare transportation-related data for numerous cities in the United States. The reports are reviewed by staff (1) in order to confirm the accuracy of the information, and (2) to note Portland's ranking status.

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

As time permits, reports are written summarizing system monitoring data. The documents are distributed to appropriate parties.

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.

Each year traffic count data are collected and summarized by ODOT for submittal to the Federal Highway Performance Monitoring System. Population information is included as well. In FY 2003 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.

OBJECTIVES/PRODUCTS

- Continue to summarize data that tracks the cost of travel;
- Continue administration of the regional vehicle count program;
- Assess performance of the Portland regional transportation system as compared to national data;
- Provide response to system performance data requests;
- Prepare materials for dissemination; and
- Review HPMS data collected by ODOT for the Portland Metropolitan area before submittal to federal agencies.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	77,750	PL	$	4,278
Materials & Services	$	0	STP/ODOT Match	$	52,861
Interfund Transfers	$	27,250	Section 5303	$	20,000
			ODOT Support	$	10,000
			Tri-Met	$	10,000
			Metro	$	7,861
TOTAL	**$**	**105,000**	**TOTAL**	**$**	**105,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.000
TOTAL	**1.000**

PROGRAM

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

Relation to Previous Work

This is an on-going program. In FY 2003, it is anticipated that over 100 requests for services will be processed.

RESPONSIBILITIES

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

- The jurisdictions of this region perform a multitude of studies to determine effects of development, transportation policy and changes to the infrastructure. Upon request, staff support is provided to assist the travel-forecasting aspects of the work.

- 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.

- Metro provides training to jurisdictional staff regarding use of the EMME/2 Transportation Planning Software, the theory of travel demand modeling and computer-simulation network analysis. The service is provided upon request.

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, Tri-Met, 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	14,500
Washington County	15,800
Clackamas County	16,800
ODOT	29,900
Port of Portland	10,200
City of Gresham	7,600
Multnomah County	8,500
Tri-Met	8,500
Sales	6,580
Metro (REM)	5,000

- Provide expense reports to each jurisdiction at least quarterly.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	85,352	STP/ODOT Match	$	46,421
Computer	$	10,114	ODOT Support	$	29,900
Interfund Transfers	$	27,913	Tri-Met	$	8,500
			Other Grants	$	24,466
			Sales	$	6,580
			Metro	$	7,512
TOTAL	**$**	**123,379**	**TOTAL**	**$**	**123,379**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.000
TOTAL	**1.000**

PROGRAM

Provide for overall ongoing department management, including budget, Unified Work Program (UWP), contracts, grants and personnel. It also includes staff to meet required needs of the Transportation Policy Alternatives Committee (TPAC); Joint Policy Advisory Committee on Transportation (JPACT) and Metro Technical Advisory Committee (MTAC).

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 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of all such activity.

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

Provide department management, including budget, personnel matters, expenditures for materials, services and capital and grant and contract compliance as well as providing information to the public and departmental work programs.

OBJECTIVES/PRODUCTS

- Prepare and manage the department budget, personnel, programs and products;
- FY 2004 UWP; (January 2003);
- 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;
- Progress Reports for Council and Federal Agencies (Quarterly); and
- Tri-Annual Title VI Certification. This submittal will be a complete revision incorporating as much census data as is available by August 2002. The document is due to FTA in September 2002.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	249,873	PL	$	132,000
Materials & Services	$	12,450	STP/ODOT Match	$	119,194
Interfund Transfers	$	108,875	ODOT Support	$	15,000
			Section 5303	$	20,000
			Tri-Met	$	2,000
			Metro	$	83,004
TOTAL	**$**	**371,198**	**TOTAL**	**$**	**371,198**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.280
TOTAL	**3.280**

PROGRAM

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

- To 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;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To 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 a new program.

RESPONSIBILITIES

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

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI;

- Identify residential, employment and transportation patterns of low-income and minority populations so that 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 the 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

- Since the census 2000 information will not be available for some time, staff will continue to develop data from school enrollment and lunch subsidy programs to track where a preponderance of minority and low-income children are attending school. This information will be used by programs such as the Corridor Study analysis or MTIP to assess whether specific projects might impact predominately low-income, minority or non-English speaking neighborhoods. It will also provide a base from which to continue developing a dialog with school officials, parents, teachers, organizations and associations that might help to ensure better public involvement and communication with minority and low-income populations.

- The information and contacts developed will be used to assess aspects of projects or programs that might be of significant interest or have potential impact or benefit to minority and/or low-income populations. It will then be possible to engage appropriate communities in effective communication and in transportation decision making processes.

- Develop an interagency agreement for environmental justice resource issues and to disseminate environmental justice conclusions in cooperation with ODOT Region 1 and Salem, Public Transit, Smart, FHWA, FTA and local governments.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	11,718	STP/ODOT Match	$	3,172
Materials & Services	$	0	Metro	$	14,828
Interfund Transfers	$	6,282			
TOTAL	**$**	**18,000**	**TOTAL**	**$**	**18,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.130
TOTAL	**.130**

PROGRAM

The South Corridor Supplemental Draft Environmental Impact Statement (SDEIS) will evaluate the environmental impacts of several transit alternatives in the South Corridor which will result in selection of a Locally Preferred Alternative (LPA). Because the SDEIS was begun in FY 2002, the focus of work in FY 2003 will be to complete the SDEIS and select the Locally Preferred Alternative. This work item will be followed by the South Corridor Preliminary Engineering and Final Environmental Impact Statement; to be initiated in January 2003 after Federal Transit Administration (FTA) approval.

Relation to Previous Work

The SDEIS is a supplement to the South/North Light Rail DEIS written by Metro and published by the Federal Transit Administration (FTA) in 1998. Light rail was selected in 1998 as the 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. Since July 1999, staff has been developing those alternatives. A wide range of alternatives was evaluated 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. This alternative, along with a busway and bus rapid-transit alternative, is being evaluated in the SDEIS.

RESPONSIBILITIES

Metro staff manages all aspects of the South Corridor SDEIS. Primary responsibilities for FY 2003 include:

- Implementation of a successful public-involvement effort that includes all constituent groups and facilitates an informed LPA decision;
- Completion of all technical analysis including environmental impacts, transportation and traffic impacts;
- Management of project committees, including the Technical Advisory Committee, Project Advisory Group, Policy Committee and Local Advisory Groups;
- Completion of the financial analysis and financial plan for the various alternatives being evaluated in the SDEIS;
- Completion of the SDEIS and subsequent approval by the FTA;
- Management of the project ensuring that budget and schedule are met;
- Development of all application materials necessary to secure FTA approval to enter the Preliminary Engineering/Final EIS phase of the project; and

- Facilitation of the LPA decision with participating jurisdictions, JPACT, the project's Policy Committee and the Metro Council.

OBJECTIVES

The primary objective of the South Corridor SDEIS 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.

PRODUCTS

- Technical Results Reports;
- Plan and Profile Drawings;
- SDEIS document;
- Locally Preferred Alternative Report; and
- Land Use Final Order (LUFO).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	475,471	FTA (OR-90-X083)	$	1,283,139
Materials & Services	$	759,400	Local Match	$	146,861
Interfund Transfers	$	172,635			
Computer	$	22,494			
TOTAL	**$**	**1,430,000**	**TOTAL**	**$**	**1,430,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	5.420
TOTAL	**5.420**

SOUTH CORRIDOR RESOURCES BY FISCAL YEAR

	SDEIS	SDEIS	PE/FEIS	PE/FEIS	TOTAL
	FY 01-02	FY 02-03	FY 02-03	FY 03-04	
Resources:					
FTA (OR-90-X083) original	$697,145				$697,145
Local Match (original)	$79,791				$79,791
FTA (OR-90-X083) amended	$1,928,355	$1,283,139	$788,506		$4,000,000
Local Match (amended)	$220,709	$146,861	$90,248		$457,818
New Funds	$0	$0	$2,079,026	$1,235,220	$3,314,246
TOTAL	**$2,926,000**	**$1,430,000**	**$2,957,780**	**$1,235,220**	**$8,549,000**

SOUTH CORRIDOR EXPENDITURES BY FISCAL YEAR

SDEIS	FY 01-02	FY 02-03	FY 03-04	TOTAL
Consultants	$1,349,000	$458,000		$1,807,000
Metro Staff	$1,176,000	$708,000		$1,884,000
Metro M&S	$51,000	$83,000		$134,000
IGAs	$350,000	$181,000		$531,000
TOTAL	**$2,926,000**	**$1,430,000**		**$4,356,000**

