STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2604 FOR THE PURPOSE OF APPROVING THE FY 1999 UNIFIED WORK PROGRAM

Date: January 20, 1998 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) continuing the transportation planning work program for FY 1999 and 2) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC has reviewed the FY 1999 Unified Work Program and recommends approval of Resolution No. 98-2604.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1999 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1998. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland and local jurisdictions. Major commitments continue for completing the *Traffic Relief Options Study* (Congestion Pricing) pilot project, adopting the *Regional Transportation Plan*, completing the *South Willamette River Crossing Study*, initiating a Highway 217 corridor and an *I-5/Bi-State Trade Corridor Study* and increasing the communication of transportation system performance, needs and proposed plans. In addition, the work plan calls for moving the South/North LRT project into the FEIS stage and advancing the state of the art in travel behavior modeling.

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

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1998 in accordance with established Metro priorities.

KT:lmk
98-2604.RES
2-27-98

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 1999 UNIFIED WORK PROGRAM) RESOLUTION NO. 98-2604

Introduced by Councilor Ed Washington, JPACT Chair

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1999; and

WHEREAS, The FY 1999 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 1999 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1999 Unified Work Program is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the FY 1999 Unified Work Program is approved.

2. That the FY 1999 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.

ADOPTED by the Metro Council this _____ day of _____, 1998.

_____
Jon Kvistad, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

98-2604.RES
KT:lmk
2-27-98

FY 98-99
Unified Work Program

Transportation Planning in the Portland-Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation
City of Portland
Tri-Met

FY 98-99

Unified Work Program

Transportation Planning in the
Portland-Vancouver Metropolitan Area

Metro
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1998-10236-TRN

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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) "Transportation Management" areas, the Land Conservation and Development Commission Transportation Planning Rule (TPR) 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 development of a multi-modal transportation system which reduces reliance on the single-occupant automobile and consistent with realistic financial constraints.

The Unified Work Program (UWP) includes, primarily, the transportation planning activities of Metro and other area governments with reference to land use planning activities, for fiscal year July 1, 1998 through June 30, 1999.

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 voters 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 decision 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 Metro Councilors (three), local elected officials (nine, including two from Clark County, Washington) and appointed officials from the Oregon Department of Transportation (ODOT), Tri-Met, the Port of Portland and the 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.

MPAC
This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes local elected officials (11), appointed officials representing special districts (three), Tri-Met, a representative of school districts, citizens (three), Metro Councilors (two with non-voting status), Clark County, Washington (two) and an appointed official from the State of Oregon (with non-voting status). Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter required Regional Framework Plan.

The Regional Framework Plan was adopted on December 11, 1997 and addresses the following topics:

- transportation
- land use (including the Metro Urban Growth Boundary and urban reserves)
- open space and parks
- water supply and watershed management
- natural hazards
- coordination with Clark County, Washington
- management and implementation

In accordance with this requirement, the transportation plan developed to meet ISTEA, Rule 12 and Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

TPAC
This committee is comprised of technical staff from the same jurisdictions as JPACT plus six citizens.

MTAC
Is a committee 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 Amendment of 1990 (CAAA), LCDC the Transportation Planning Rule, the Oregon Transportation Plan, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) and the Regional 2040 Growth Concept, and the 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 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 designated Urban Reserve Agreements;
- Initiation of an affordable housing program;
- Implementation of the Regional Framework Plan.

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

- Initiation of alternative mode projects through the Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement Programs.
- Selection of the preferred South/North LRT alternative and initiation of a Phase I contribution segment.
- Participation in Tri-Met's Transit Choices for Livability Program.
- Update to the State and Metropolitan Transportation Improvement Programs for the period 2000-2003.
- Initiation of an affordable housing program.
- Determination of whether to pursue a Congestion Pricing Pilot Project.

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

- The state requirement to reduce vehicle miles traveled (VMT) per capita by 10 percent over the next 20 years.
- Recently 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 single occupant vehicle travel in the RTP and local plans.
- Consideration of congestion pricing pilot project.
- Completion of the Regional Transportation Plan update to implement the Region 2040 growth concept.

In order to implement these transportation needs, finance remains a significant priority. This is particularly critical with the rejection of a transportation finance measure by the 1993 and 1995 Oregon Legislature. Major efforts underway include:

- Development of a funding proposal by the 1999 Oregon Legislature under the auspices of an Oregon Transportation Initiative.
- Inclusion of financial constraint in the TIP and RTP.
- Development of a final finance package for the South/North LRT Project.

A number of transportation issues remain unresolved and are being studied on a corridor or subarea basis to determine appropriate actions for inclusion in the RTP. The following major studies are underway or upcoming:

- South/North FEIS
- Willamette River Crossing Study
- Highway 217 Corridor
- PDX Light Rail
- Commercial Traffic Needs
- I-5 Bi-State Trade Corridor
- The role of commuter rail and street cars in the region

Several of the above issues are of interstate significance, chief among them completion of the South/North FEIS, development of I-5 Bi-State Trade Corridor improvement strategies, and meeting and maintaining air quality standards in the Bi-State Air Quality Maintenance Area.

PROGRAM DESCRIPTION

The adopted 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 that the plan adequately reflects changing population, travel and economic trends, in addition to Federal, State, and regional planning requirements.

Local transportation plans in the region must conform with 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.

A major update to the RTP began in FY 97 and will conclude in FY 99. The purpose is twofold. First, the plan must be updated to meet 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. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. The Metro Charter required that the Framework Plan be completed by December 1997. During FY 98, the RTP update focused on policy revisions, technical research and system alternatives analysis. The final draft will be adopted by Council ordinance in Fall 1998. As a result, the focus of the project in FY 99 will shift to emphasis on public review and comment, Council adoption activities of the updated RTP, and implementation through local transportation plans.

The current RTP update represents the most dramatic change since the plan was originally adopted in 1982 and, upon completion will significantly affect local transportation plans. As a result, the update process has been developed to foster extensive involvement of the public and local jurisdictions at every step. This includes ten technical work teams made up of local planners, engineers and citizen experts, and a 21 member RTP Citizen Advisory Committee (CAC) that meets monthly to discuss each step of the update. The CAC's final recommendations are forwarded to both JPACT and the Metro Council. In addition, regular joint RTP workshops of TPAC/MTAC and JPACT/MPAC have been held to ensure an ongoing dialogue on the policy implications of the update.

RELATION TO PREVIOUS WORK

The policy component of the RTP update was completed, and the Metro Council approved major policy revisions by resolution in July 1996. During FY 98, the updated policy component from the RTP was the basis for creating Chapter 2 of the Regional Framework Plan (RFP). The RTP policies also serve as the foundation for Title 6 of the Urban Growth Management Functional Plan (UGMFP), which was adopted in November 1996, and amended in conjunction with the RFP adoption in December 1997. Though the policy intent of these documents is consistent, the RTP policies were edited and reformatted during FY 98 to more closely match the format of the framework plan. These format revisions will appear in the final draft of the updated RTP.

OBJECTIVES

In FY 99, program emphasis will shift toward implementation. This includes publication of the adopted plan, completion of a technical appendix detailing the methodology used in

developing the plan, ongoing work on corridor refinement plans and support for local transportation planning efforts (see Local Plan Coordination Program).

In addition to these implementation tasks, the 1998-99 RTP program includes a number of other activity areas:

- Bicycle Program. Metro is responsible for coordinating regional bicycle activities including updating the "Bike There" map; finalizing RTP bike projects; revising the Regional Bike Plan; collecting regional bicycle data; developing a bicycle behavior methodology to better anticipate bicycle ridership; providing expertise to the Highway 217 and I-5 North Studies; and public outreach and education.

- Pedestrian Program. Activities include finalizing pedestrian components of the RTP, including key pedestrian projects and a sidewalk inventory; providing expertise to corridor studies; and, providing expertise on project development activities related to street design.

- Transportation Demand Management (TDM) Program. Metro will work with Tri-Met, DEQ, and local jurisdictions and private employers to continue to fund and implement TDM strategies. A key aspect will be to further develop parking reduction strategies to help meet the TPR parking/capita reduction requirement of 10 percent over the next 20 years.