PE/FEIS	FY 01-02	FY 02-03	FY 03-04	TOTAL
Consultants		$2,160,000	$725,000	$2,885,000
Metro Staff		$389,000	$330,000	$719,000
Metro M&S		$75,000	$90,000	$165,000
IGAs		$333,780	$90,220	$424,000
GRAND TOTAL		**$2,957,780**	**$1,235,220**	**$4,193,000**

PROGRAM

The South Corridor Final Environmental Impact Statement and Preliminary Engineering (PE/FEIS) will develop mitigation for impacts of the Locally Preferred Alternative (LPA), selected earlier in FY 2003 and will address comments made regarding the SDEIS. Engineering for the project will be advanced to the 30% level and capital costs will be developed to a level of accuracy suitable for entering into a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA). Tri-Met 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 will follow the selection of a Locally Preferred Alternative (LPA) by the Metro Council, which is the concluding action of the Supplemental Draft Environmental Impact Statement (SDEIS) scheduled to be published by the Federal Transit Administration (FTA) in Fall of 2002. The selection of the LPA and subsequent approval to enter the PE/FEIS phase of the project by FTA starts the PE/FEIS process. The process concludes with the execution of a Full Funding Grant Agreement between Tri-Met and the FTA that will fund construction of the LPA project as well as the publication of a Record of Decision, which signals completion of the federal National Environmental Policy Act (NEPA) process.

RESPONSIBILITIES

Metro will manage all preparations for the FEIS. Tri-Met will be the overall project lead, with responsibility for PE and public involvement. The PE/FEIS phase is scheduled for completion in early FY 2004. Primary responsibilities for FY 2003 include:

- Perform technical analysis including mitigation for environmental impacts, transportation and traffic impacts;
- 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 Tri-Met in development and evaluation of Preliminary Engineering designs for alignments and facilities;
- Assist Tri-Met with public involvement activities; and
- Perform necessary analyses in support of the project's FTA New Starts submittal.

OBJECTIVES

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

PRODUCTS

- Project Management Plan;
- Mitigation reports;
- Response to Public Comments on SDEIS;
- FEIS document; and
- PE Plan and Profile Drawing sets.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	334,549	FTA OR 90 X083	$	788,506
Materials and Services	$	2,461,330	Local Match	$	90,248
Interfund Transfers	$	154,121	New Funds		2,079,026
Computer	$	7,780			
TOTAL	**$**	**2,957,780**	**TOTAL**	**$**	**2,957,780**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.970
TOTAL	**3.970**

SOUTH CORRIDOR RESOURCES BY FISCAL YEAR

	SDEIS FY 01-02	SDEIS FY 02-03	PE/FEIS FY 02-03	PE/FEIS FY 03-04	TOTAL
Resources:					
FTA (OR-90-X083) original	$697,145				$697,145
Local Match (original)	$79,791				$79,791
FTA (OR-90-X083) amended	$1,928,355	$1,283,139	$788,506		$4,000,000
Local Match (amended)	$220,709	$146,861	$90,248		$457,818
New Funds	$0	$0	$2,079,026	$1,235,220	$3,314,246
TOTAL	**$2,926,000**	**$1,430,000**	**$2,957,780**	**$1,235,220**	**$8,549,000**

SOUTH CORRIDOR EXPENDITURES BY FISCAL YEAR

SDEIS	FY 01-02	FY 02-03	FY 03-04	TOTAL
Consultants	$1,349,000	$458,000		$1,807,000
Metro Staff	$1,176,000	$708,000		$1,884,000
Metro M&S	$51,000	$83,000		$134,000
IGAs	$350,000	$181,000		$531,000
TOTAL	**$2,926,000**	**$1,430,000**		**$4,356,000**

PE/FEIS	FY 01-02	FY 02-03	FY 03-04	TOTAL
Consultants		$2,160,000	$725,000	$2,885,000
Metro Staff		$389,000	$330,000	$719,000
Metro M&S		$75,000	$90,000	$165,000
IGAs		$333,780	$90,220	$424,000
GRAND TOTAL		**$2,957,780**	**$1,235,220**	**$4,193,000**

PROGRAM

The Wilsonville to Beaverton Commuter Rail Project recently completed the Preliminary Engineering (PE) phase of project development. The project completed its Environmental Assessment (EA) and was issued a Finding of No Significant Impact (FONSI) under the National Environmental Policy Act of 1969 (NEPA). Approval by FTA for Final Design and Construction is anticipated in April 2002. Discussions with FTA regarding a Full Funding Grant Agreement (FFGA) for the project are expected to begin upon authorization to enter final design and be concluded, including Congressional review, by September 2002. During FY 2003, Metro will assist with development of financing, grant administration and preparation of the project's FTA New Starts Report submittal.

Relation to Previous Work

The Wilsonville to Beaverton Commuter Rail Project was initiated by Washington County with two feasibility studies. These studies found no significant issues to prohibit use of the railroad right-of-way for commuter transportation. The County, along with affected local jurisdictions, Tri-Met, Metro and ODOT initiated an Alternatives Analysis and Environmental Assessment that led to selection of commuter rail as the Locally Preferred Alternative over Transportation System Management and No-Build alternatives. Metro served as the FTA grantee and grant administrator for the project's federal funds through the Preliminary Engineering phase of the project.

RESPONSIBILITIES

Metro responsibilities during FY 2003 include:

- Assist in preparation of the FTA New Starts Report submittals, including travel demand forecasting and development of transportation system user benefit information and land-use analysis;
- Continue role as FTA liaison for the project until final design and construction begin;
- Assist as needed with acquisition of environmental permits for the project; and
- Coordinate with state and federal resource agencies as required.

OBJECTIVES/PRODUCTS

Washington County's objectives for the Wilsonville to Beaverton Commuter Rail Project include:

- Utilization of existing underutilized freight infrastructure to augment transportation system capacity;
- Provide a viable commuting option for commuters on Highway 217 and Interstate 5;
- Connect Beaverton, Tigard, Washington Square and Tualatin regional and town centers with high capacity transit; and
- Develop a commuting option with a short implementation timeframe and relatively low cost, compared to highway improvements.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	19,074	FTA OR 03 0080	$	28,000
Materials and Services	$	1,350	Local Match	$	7,000
Interfund Transfers	$	13,798			
Computer	$	778			
TOTAL	**$**	**35,000**	**TOTAL**	**$**	**35,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.210
TOTAL	**.210**

PROGRAM

The Transit Planning Program supports the budget theme that Metro will identify and promote multiple transportation choices to easily access to 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 implements the RTP transit policy direction emphasizing coordination with Tri-Met and other providers to ensure that short, medium and long-range transit needs of the region are addressed. Two specific elements of the FY 2003 work program include continued work on implementation of the Elderly and Disabled Transportation Plan and coordination of the Willamette Shore Line Right-of-Way.

Relation to Previous Work

The Transit Planning program in general works toward implementation of the 2020 Regional Transportation Plan (RTP). In FY 2001, Metro staff began work in support of the Tri-County Elderly and Disabled transportation plan study, Tri-Met's Committee for Accessible Transportation (CAT) and the Special Transportation Fund Advisory Committee (STFAC).

Coordination of the management of the Willamette Shore Line Right-of-Way has continued since the Consortium purchased the Jefferson Branch right-of-way between Portland and Lake Oswego in 1998. Metro continues to staff the Consortium of local governments, providing administrative, technical and policy support for continued management of issues related to the corridor the corridor.

The Transit Element of the RTP will be revised to include 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

- Develop a scope of work to evaluate the potential of providing passenger rail service and a separated pedestrian/bicycle path using the Willamette Shore Line Right-of-Way between Portland and Lake Oswego;

- Continue to support the Willamette Shoreline Consortium by staffing meetings, providing technical analyses and facilitating agreement on related activities and agreements;

- Assist transit operators and local jurisdictions in development of their short, medium and long-range transit plans; in particular, Tri-Met's Transit Choices for Livability program, Annual Service Plan and 10-Year Service Plan;

- Assist transit operators in meeting service requirements mandated by the Americans with Disabilities Act, Title VI and other federal requirements; and

- Provide assistance to transit operators and local jurisdictions regarding potential federal, state and local funding sources.

OBJECTIVES/PRODUCTS

- Develop a scope of work and budget for the initial analysis of rail transit and pedestrian/bicycle improvements in the Willamette Shore Line Right-of-Way between Lake Oswego and Portland;
- Facilitate agreement among Consortium members on how to best use the Willamette Shore Line Right-of-Way in the future and how to fund interim maintenance of the track;
- Revise applicable RTP policies to implement provisions of the Tri-County Elderly and Disabled Transportation Plan that would be applicable within the Urban Growth Boundary;
- Continue serving on the Committee for Accessible Transportation (CAT), which advises Tri-Met on issues of transit system accessibility;
- Continue serving on the Special Transportation Fund Advisory Committee, which advises Tri-Met and the State of Oregon on use of Special Transportation Funds for the Tri-County region;
- 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;
- Serve as liaison with the Federal Transit Administration; and
- Negotiate agreement with Consortium members on the Rail Transit and Ped/Bike Trail Study for the Willamette Shore Line Right-of-Way.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	79,335	PL	$	19,741
Materials & Services	$	2,000	STP/ODOT Match	$	30,659
Computer (Direct)	$	3,890	Section 5303	$	5,000
Interfund Transfers	$	29,775	Tri-Met	$	55,000
			Metro	$	4,600
TOTAL	**$**	**115,000**	**TOTAL**	**$**	**115,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.970
TOTAL	**.970**

PROGRAM

The Portland/Vancouver Region is one economy divided by state, federal 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 issues. Metro and the Southwest Washington Regional Transportation Council (RTC) created a sub-committee to advise them on transportation issues of bi-state significance.

Relation to Previous Work

The Bi-State Transportation Committee was created by Metro and RTC 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.

RESPONSIBILITIES

- Staff the Bi-State Transportation 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 RTC's Regional Technical Advisory Committee and other committees; and
- Work with bi-state partners 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 issues of bi-state significance before decisions regarding bi-state transportation 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	$	25,857	PL	$	12,656
Materials & Services	$	0	STP/ODOT Match	$	3,172
Interfund Transfers	$	10,143	ODOT Support	$	20,000
			Metro	$	172
TOTAL	**$**	**36,000**	**TOTAL**	**$**	**36,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.270
TOTAL	**.270**

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 Equity 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 (RFP) and the Regional Transportation Plan (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, RTP Business Partnership, RTP Implementation is 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 Oregon Department of Transportation, made a significant contribution to understanding and communicating goods movement needs by documenting regional freight-mobility issues and involving the private sector. In 2000-2001, Metro produced a brochure of regional freight needs within the region

In FY 2002, the Freight Program focused on making regional freight data available to prioritize local transportation needs. Available freight 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 Regional Transportation Plan.

Previous work also includes coordination with other freight-related efforts in the region such as: Regional Industrial Land Study; City of Portland's St. John's Truck Study; Portland State University's Regional Connections Study and the I-5 Trade Transportation and Trade Partnership Study.

In FY 2002, a new Regional Freight Committee was created to facilitate discussion of regional freight issues, freight data and information sharing and document the region's freight project priorities. Participants included local and state planners involved in transportation planning and project programming as well as a private business representative.

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 local jurisdictions and agency representatives to ensure regional freight needs are reflected in local plans, programs and project development;
- Coordinate with the Federal Highway Administration as new freight programs and policies emerge and represent our regional freight interest;
- Coordinate with 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 elsewhere in the U.S. about programs and policies for application in the Portland/Vancouver Region;
- Coordinate with freight research and planning activities in adjacent states to efficiently utilize research efforts; and
- Coordinate with other Metro planning activities, including MTIP, RTP Implementation, RTP Business Partnerships, Congestion Relief and Corridor Studies.

OBJECTIVES/PRODUCTS

- Participation by private-sector businesses and stakeholders in discussions of freight needs, funding and policy opportunities (June 2003);
- Local transportation system and project plans reflect inclusion of freight movement-needs (June 2003);
- Develop priorities for the freight research program and confirm collaboration at the local, state, northwest region and federal level (June 2003);
- A scope of work for use of the supplemental STP funds allocated for the freight program in FY 2003-04 that reflects priorities established by the freight committee (June 2003); and
- Document freight-project priorities for the region in response in statewide requests and other programs (December 2002).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	49,707	PL	$	11,973
Materials & Services	$	0	STP/ODOT Match	$	9,966
Computer	$	778	ODOT Support	$	2,000
Interfund Transfers	$	24,515	Section 5303	$	15,000
			Tri-Met Contract	$	5,000
			Metro	$	31,061
TOTAL	**$**	**75,000**	**TOTAL**	**$**	**75,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.570
TOTAL	**.570**

PROGRAM

The 2000 Regional Transportation Plan (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 Phase I of the corridor refinement planning needed in the corridor spanning from inner southeast Portland, following Powell east to Gresham and Foster to Damascus. In FY 2003, this work will undertake the first phase of multi-modal alternatives analysis. The outcome is intended to be a problem statement, an issues and constraints analysis and include identification of feasible transit and roadway improvements for more detailed study in Phase II. The results and recommendations will then be incorporated into the Phase II Scope. Phase II would develop an appropriate range of improvement strategies to the level of detail necessary to commence the NEPA process and begin more advanced planning.

Relation to Previous Work

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

In FY 2001, 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. InFY 2002, Metro obtained a Transportation Growth Management grant to support completion of this work. It established the project scope and budget, coordinated with other planning efforts in the area, developed a public outreach program, negotiated and executed a contract with ODOT, issued RFPs for consultants and executed consultant contracts. Work on existing conditions analysis also commenced.

RESPONSIBILITIES

The project is designed to commence a corridor-planning process that will result in the identification of projects that would:

- 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;
- Increase efficient use of land; and
- As project lead, Metro staff is responsible for managing consultants, coordinating committees and undertaking technical analysis (including travel forecasts) implementing a public-outreach program.

OBJECTIVES/PRODUCTS

- Undertake an existing condition analysis, including identification of available right of way, access points, and transportation needs (November 2002);
- Based upon the transportation needs, develop a broad range of transit and roadway alternatives, with consideration for bicycle and pedestrian facilities (January 2003);
- Analyze constraints and opportunities based upon the existing conditions, needs and alternative solutions (April 2003);

- Refine and select a limited number of alternatives for detailed review in Phase II (June 2003);
- Coordinate with on-going planning efforts in the corridor (on-going); and
- Provide opportunities for public participation at key study milestones (on-going).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	187,446	PL	$	81,590
Materials & Services	$	191,250	STP/ODOT Match	$	44,404
Interfund Transfers	$	76,654	ODOT Support	$	4,999
Computer	$	9,650	Section 5303	$	5,000
			TGM Grant *	$	246,758
			Tri-Met Contract	$	30,000
			Metro	$	52,249
TOTAL	**$**	**465,000**	**TOTAL**	**$**	**465,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.170
TOTAL	**2.170**

* Carryover from $300,000 grant.

PROGRAM

This work program is designed to 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 2003, this work program will focus on completing the bulk of a multi-modal alternatives analysis. This program is intended to conclude in FY 2004 with selection of a preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and the Metro Council. If appropriate, NEPA and more advanced planning could then commence.

This work program is contingent upon receipt of a FHWA Value Pricing grant.

Relation to Previous Work

As provided by the State Transportation Planning Rule (TPR), the 2000 Regional Transportation Plan (RTP) calls for completion of sixteen specific corridor refinements and studies. Chapter 6 of the RTP has 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 2001, the Corridor Initiatives Program prioritized completion of corridor plans and refinements. In FY 2002, Metro submitted a proposal to the FHWA Value Pricing Pilot program for funds to support completion of the work. Metro, in consultation with agencies and jurisdictions, developed the scope and budget, obtained grant approval, executed contracts and developed a public participation program. It also completed a transportation analysis report, identified the wide range of alternatives, undertook public opinion research and established review committees.

RESPONSIBILITIES

The overall refinement plan will define projects and implementation plans which:

- Enhance the through movement function of the highway;
- Encourage increased use of transit;
- Enhance opportunities for use of bicycles and walking. Particular attention will be paid to multi-modal overcrossings and increasing connectivity within the regional centers;
- Reduce reliance on the automobile;
- Increase efficient use of land. Particular attention will be given to supporting development plans within the regional centers;
- Provide alternatives to major transportation improvements; and
- As project lead, Metro staff is responsible for managing consultants, coordinating advisory committees, undertaking technical analysis (including travel forecasts) and implementing a public-involvement program.