- Management Systems. Congestion (CMS) and Intermodal (IMS) management systems were completed in FY 98 consistent with ISTEA requirements. Key activities for FY 99 will be to incorporate information into planning activities, system monitoring based on 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; and, refine estimates for VMT reduction. The study will assist local governments in meeting Regional Framework Plan mode split targets.

- Regional Transportation and Information. A transportation "annual report" will be prepared detailing RTP policies and strategies; listing information and data commonly requested by the public and media and, include supporting text and graphics. The report will include a user-friendly public release version and a technical appendix.

- Public Involvement. All activities require early, ongoing and responsive public involvement techniques. Final hearing and adoption actions will occur early in FY 99. Comment/response documents will be developed and records compiled for submittal with update study findings to DLCD. Metro's Public Involvement Procedures will also be updated based on lessons learned from the RTP update and other studies.

- Airport Light Rail. Metro will provide support services to Tri-Met and the Port of Portland for a light rail extension to Portland International Airport. Areas of support include defining and evaluating alternatives, ensuring consistency with state and federal planning requirements, amending the RTP, as necessary, providing travel forecasting and analysis assistance, reviewing and commenting on technical reports.

PRODUCTS AND TARGETS

The following specific tasks and products will be completed during FY 99:

1. Meet or exceed provisions of the state TPR for development of multi-modal policies, plans and programs in the updated RTP. As the transportation functional plan for the Regional Framework Plan, the RTP will include the following components:

   - Modal elements for motor vehicles, public transportation, pedestrians, bicycles and freight;
   - Street design provisions that integrate modal considerations and relate transportation to 2040 land use policies;
   - Transportation system management, parking and demand management strategies;
   - Financial forecast and corresponding system implementation strategies; and,
   - Specific corridors where refinement plans are warranted.

2. Satisfy Federal ISTEA planning requirements in the updated RTP.

3. Initiate a broad public outreach effort prior to adoption of the updated RTP.

4. Publish an adopted Regional Transportation Plan with corresponding "public release" version for regional distribution.

5. Complete and publish the RTP Technical Appendix for regional distribution.

6. Complete follow-up studies on street design and connectivity.

7. Create and publish a summary of local transportation system planning requirements based on the updated RTP.

8. Coordinate and provide technical assistance in local transportation system plan development and adoption.

9. Continue to coordinate regional corridor refinement plans identified in the RTP with ODOT's corridor planning program.

10. Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel demand projections, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends.

11. Participate with local governments on state TGM grants related to implementation of the updated RTP and development of local transportation system plans.

12. Assist the Port of Portland and Tri-Met on efforts to extend LRT to PDX.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 424,880	FY 99 PL	$ 231,000
Materials & Services	47,450	FY 99 Metro STP/ODOT Match	215,784
Capital Outlay	0	FY 99 Tri-Met	37,500
Interfund Transfers	144,737	Metro	77,427
Computer	30,933	FY 99 Section 5303	29,000
		FY 98 Section 5303	15,000
		FY 98 STP/Match	42,289
TOTAL	**$ 648,000**	**TOTAL**	**$ 648,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.232
TOTAL	**6.232**

PROGRAM DESCRIPTION

This study supports Metro objectives to ensure freight and commercial movement about the region and to enhance a strong regional economy.

Both the Regional Framework Plan (RFP) and the Regional Transportation Plan (RTP) identify policies to ensure the efficient movement of freight throughout the region and to provide mobility for commercial traffic, particularly in the off-peak hours. Similarly, the RFP and the RTP recognize that as the region grows around the 2040 Growth Concept and with limited transportation resources, congestion will occur on certain facilities, in certain locations during the peak hours.

The Commercial Transportation Study will evaluate the effect of this congestion on certain commercial activities, businesses and industries that have generally benefited from the Portland region's historical lack of congestion. The program will identify transportation and land use actions, strategies or projects, as appropriate, to maintain and enhance commercial traffic in the region.