OBJECTIVES/PRODUCTS

Evaluate and refine the alternatives:

- Identify Initial Alternatives (September 2002);
- Evaluate Initial Alternatives (February 2003);
- Community workshops (April 2003);

- Public-opinion Research (December 2002); and
- Project Advisory Committee Meetings (on-going).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	224,441	PL	$	270,692
Materials & Services	$	455,500	STP/ODOT Match	$	132,154
Interfund Transfers	$	81,169	ODOT Support	$	35,000
Computer	$	3,890	Value Pricing Grant *	$	240,000
			Metro	$	87,154
TOTAL	**$**	**765,000**	**TOTAL**	**$**	**765,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.970
TOTAL	**2.970**

* Grant award pending.

PROGRAM

Resolution No. 00-2969B adopting the 2000 Regional Transportation Plan provided for additional work with the region's business community. Specifically, the resolution stated: "Metro will undertake additional analysis of the region's transportation problems and solutions with various regional business coalitions in the metropolitan area and that JPACT, MPAC and the Metro Council consider resulting modifications or refinements to the Regional Transportation Plan (RTP) within one year of this additional effort."

Relation to Previous Work

This work program is based upon information received from extensive outreach during the development of the regional transportation plan in FY 2001. Based upon that outreach, the business advisory committee prioritized projects and recommended studies, policies and processes for inclusion in the regional transportation planning process. Work with the business community continued during FY 2002, with targeted presentations/dialogs in partnership with the Regional Business Alliance for Transportation (RBAT) with business organizations throughout the region. Key transportation problems confronting businesses throughout the region were identified through interviews and other outreach methods. A series of transportation fact sheets and a regional freight brochure were produced and distributed. Staff continues to work with RBAT to identify steps to further engage, educate and motivate businesses in finding innovative approaches to financing the region's transportation system.

RESPONSIBILITIES

- Increase awareness on the part of public agencies of transportation needs and priorities of businesses in the metropolitan area;
- Create joint business/government ownership of transportation problems and a partnership to develop a more efficient, effective transportation system;
- Coordinate activities with the Regional Business Alliance for Transportation (RBAT);
- Participate in RBAT Transportation Summit and other related committees (communications, finance, TDM, etc.);
- Develop a common understanding regarding economic, transportation and land-use planning concepts and principles; and
- Establish a process for involving the regional business community in regional transportation planning decisions for the movement of both people and goods.

OBJECTIVES/PRODUCTS

- Based upon prior outreach and analysis, work with RBAT and other business groups to identify the transportation projects that support business development and provide a foundation for the region's economic vitality;

- Prioritize critical projects in the RTP that could be part of a second State investment program or business supported funding program;

- Provide research and data necessary for assessing a number of financing methods;

- Participate on RBAT sub-committees such as communications, Transportation Demand Management approaches, financing strategies, etc.; and

- Develop materials and or presentations as needed to support education/communication efforts.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	40,441	PL	$	20,460
Materials & Services	$	0	STP/ODOT Match	$	4,228
Interfund Transfers	$	10,281	Section 5303		18,225
Computer	$	2,503	Metro	$	10,312
TOTAL	**$**	**53,225**	**TOTAL**	**$**	**53,225**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.210
TOTAL	**.210**

PROGRAM

The I-5 Corridor is critical to the metropolitan economy as well as 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 occurs between I-205 in Vancouver, Washington and I-84 in Portland. Within this corridor are the I-5 drawbridges crossing the Columbia River. These are 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 received funding through the National Corridors and Borders Program for the I-5 Transportation and Trade Partnership Study.

ODOT and WSDOT co-lead the I-5 Transportation and Trade Partnership in coordination with Metro, RTC and other jurisdictions and agencies. The two Governors have appointed a Task Force to develop recommendations for a Strategic Plan for the Corridor. Recommendations from the Strategic Plan will be carried forward for state, regional and local plan adoption. Recommended projects will be brought forward for environmental analysis.

Relation to Previous Work

The I-5 Transportation and Trade Partnership (previously called the I-5 Trade Corridor Study) builds upon work completed over previous years. In FY 1999-2000, business representatives evaluated corridor conditions and concluded that addressing the problems in the corridor should be a high priority.

In FY 2001 and 2002, the I-5 Partnership defined broad value and vision goals for the Corridor, identified and evaluated a range of multi-modal options, considered freight and passenger rail needs and identified related land-use policies. The strategic plan is scheduled for approval by the Task Force in June 2002. The public participated in the development of the strategic plan through comments at Task Force meetings, open houses and other forums.

The work program for Metro may include additional funding from ODOT to complete specific tasks of the on-going work effort. This potential additional budget is included in the budget summary.

RESPONSIBILITIES

- Identify public comment on Task Force recommendations that require Metro Council action, including changes to the RTP and MTIP;

- Amend the Regional Transportation Plan and Metropolitan Transportation Improvement Program to incorporate the I-5 Task Force recommendations, modified as determined by the Council to reflect public comment;

- Develop agreement among jurisdictional partners to implement land-use policies and programs recommended by the Task Force and approved by Metro Council;

- Participate in multi-jurisdictional forums and special committee meetings as necessary refine the phasing and implementation plan; and

- Assist in developing institutional or legislative changes necessary to finance and manage projects and programs recommended for the I-5 Corridor.

OBJECTIVES/PRODUCTS

The objective for FY 2003 will be to implement the I-5 Partnership Task Force recommendations for the I-5 Corridor. Implementation will require:

- Metro to meet public participation requirements prior to taking action on recommendations; and

- Metro continuing to participate in bi-state and jurisdictional partnership to resolve issues that may develop during adoption.

Products in FY 2003 for the I-5 Transportation and Trade Partnership are:

- Amended Regional Transportation Plan, approved by Metro Council to reflect I-5 Partnership recommendations (December 2002);

- Amendments to other elements of the Regional Framework Plan, as needed to reflect I-5 Partnership recommendations (December 2002); and

- Scope of work, schedule and plan for implementation of the I-5 recommendations, completed in partnership with other agencies and jurisdictions. (March 2003).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	152,615	PL	$	29,894
Materials & Services	$	500	STP/ODOT Match	$	33,303
Interfund Transfers	$	56,873	ODOT Contract	$	150,000
Computer	$	5,012	Metro	$	1,803
TOTAL	**$**	**215,000**	**TOTAL**	**$**	**215,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.740
TOTAL	**1.740**

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 increase transit ridership and lessen risks and costs associated with the construction of TOD project. 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 2003 builds directly upon previous FY 2002 work and toward the program's five and ten year goals. Projects that are in the pre-development stage will move into construction, and new projects will be selected for implementation.

RESPONSIBILITIES

The major responsibilities for the coming year include:

- Complete second phase of Russellville;
- Disposition of the Hillsboro Central site to a selected developer;
- Move through design development and into construction of a project at the Gresham Civic neighborhood;
- Complete pre-development activities for the second round of projects selected through the Regional RFP process; and
- Metro is seeking a TCSP grant to fund a project within the Kenton Station area on Interstate MAX.

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 corridors. 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	$	224,961	97 FTA (OR-90-X070 and OR-90-X073)	$	328,000
Materials & Services	$	63,555	Metro	$	37,000
Interfund Transfers	$	76,484			
TOTAL	**$**	**365,000**	**TOTAL**	**$**	**365,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.650
TOTAL	**2.650**

* It is anticipated that the balance of the original FTA grant OR-90-x070 (approximately $100,000) would be spent out in FY 2003. The other $228,000 also identified as FTA OR-90-X070, would be part of a $1.5 million grant amendment, pending FTA approval.

This budget summary does not include any land-acquisition activities.

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 Growth Management Services, Transportation, Regional Environmental Management 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 urban growth boundary. Metro's long-range regional forecast (20 years) provides this foundation for the Regional Transportation Plan (RTP) and various other urban growth management and Regional Environmental Management 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-Lit* and *MAGIC* on CD-ROM disk.