RELATION TO PREVIOUS WORK

The Commercial Transportation Study is essentially a second phase to Metro transportation planning activities revolving around maintaining a strong regional economy and ensuring the efficient movement of goods as well as people. The first phase encompassed a number of 2040, RTP and ISTEA related activities and included:

- Development of the Intermodal Management System and Regional Freight System
- Development of the Regional Truck Model
- 2040 Means Business Study
- 2040 Commodity Flow Study
- Updated Commodity Flow Study

OBJECTIVES

The focus for FY 99 will be to begin and complete the Commercial Transportation Study. The study will include a public involvement process to bring together business, commercial, industrial and community stakeholders to evaluate literature, identify issues and assist in developing strategies to enhance commercial transportation in the region. The study will focus on:

- The affect of congestion on the regional economy
- The demand for commercial and industrial traffic
- Commercial and industrial access to markets, labor, and intermodal facilities through the multi-modal transportation system
- Transportation demand management strategies to more efficiently move commercial and industrial traffic
- Land use actions or arrangements that benefit the efficient movement of goods and commercial traffic

Services, Products, and Activities Provided by the Program:

- Background information and data on commercial transportation in the Portland area and other selected metropolitan areas
- A public discussion of the needs, issues, and trends associated with commercial transportation in the Portland area
- Recommended transportation and land use actions to maintain and enhance the commercial transportation system consistent with the Regional Framework Plan and 2040 Growth Concept

Customers, Clients, and Target Groups: The study is targeting commercial, industrial and business users of the multi-modal transportation system. The needs of those impacted by commercial traffic will also be sought. The study recommendations will be forwarded for consideration in future implementation actions, including funding through the RTP and TIP, where appropriate.

PRODUCTS AND TARGETS

- Identify needs through a combination of literature review, stakeholder interviews, and technical analysis.
- Develop a public involvement process that draws upon those who rely on or are affected by the commercial transportation system.
- Determine the relative role of commercial transportation to the Portland economy.
- Evaluate alternative strategies to address the various needs.
- Prioritize strategies based upon criteria, including economic considerations
- Make recommendations for inclusion in the RTP and Local TSPs, as appropriate

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 68,812	FY 99 PL	$ 35,000
Materials & Services		FY 99 ODOT Supplement	15,000
Contractual	25,000	Metro	70,000
Interfund Transfers	23,767		
Computer	2,421		
TOTAL	**$ 120,000**	**TOTAL**	**$ 120,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.894
TOTAL	**.894**

PROGRAM DESCRIPTON

The TIP is responsible for multi-year identification of federal and state funds available for transportation system improvement purposes in the Portland urban area, allocation of such funds to projects, assuring compliance of transportation projects with federal and state air quality requirements and recording the expenditure of authorized project funds. These activities require special coordination with transportation planning and engineering staff from ODOT and other regional, county and city agencies and management of significant public involvement efforts.

RELATION TO PREVIOUS WORK

The most substantial program modification is an enhanced dedication to oversight of local program delivery. As fewer projects are developed for obligation, obstacles to project delivery need to be identified early on and strategies prepared to assure maximum obligation of available funds within the region. Much of the work to enable electronic data transfers was anticipated to occur in FY 98 and into FY 99.

Incorporation of possible legislative initiatives, ISTEA reauthorization, and other revenue measures will be a primary focus of the FY 98-99 program.

OBJECTIVES

MTIP/STIP Update Focus

In January 1998, Metro staff began coordination with ODOT, the TIP Subcommittee, and the public as part of the 21-month TIP update process. This update will culminate early in FY 2000 with adoption of the FY 00-03 MTIP/STIP. Core elements of this Update will occur in FY 99.

Revenue projections will be clarified by the end of FY 98 and Metro staff will have assessed whether modification of project selection criteria for allocation of new funds is warranted. Issues that could effect the criteria include policy revisions in the ISTEA reauthorization, completion of the RTP update in May 1998 to address Goal 12 Transportation System Planning mandates and adoption of Phase II of the Regional Growth Management Functional Plan. The current criteria were endorsed by JPACT in FY 97-98 and may need revisions.

Metro will coordinate with ODOT to solicit nomination of candidate transportation projects for technical and policy-based evaluation and ranking starting in fall 1998. Draft technical ranking will be completed by January 1999 and application of administrative considerations would culminate in development of a final staff recommendation for allocation of funds in early spring 1999. Final approval of funds allocation would require significant public outreach effort. Final program development is scheduled for June 1999.

Amendment Focus

Metro staff will process both Administrative and Policy-based amendments of the TIP through-out FY 98-99. All TIP amendment activity is governed by provisions of Metro Resolution No. 85-592. Administrative amendments can be staff-initiated and require monthly notification to TPAC and quarterly notification to JPACT. They are limited to currently approved projects, or

those which fall within previously defined program scopes. Policy amendments are processed only by Resolution action and are needed to include significant new projects in the TIP. Events likely to trigger amendments in the course of the fiscal year include actual federal appropriation levels in federal FY 98 and 99 and reallocation of transit revenue in response to the FTA discretionary transit appropriations. All TIP amendments require significant coordination with effected/requesting jurisdictions and ODOT Region 1 and Salem Headquarters staff.

Database Maintenance Focus

Provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will monitor past and current funding allocations and project schedules to manage cost overruns and underruns.

Metro will continue to produce quarterly reports documenting funding authorizations, obligations, and reserves by funding category and jurisdiction. An Annual Report will also be prepared during October/November updating the TIP to reflect current costs, schedules, priorities, actual appropriations and other funding actions approved throughout the year. The Annual Report will also address progress and/or delays in implementing major projects as mandated by ISTEA.

Federal review of the MTIP/STIP process also specifically noted desirability of developing broad agency and public electronic access to a common TIP database. During FY 98-99 Metro will transfer the current MTIP database to a common, inter-active hardware/software platform to accommodate this objective. Metro staff will continue to work with ODOT toward implementation of this objective with respect to the STIP.

Conformity Focus

Adoption of the revised RTP in May 1998 will require preparation of an Air Quality Conformity Determination within six months. The Determination is composed of both a Quantitative and Qualitative element. The quantitative analysis must account for projects contained in the RTP "Financially Constrained" 20-year network and the MTIP and consists of both transportation and air quality modeling and analysis. Federal and State Conformity regulations mandate public involvement during adoption of the Determination (see Public Involvement focus, below). A conformity report will be completed mid-year FY 99.

As part of the Conformity Determination. Metro staff are responsible for coordinating interagency consultation to determine the regional conformity status of individual projects that may not be included in a conforming MTIP/STIP, or whose concept and scope have significantly changed.

Public Involvement Focus

Federal and State regulations and adopted Metro policies mandate opportunities for meaningful public involvement at significant junctures for virtually all the TIP-related activity described above. Efforts are to be made to expand inclusiveness of such outreach. Better representation of communities traditionally underserved by the regional transportation system is to be sought. Metro's TIP-related public involvement program requires the following:

- Emphasis will continue on developing the program of projects to receive federal and state funds. Federal planning regulations require summary of public comments and responses in the TIP.

- TIP amendments will be highlighted in regular meeting notices. Pursuant to Federal comment of the MTIP/STIP program, improved communication of significant amendment actions will be made to interested persons and organizations in the region.

- The core of the TIP – the six year summary tables of project authorizations and obligations – will be posted to Metro's Home Page. Additional activities are planned to expedite electronic access to current ODOT project data within the region and broader circulation and enhanced content of quarterly reports is needed both in hard copy and electronic format.

- Opportunity will be expanded for public involvement in preparation of Conformity Determinations and in subsequent interagency consultation regarding Conformity status of individual projects.