The DRC Group constructed and 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, Growth Management Services 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, Tri-Met, 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; and
- Enhance Metro Intranet and Internet applications to provide interactive capabilities to Metro staff, regional partners and the public.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	500,356	PL	$	74,521
Materials & Services	$	215,000	Section 5303	$	69,300
Interfund Transfers	$	160,572	ODOT Support Funds	$	15,000
Computer	$	46,080	Tri-Met	$	37,500
			Metro	$	725,687
TOTAL	**$**	**922,008**	**TOTAL**	**$**	**922,008**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	6.010
TOTAL	**6.010**

PROGRAM

Metro, Mid-Willamette Valley COG, Lane COG and the Oregon DOT wish to conduct the first year of a longitudinal panel survey in FY 2003. Periodic surveys are necessary to ensure current traveler value systems are being reflected in the travel-demand models. It is also necessary to collect data that can be used to keep models sensitive to policy issues. Key issues include effects of e-business on travel, the relationship between housing/job relocations and transportation infrastructure as well as tracking of travel choices as a household undergoes transitions.

The program is very important, because results from travel-demand models are used extensively in the analysis of transportation policy and investment. Models must be kept current to ensure sound analysis. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment and Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

Relation to Previous Work

The last Oregon survey was conducted in 1994 as a cross-sectional revealed-preference style survey. The physical area covered included the Willamette Valley and Southern Oregon. A panel of survey experts was assembled in FY 2001. Their recommendations were used to formulate the survey methodology and to define the data elements that need to be collected.

RESPONSIBILITIES

The development of transportation and land-use models, for analysis and forecasting, requires data on household activities and travel. Besides the traditional information captured in surveys (activities, trip making choices, demographics, etc.), new areas have emerged that are important to understand. They include:

- E-communications and services may be substituting for or modifying travel behaviors;
- Housing-choice decisions and work relocation may be linked with transportation characteristics; and
- It is important to understand the effects of household transitions (aging, household size changes, auto acquisition, etc.) on the travel choices made within the household.

There is solid evidence that panel data can significantly enhance the ability to understand and forecast travel behavior. Panel-survey techniques are one of the few methods available to understand how traveler behavior is influenced by information acquisition, experimentation and learning. It provides an opportunity to identify behavioral change over time. In effect, the panel survey provides information to understand cause and effect relationships and the process of change.

The panel survey will encompass the Willamette Valley and Southern Oregon. The budget amount reflects only the sum needed to capture the Portland Metropolitan area (excluding Vancouver).

OBJECTIVES/PRODUCTS

- Identify data collection methodology and prepare the survey instrument;
- Conduct survey; and
- Prepare database containing the survey results.

Budget Summary

Requirements:			**Resources:**		
Materials & Services	$	500,000	To Be Determined	$	500,000
TOTAL	**$**	**500,000**	**TOTAL**	**$**	**500,000**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	
TOTAL	

PROGRAM

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

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 rural areas along the Sunrise Corridor are also under consideration for urban expansion, 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.

Relation to Previous Work

The 2000 Regional Transportation Plan (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 destination 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 was not completed, nor was the project funded. The corridor is also subject to statewide planning rules. Findings on location and compatibility for the 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 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 urban growth boundary. 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 Metro Council is scheduled to decide on the regional land supply and the need to bring additional lands inside the boundary. Should the Damascus area be incorporated, planning activities for the urbanization can 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, the Oregon Department of Transportation (ODOT) and Clackamas County would serve in lead roles on this project. Metro would serve as lead on urban growth boundary 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. ODOT would lead the DEIS element of the project, coordinated with Damascus area concept planning. Clackamas County would play a key role in both elements. 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.

OBJECTIVES/PRODUCTS

- Develop a detailed work plan for completing the various components of the project;
- Initiate DEIS for Phase 1, from I-205 to Rock Creek Junction;
- Initiate goal-exception process for remaining rural portion, upon adoption of amended urban growth boundary, and coordinated with the urban growth boundary master planning process;
- Complete urban growth boundary expansion master planning for the Pleasant Valley-Damascus 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 remaining portions of the corridor as a follow-up activity in subsequent years;
- Initiate RTP amendments to incorporate recommended transportation facilities needed to serve urbanizing areas;
- Enhance the through-movement function of the highway;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area;
- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay; and
- Encourage increased use of transit.

Budget Summary

Requirements:		**Resources:**		
Personal Services	$	PL	$	1,356
Materials & Services	$	STP/ODOT Match	$	10,572
Interfund Transfers	$	ODOT Support	$	1,000
		Section 5303	$	10,000
		STP *	$	1,000,000
		Other Match *	$	114,455
		Metro	$	53,072
TOTAL	**$**	**TOTAL**	**$**	**1,190,455**

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

* Placeholder. Exact funding has not been determined.

CITY OF PORTLAND BURNSIDE TRANSPORTATION AND URBAN DESIGN PLAN

PROGRAM

The Burnside Transportation and Urban Design Plan will develop a vision for Burnside, make recommendations for transportation and design improvements and establish a blueprint for public and private investments.

Managed by the City of Portland Office of Transportation, the planning process will involve collecting and analyzing data about current conditions on Burnside, exploring a wide range of approaches to improvements, developing design concepts, and drafting a conceptual plan. The draft plan will include recommendations for design and transportation improvements, implementation strategies, phasing and budget.

The project planning process study area encompasses Burnside Street from Northwest 23rd Place to the intersection of East Burnside, 12th Avenue and Sandy Boulevard. The plan will also consider the adjacent street network within the context of improvements to Burnside Street.

Relation to Previous Work

There are many adopted plans and policies affecting Burnside that will be considered while developing the Burnside Transportation and Urban Design Plan. These include:

- A Vision Plan for the West End, 1999; Eastbank at Burnside;
- Lower East Burnside Redevelopment Plan, 1999;
- Old Town/Chinatown Development Plan, 1999;
- District Retail Strategies: Phase II, 2000;
- Bridge the Divide and Cap I-405 Vision Study, 1998;
- Good Neighbor Agreement (Civic Stadium), 2000;
- Goose Hollow/Civic Stadium Planning Committee;
- Goose Hollow Station Community Plan, 1996;
- Goose Hollow District Design Guidelines, 1996;
- Concept Design: The Midtown Blocks, 1999;
- Northwest District Association Plan, 2000; and
- Central City Transportation Management Plan.

RESPONSIBILITIES

The process for developing the Burnside Transportation and Urban Design Plan will consist of four tasks:

- The first task will include collecting and analyzing data about existing conditions and developing opportunities and constraints;

- The second task will develop several design scenarios. The scenarios will be refined into a preferred concept;

- The third task involves drafting the conceptual plan, implementation strategies and phasing recommendations; and

- The final step will be to present the plan to various appointed boards and then to the City Council for adoption.

OBJECTIVES/PRODUCTS

- Ensure adequate opportunities for participation and input by the public, property owners, business owners, neighborhoods and business associations;
- Ensure the plan responds to community values and issues;
- Provide high quality information and a structured involvement process to support informed decisions and consent;
- Develop and implement a process to reconcile potential differences with stakeholder groups between adopted plans and policies and plan recommendations; and
- Develop and implement a process to maintain ongoing communication of the planning process to the community and public and private stakeholders.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	199,699	STP	$	369,000
Materials & Services	$	309,255	PDOT Match	$	42,234
	$		PDC	$	97,720
TOTAL	**$**	**508,954**	**TOTAL**	**$**	**508,954**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.00
TOTAL	**3.00**

CLACKAMAS COUNTY HARMONY ROAD – 82ND TO HIGHWAY 224 CORRIDOR

This work program is designed to complete the corridor alternative analysis and environmental assessment needed for Harmony Road from 82nd Avenue to Highway 224. The proposed project is to construct an overcrossing over the UP railroad line, widen Harmony Road to five lanes and add bike lanes and sidewalks. The County has federal funding for the environmental assessment that will start in the summer of 2002. It is expected this environmental phase will take at least three years to complete. The goal is to start final design in FY 2006 and construction in FY 2008.

Currently, Harmony Road is operating at an unacceptable level of service during peak traffic hours. Existing traffic on Harmony Road is about 17,000 average daily trips (ADT). It is expected that traffic will increase at least 75% to about 30,000 ADT by year 2020. Adding to the congestion problem is the fact that Harmony Road crosses the main UP rail line at-grade near this intersection.
Major issues include:

- Potential conflicts at the existing at-grade rail crossing and the adjacent Harmony/Linwood/Lake intersections;
- Traffic congestion;
- Access control and management;
- Impact to Mt. Scott Creek; and
- Noise.

Relation to Previous Work

The Harmony Road project is in the County' s Transportation System Plan (TSP) that was adopted in the spring of 2000 and was incorporated into the Regional Transportation Plan (RTP) as part of the Financially Constrained System. The County previously adopted the Clackamas Regional Center Plan that identified the need to improve Harmony Road. In addition, the Harmony Road Corridor is being studied as part of the South Corridor SDEIS to improve transit access to the Clackamas Regional Center.

RESPONSIBILITIES

Evaluate and refine the following alternatives:

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

OBJECTIVES/PRODUCTS

The purpose of the alternative analysis and environmental assessment is to ensure project and implementation plans meet the following goals:

- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay. The improvement would bring this major arterial up to an acceptable level of service to handle the existing and expected increase in traffic;
- This project will remove conflicts between the railroad and other transportation modes;
- Improvements at the Harmony/Linwood/Railroad intersections to facilitate future high-speed rail and rail freight mobility;
- Enhance the through-movement function of Harmony Road;
- Encourage increased use of transit;
- Enhance opportunities for use of bicycles and walking. Particular attention will be paid to multi-modal overcrossing and increasing connectivity between Milwaukie Town Center and Clackamas Regional Center;
- Reduce reliance upon the automobile;
- Increase efficient use of land. Particular attention will be given to supporting development plans within the regional center; and
- Determine any environmental concerns mitigation measures (if needed).

Budget Summary

Requirements:			Resources:		
Personal Services	$	40,000	STP	$	449,000
Materials & Services	$	660,000	County Match	$	251,000
TOTAL	**$**	**700,000**	**TOTAL**	**$**	**700,000**

CLACKAMAS COUNTY ITS PLAN

This work program is designed to develop an Intelligent Transportation System (ITS) Plan for Clackamas County and the major cities within the County. The RTP identified a significant transportation need for ITS plans region-wide and specifically for Clackamas County, resulting in earmarking funds for both an ITS plan followed by phase 1 implementation. In FY 2003, this work program will focus on completing the ITS Plan for the County and preparing for implementation beginning in FY 2004.

The Transportation Planning Rule (TPR) requires effective utilization of existing facilities. Effective utilization is accomplished through advanced traffic control, incident management and traveler information. ITS implementation is the key tool for managing facilities; thus, reducing and delaying the need for additional road widening and other improvements.

Relation to Previous Work

Policy 18.0 (page 1-58), Transportation System Management (TSM), within the 2000 Regional Transportation Plan (RTP) calls for using TSM techniques as a means of better managing the exiting transportation system. One of the TSM categories is Advanced Traffic Management System (ATMS) technique that uses computer processing and communications technologies to optimize performance of multi-modal transportation systems. A blueprint of the region's ATMS plan was done by ODOT in 1993. This project expands upon this plan. In addition, Cities of Portland and Gresham have developed ITS plans, and Washington County is in the process of developing their plan. These plans are being coordinated through the Region's ATMS TAC.

RESPONSIBILITIES

- Develop a strategic vision, project goals and objectives;
- Conduct public outreach;
- Assess existing conditions;
- Perform a needs assessment;
- Develop Clackamas County ITS strategies;
- Design Clackamas County ITS system architecture;
- Develop Clackamas County deployment and implementation plan; and
- Write summary document.

OBJECTIVES/PRODUCTS

The goal of the ITS Plan is to develop an inventory of existing traffic management infrastructure and identify the infrastructure necessary to manage the transportation system in the most effective way possible including the following objectives:

- Optimize the efficiency of the existing transportation system with respect to traffic control;
- Minimize delays and stops on the arterial system;
- Minimize vehicle emissions through proper arterial management;
- Provide enhanced detection of incidents to minimize delays to the traveling public;
- Provide traveler information for route choice, weather and traffic conditions; and
- Work with other agencies to coordinate management of adjacent facilities making the transportation system seamless across jurisdictional boundaries.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	17,000	CMAQ	$	171,000
Materials & Services	$	173,572	County Match	$	19,572
TOTAL	**$**	**190,572**	**TOTAL**	**$**	**190,572**

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 Metropolitan Transportation Improvement Program 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 Transportation Planning Rule (TPR), the 2000 Regional Transportation Plan (RTP) calls for completion of sixteen 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 Draft Environmental Impact Statement (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 Urban Growth Boundary 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

PROGRAM

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 (two to four) of alternatives 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 boundary was defined to remain close to the Urban Growth Boundary (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 Oregon Department of Transportation completed the Western Bypass Study, which evaluated five alternatives for circumferential travel in the southwest Portland Metropolitan area, including the urban portion of Washington County and westernmost portions of 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. 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 ODOT obtain authorization of the Legislative Assembly before entering into any agreements for construction or operation of any tollway facilities except two: (1) Newborn/Dundee Bypass, and (2) Tualatin-Sherwood Highway, linking Interstate 5 and Highway 99W. This restriction was subsequently amended to include Lewis and Clark Bridge in Columbia County and an unnamed project in a 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.

Study results 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.

ACTIVITIES

- Decision Making Process: Set up and support a Steering Team made up of government officials and representatives from key agencies.

- Alternatives: Identify and evaluate several alternatives that have the potential to function as an arterial between I-5 and Highway 99W utilizing existing facilities and right-of-way as much as possible.

- 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, UGB, roadways, "Exceptions" lands, wildlife refuges, floodplains, etc..

- Summary Report: 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 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 conceptual design characteristics and cost estimates of each alternative selected for further study. The paper should describe the process used for narrowing the alternatives to those selected and document the basis for rejecting other alternatives;
- 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**

ODOT I-5 TRANSPORTATION AND TRADE PARTNERSHIP

PROGRAM

The goal of the I-5 Transportation and Trade Partnership is to develop a bi-state strategic plan to manage and improve transportation within the I-5 Corridor between Portland and Vancouver. The corridor stretches between I-84 in Oregon and I-205 in Washington.

The strategic plan will address freeway, transit, heavy rail and arterial street needs within the corridor. The plan will also address how to manage demand for transportation within the corridor.

Relation to Previous Work

The strategic planning effort for the I-5 Corridor between Portland and Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The committee found that:

- This corridor is a critical economic lifeline for the region and the state, serving two ports, and two transcontinental rail lines. It provides critical access to industrial land in both states and facilitates through-freight movement;
- There will be economic and livability consequences if we do nothing in the corridor;
- There is no silver-bullet. A solution for the corridor will need to include highway and transit improvements, demand management strategies and freight rail improvements. Even substantial improvements will only maintain today's level of congestion; and
- Those physical solutions will be costly and require innovative funding solutions in order to succeed.

The Leadership Committee recommended the region undertake a public process to develop a strategic plan for the corridor. In response to this recommendation, Governors Gary Locke of Washington and John Kitzhaber of Oregon appointed a Task Force to guide the public-planning process and to develop the strategic plan.

During FY 2001, the Governors' Task Force was established, along with a Community Forum consisting of representatives from neighborhoods, businesses and other interested groups. Both the Task Force and Forum met several times and developed Evaluation Criteria and Improvement Option packages for evaluation. Work also progressed on Land-Use Assessment and Rail Capacity Analysis.

OBJECTIVES/PRODUCTS

This strategic plan may result in a wide range of outcomes including:

- No improvements beyond those already planned within the corridor, but implementation of policies and programs to manage demand;
- Moderate improvements and implementation of policies and programs to manage demand; and
- Significant improvements and implementation of policies and programs to manage travel demand. During FY 2002, The I-5 Partnership will complete preliminary design of the Improvement Option packages and evaluate their performance. The Land-Use Assessment and Rail Capacity Analyses will be completed. An assessment of potential ridership of commuter rail service within the region will also be conducted. The Task Force will then develop draft recommendations on the strategic plan that will be circulated for review and feedback from the Forum and the public.

Preliminary findings of the Improvement Option packages have identified questions and concerns by the Governors' Task Force and public. These concerns prompted the Task Force to direct staff to conduct additional work and refinement of options.

Additional work in FY 2002 included the following:

- Develop alternative designs and traffic analysis of Bridge Influence Area (Columbia Boulevard interchange [OR] to SR 500 interchange [WA]) and refine river crossing options.
- Develop model IGA to preserve I-5 Corridor transportation system, (particularly interchange management areas and station areas) and outline key elements of Comprehensive Regional Accord to achieve integrated, regional transportation and land-use system.
- Develop recommendations for bi-state TDM/TSM actions to be implemented within the corridor, including exploration of use of congestion pricing.
- Develop a plan to address environmental justice and community concerns identified in study recommendations.
- Develop implementation and financing strategy.

Final recommendations from the Governors' Task Force are expected in late June 2002. The final Corridor Development and Management Plan will be submitted to FHWA.

IMPLEMENTATION OF IMPROVEMENTS

If the strategic plan calls for the implementation of improvements within the corridor, the improvements would then go through a process of project development, to design and engineer the projects for construction.

The recommendation strategies of the I-5 Partnership will be incorporated into the RTP.

Depending upon the scale of improvements and their likely impacts, the project development process could include a significant environmental impact analysis phase.

Several of the potential solutions, including a new or expanded crossing of the Columbia River, would require an environmental impact analysis. The scale of such a project would result in an Environmental Impact Statement process that could take several years to complete.

PARTNERS

- Oregon and Washington Departments of Transportation are sponsoring the project, with funding from the Federal Highway Administration.

- ODOT and WSDOT are working in partnership with other transportation agencies within the corridor, including the cities of Vancouver and Portland; Metro and the Southwest Washington Regional Transportation Council; the ports of Vancouver and Portland; Tri-Met and CTRAN as well as Clark County, Washington and Multnomah County, Oregon.

Budget Summary

Requirements:			**Resources:**		
ODOT	$	190,614	STP	$	250,000
Metro Contract	$	88,000	Match	$	28,614
TOTAL	**$**	**278,614**	**TOTAL**	**$**	**278,614**

RED ELECTRIC RECONNAISANCE STUDY

PROGRAM

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:**		
Personnel Services (PP&R)	$	120,000	STP	$	135,000
Materials & Services (PDOT)	$	30,451	Portland Parks Match		15,451
TOTAL	**$**	**150,451**	**TOTAL**	**$**	**150,451**

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

WASHINGTON COUNTY ITS / ATMS

PROGRAM

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 recently constructed a Traffic Management Center that will serve as the operational center of the Washington County ATMS program. The County, along with the Portland region, is making a conscious effort to shift from new construction to improved management of the existing system to increase capacity. Representatives from ODOT, City of Portland, Tri-Met, Metro; Clackamas, Multnomah and Washington Counties; Washington Department of Transportation, Federal Highway Administration 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, incident response and traveler information. Specifically, traffic is managed through tools such as ramp metering, vehicle and bicycle detection devices, signal monitoring and management as well as signal priority for transit and emergency services. Incident response is provided through communication with local emergency services and ODOT's COMET (Corridor Management Team). 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, allowed Washington County to conduct a *Needs Assessment* that identified the vision, challenges and benefits of ATMS. The issues addressed in this assessment included 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	$	STP	$	76,000
Materials & Services	$	Match	$	8,699
TOTAL	**$**	**TOTAL**	**$**	**84,699**

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

TRI-MET STREAMLINE

PROGRAM

This is the fourth 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, Tri-Met 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 are targeted for these improvements.

Relation to Previous Work

As noted above, this program builds upon the TEA-21 funded signal priority project. The program is also coordinated with other City pedestrian and streetscape programs.

OBJECTIVES

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

PRODUCTS

- Assessment of principal intersections used by targeted 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 bus-stop improvements including improved access, re-spacing of stops, amenity improvements, customer information and adjacent sidewalk/crosswalk needs;
- Work program, schedule and budget for each line; and
- Construction drawings and documents.

STATUS

- Three bus routes through FY 2002 have been substantially "Streamlined":

  Line 4: Division/Fessenden is substantially completed and being evaluated. One new traffic signal remains to be installed. Route schedule reductions have already been taken in the range of ten percent (10%).

  Line 72: 82nd Avenue/Killingsworth is substantially completed. A significant element of this project is a half-mile northbound bus only lane on 82nd Avenue from the Clackamas Town Center.

  Line 12: Sandy/Barbur is in final stages of completion with some curb extensions and bus-stop improvements to be completed in the spring of 2002.

- Two routes are to be "Streamlined" in the FY 2003 budget year:

  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. Planning work for this route will carryover from FY 2002 into FY 2003.

  Line 9: Powell/Broadway is a major route serving the urban northeast and a major State-operated arterial within the southeast. 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. Planning work will carry over into FY 2003.

- Signal-priority emitters have been modified and are operational on all Tri-Met buses. Opticom installation is nearing completion at 225 City of Portland intersections.

Budget Summary

The Tri-Met portion of this comprehensive four-year program is $6,650,000. This program uses $1.5 million of the City of Portland's TEA-21 funded signal priority project for the installation of Opticom emitters on buses, which was largely expended in years one and two of the program. However, $200,000 of this budget is being carried over into this fourth year. Tri-Met will expend $750,000 in general funds for this program in the FY 2003 budget year. The City of Portland's contribution to this program has been expended.

This will be the last year anticipated for Federal participation in this program. If the program evaluation continues to show positive results, Tri-Met will "institutionalize" this program, applying these treatments to routes both within the City of Portland and within suburban areas. High frequency, high ridership routes will receive priority consideration under this on-going program.

TRI-MET REGIONAL JOB ACCESS AND REVERSE COMMUTE (JARC) PROGRAM

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 Tri-Met. Funds will be used to support and promote programs within 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;
- Rivergate Carpool Incentive Program;
- Tualatin Carpool Incentive Program;
- 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;
- South Clackamas Transportation District Service (SCTD) service between Molalla and Canny; 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; and
- *Job Access* quarterly newsletter.

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:

- Inner N/NE Portland;
- Rivergate Industrial Area;
- San Island Industrial Area;
- Rockwood Industrial Area;
- Outer SE Portland;
- Tualatin Industrial Area;
- Rural Washington County; and
- Clackamas County.

REGIONAL PARTNERS

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

- Adult and Family Services (AFS);
- 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;
- Ride Connection;
- Goodwill Industries;
- Oregon Department of Employment;
- Community Cycling Center;
- South Metro Rapid Transit District;
- Bicycle Transportation Alliance (BTA);
- Metro; and
- U.S. Federal Transportation Administration.

OBJECTIVES

Compliance with JARC Program Objectives

- According to the 1990 Census, 17% of the 1.3 million people that live in the Portland metropolitan region live below 150% of the poverty level. Among this 17%, 15,000 are currently receiving welfare.

- 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.

- Rides provided by Job Access funded programs and services totaled just over 800,000 between September 2000 and September 2001.

Budget Summary

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

Line Item		FTA		Total
Project Marketing Staff	$	141,000	$	141,000
Customer Support and Information	$	18,000	$	18,000
Transportation Services	$	578,100	$	578,100
Non-Commute Trips	$	52,500	$	52,500
Service to Employment Area	$	443,800	$	443,800
Bicycle Program	$	75,500	$	75,500
Vehicles	$	320,000	$	320,000
Bicycle and Pedestrian Improvements	$	80,000	$	80,000
Alternative Transportation Center	$	30,000	$	30,000
Other operating	$	97,000	$	97,000
Match Project: Tri-Met Operating Costs	$	0	$	900,000
Match Project: AFS Capital Costs (bus pass & ticket purchases)	$	0	$	500,000
Match Project: City of Portland Capital Costs (Pedestrian Improvements)	$	0	$	500,000

TRI-MET REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM

PROGRAM

OR-90-X89 of the Congestion Mitigation Air Quality (CMAQ) funds will be applied to the regional transportation Demand Management (TDM) program housed at Tri-Met. 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; and
- 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, Tri-Met will use OR-90-X89 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, Tri-Met will pass-through $75,000 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. Tri-Met provides assistance to 75% of all ECO affected employers. OR-90-X89 CMAQ funds will help Tri-Met continue assisting 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-X89 will provide additional resources to explore a variety of new innovative alternative transportation options.

- TMAs and 2040 Projects: The focus of TMA and 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 are being formed in Gresham and the Clackamas Town Center. These TMAs and the existing TMAs (WTA, Lloyd District, SIBA and 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/PRODUCTS

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

- Follow up ECO survey results for 99 worksites indicate an average reduction of 7% annually in drive alone work trips and a 5.9% reduction in total auto work trips;

- In pre-ECO conditions, Metro estimates 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, Tri-Met estimates an additional 13,900 weekday trips are avoided; and

- For every $1 of public money spent on TDM, it is estimated 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-X089 for transportation demand management, combined with Tri-Met General Fund, will maintain Tri-Met's existing TDM program. Elements of the work program and their respective funding source are shown below.

Requirements:	**Resources:**		
Line Item	**Total**	**CMAQ**	**Tri-Met**
Program Manager	$ 66,000	$ 0	$ 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	$ 0	$ 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
TOTALS	**$ 1,529,000**	**$ 1,209,050**	**$ 319,950**

SPR PROGRAM

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

Relation to Previous Work

Transportation improvement projects in the Portland MPO must be included in the Metro RTP before they can receive federal funding for project development. This is a continuing work task

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 the process for selecting federally-funded transportation projects is balanced, fair and provides for a range of needs.

- Support RTP Update: The current RTP update is one of the most significant revisions in recent years. ODOT staff to work closely with Metro to assure the update accurately reflects ODOT projects and incorporates the State's interest into regional policy making. ODOT staff will continue participation in refinement of the RTP at all levels.

- 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. ODOT works closely with Metro to assure that regional growth-management policy does not adversely impact the State's transportation system.

- Support Regional High Capacity Transit (HCT) Studies: ODOT staff to work with Metro to assess the utility of HCT and propose a regional policy response. HCT is responsible for analysis of alternative transportation modes and completion of project planning for major fixed-guideway transit facilities, including commuter rail, light rail (LRT) and busways.

- Support the Analysis of Alternative Funding: ODOT is a project partner in the Traffic Relief Options (TRO) study to assure the study adequately addresses issues and concerns of ODOT and Federal Highway Administration (FHWA). ODOT will develop a policy response to the findings of congestion-pricing strategy and continue to investigate alternative sources of funding.

- Assist Green Corridor Implementation Strategy: ODOT staff will assist in development of a strategy for assuring that ODOT facilities on the fringe of the urban growth boundary (UGB) can function as a green corridor as envisioned within 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 Development of the Transportation Model and Traffic Analysis: Assist with analysis and input from ODOT traffic engineers.

Coordinate Transportation Planning Activities

Link the local 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 processes almost 5,000 land-use notices and provide 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. Staff will continue to review and comment on local design options for improvements on state facilities.

- Local Transportation System Plan (TSP): ODOT staff to participate in development of TSPs for every jurisdiction within 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).

- Local Street Network and Access Management Bonding Program: ODOT staff to process these programs to maintain and improve the local transportation system and protect and promote state highway safety and efficiency. The Oregon Legislature created funding with state bonds financed by Oregon Highway Fund revenues. Both programs are expected to be expended by November 2002.

- OTIA Bonding Measure: ODOT staff to process this programs to maintain and improve the transportation system and promote state highway safety and efficiency. The Oregon Legislature created the funding with state bonds financed by Oregon Highway Fund revenues. This program is expected to be expended by 2008.

- Oregon Highway Plan (OHP) Coordination: ODOT staff to coordinate and participate with regional and local jurisdictions in selection of Special Transportation Areas (STA), Urban Business Areas (UBA) and expressways within 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 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 within 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 within the vicinity of the interchange.

- I-5 Partnership Study: Assist and participate in the I-5 Partnership Study.

- Urban Corridor Studies: Participate in studies of the Urban Corridor in the Portland metropolitan area. ODOT staff will prepare brief urban corridor plans for the region's major corridors. The studies will identify long-term management strategies for the corridor while identifying and prioritizing future improvements within 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 as well as Transit capital improvements on selected corridor 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	$	790,100
TOTAL	**$**	**790,100**

03uwp
02/19/02

FY 2003 UNIFIED WORK PROGRAM FUNDING SUMMARY

	03PL ODOT (1)	03STP* Metro Q23 (2)	ODOT Mtch	FY03 ODOT Support Funds	FY03 Sec5303* 80X012	FY03 Lcl TriMet	carryover FHWA TRANSIMS 66-01*	carryover TGM*	carryover FHWA Value Pricing*	carryover 00FTA Sec 5307* 90-x083	carryover 00FTA Sec 5309* 03-0080	carryover FY00 FHWA STP OPB Pilot	carryover FTA-TOD(3) 97Sec5307 90-x073* 90-x070*	carryover Other Anticipated Grants(4)	2003 SPR*	Other Funds	Local Match	TOTAL
METRO																		
RTP Update/Refinement	54,030	60,920	3,487	16,554	7,500	4,303											22,333	169,127
2040 Performance Indicators	38,784	15,000	858	5,000	10,000												20,358	90,000
Congestion Relief	10,028	51,615	2,953	5,000	15,000	5,000											40,904	130,500
Livable Communities on Big Streets		8,000	458	2,000	10,000	1,834											1,708	24,000
Transportation Imprvmnt Pgm	110,577	80,723	4,620	25,000	59,887	56,351											45,842	383,000
RTP Financing	5,448	24,175	1,384	15,347		512											17,134	64,000
Greenstreets	31,428	2,000	114														3,458	37,000
Livable Streets	73,755	13,000	744														62,501	150,000
Alternative Mode Implementati	44,084	8,000	458													75,000	458	128,000
OPB Pilot Program												42,173					4,827	47,000
Trans Model Improvement Prog							438,560										109,640	548,200
Model Development	185,496	77,990	4,463	23,200	20,000	9,000											14,963	335,112
Trans System Monitoring	4,278	50,000	2,861	10,000	20,000	10,000											7,861	105,000
Technical Assistance Program		43,908	2,513	29,900		8,500											38,558	123,379
Management & Coordination	132,000	112,742	6,452	15,000	20,000	2,000											83,004	371,198
Environmental Justice		3,000	172														14,828	18,000
S Corridor SDEIS										1,283,139							146,861	1,430,000
S Corridor Trans FEIS/PE										788,506						2,079,026	90,248	2,957,780
Wlsnvle/Bvtn Commuter Rail/PE											28,000						7,000	35,000
Transit Planning	19,741	29,000	1,659		5,000	55,000											4,600	115,000
Bi-State	12,656	3,000	172	20,000													172	36,000
Regional Freight Plan	11,973	9,427	539	2,000	15,000	5,000											31,061	75,000
Foster/Powell	81,590	42,000	2,404	4,999	5,000	30,000		246,758									52,249	465,000
Hwy 217	270,692	125,000	7,154	35,000					240,000								87,154	765,000
Business Partners	20,460	4,000	228		18,225												10,312	53,225
I-5 Trans & Trade Partnership	29,894	31,500	1,803													150,000	1,803	215,000
Transit Oriented Development													328,000				37,000	365,000
Data, Growth Monitoring	74,521			15,000	69,300	37,500											725,687	922,008
Longitudinal Survey														500,000				500,000
Sunrise Corridor/Damascus	1,356	10,000	572	1,000	10,000												53,072	76,000
Metro Subtotal	1,212,791	805,000	46,068	225,000	284,912	225,000	438,560	246,758	240,000	2,071,645	28,000	42,173	328,000	500,000	-	2,304,026	1,735,596	10,733,529
ODOT PLANNING ASSISTANCE															790,100			790,100
GRAND TOTAL	1,212,791	805,000	46,068	225,000	284,912	225,000	438,560	246,758	240,000	2,071,645	28,000	42,173	328,000	500,000	790,100	2,304,026	1,735,596	11,523,629

*Federal funds only, no match included

(1) The full $1,212,791 shown is based on assumption of $908,243.08 (fed) new PL plus $103,952.48 ODOT match and $179,994.79 carryover PL and $20,601.21 ODOT match

2. FY03 STP is comprised of $705,000 federal + $40,345.20 ODOT (1/2 match) plus carryover of $100,000 federal + $5,722.72 ODOT (1/2 match)

3. TOD budget does not include any land acquisition activities

4. See narratives for anticipated funding source

11,523,629

02/21/02

03 uwp regional projects

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

FUNDING SUMMARY

Project	Jurisdiction	STP	CMAQ	HPP	37-x00101 JARC	Local Funds/ Match	TOTAL
ITS	*Clackamas Co*		171,000			19,572	190,572
Harmony Road	*Clackamas Co*	449,000				251,000	700,000
I-5/99W Corridor	*ODOT*			375,000		93,750	468,750
*I-5 Trade Corridor**	*ODOT*	250,000				28,614	278,614
Burnside Trans & Urba	*Portland*	369,000				139,954	508,954
Red Electric	*Portland*	135,000				15,451	150,451
ITS	*Washington*	76,000				8,699	84,699
Streamline	*Tri-Met*					750,000	750,000
TDM	*Tri-Met*		1,209,050			319,950	1,529,000
Job Access/JARC	*Tri-Met*				1,835,900	1,900,000	3,735,900
GRAND TOTAL		1,279,000	171,000	375,000		557,040	2,382,040

***funds obligated in fy 02** 2,382,040