PROGRAM PRODUCTS, ACTIVITIES AND CLIENTELE SERVED

- FY 00-03 Metropolitan Transportation Improvement Program
- 1998 Air Quality Conformity Determination for RTP and MTIP
- Quarterly Reports reflecting ongoing update of approved project authority and obligation status
- Processing staff initiated and outside-agency requested administrative and policy-based amendments
- Consultation with ODOT and local jurisdictions to expedite obligation of approved funds
- Sponsorship of and participation in allied public involvement initiatives mandated by federal, state and Metro polices and regulations

PRODUCTS AND TARGETS

- Publish FY 00-03 MTIP
- Provide oversight of local program delivery up to and through closeout of federal FY 98
- Submission of Conformity Determination addressing both TIP and RTP networks
- Prepare and distribute hard copy and electronic editions of Quarterly Reports in July, January and May and an Annual Summary in November
- Linkage of MTIP and STIP authority and obligation databases
- Enhanced public involvement procedures requested during federal review of MTIP/STIP process
- Timely, efficient processing of all requested TIP amendments.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 160,551	FY 99 PL	$ 70,000
Materials & Services	13,700	FY 99 Section 5303	15,000
Contractual	10,000	FY 99 Metro STP/ODOT Match	10,572
Capital Outlay	0	FY 99 ODOT Supplemental	45,000
Interfund Transfers	56,140	FY 99 Tri-Met	45,000
Computer	32,609	FY 98 Section 5303	15,000
		FY 98 Metro STP/ODOT Match	31,717
		Metro	40,711
TOTAL	**$ 273,000**	**TOTAL**	**$ 273,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.228
TOTAL	**2.228**

PROGRAM DESCRIPTION

Metro, through JPACT and its Finance Committee, provides a forum for cooperative development of funding services to implement the Regional Transportation Plan. Lead jurisdiction for any particular funding proposal could be a local government, Tri-Met, the Oregon Legislature, Congress or Metro itself.

OBJECTIVES

1. Develop regional priorities for funding through a '99 Legislature proposal.
2. Develop regional priorities for funding through federal sources.
3. Coordinate with Tri-Met's Transit Choices for Livability to determine whether to refer a transit ballot measure to voters.
4. Adopt a "strategic" element of the RTP based upon a plan that can be realistically implemented and requires funding sources that JPACT and the Metro Council are prepared to pursue. As an element, determine whether Metro should consider voter referral of a funding measure at some time in the future.
5. Field a public opinion poll to determine voter attitudes for funding transportation.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 53,768	FY 99 ODOT PL	$ 23,000
Materials & Services	1,500	FY 99 ODOT/Metro STP/Match	42,289
Contractual - Survey	20,000	Metro	27,711
Interfund Transfers	17,732		
TOTAL	**$ 93,000**	**TOTAL**	**$ 93,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	.635
TOTAL	**.635**

PROGRAM DESCRIPTION

The State Transportation Planning Rule (TPR), the Intermodal Surface Transportation Efficiency Act of 1991, and Title 6 of Metro's Urban Growth Management Functional Plan (UGMFP) outline areas of local transportation planning consistency and compliance with Metro's Regional Transportation Plan. A major work element for FY 99 is Metro staff involvement to ensure that consistency and compliance as local system plans are developed. In addition, the results of corridor, subarea, or other planning studies that have regional implications are included, as appropriate, in the RTP. Metro is responsible for the ongoing review, comment and coordination of local and regional plans, projects and studies conducted by other agencies for their consistency with regional transportation policy, primarily identified in the RTP and the UGMFP. Metro's review authority is specifically identified in the Transportation Planning Rule. Under ISTEA, inter-agency coordination is also required with transit agencies, Port authorities, State departments of transportation and air quality agencies.

The Local Plan Coordination (LPC) Program provides for Metro involvement in the following activity areas:

- Local Transportation System Planning under the Transportation Planning Rule, including mode specific plans for roads, freight, transit, bicycles, pedestrians and demand/system management.
- Compliance review for Title 6 of the UGMFP.
- Local and State Corridor and Subarea Plans.
- Local and State policy and project development.
- General coordination with ODOT, Tri-Met, DEQ and the Port of Portland
- Bi-State coordination with state of Washington agencies and jurisdictions

RELATION TO PREVIOUS WORK

Metro's involvement in these activities is ongoing from previous fiscal years.
The significant changes from FY 97-98 relate to actual projects or phases of projects which Metro is coordinating. More time will likely be spent on the LPC program in FY 99 due to completion of the RTP and the ongoing development activities of local TSPs and UGMFP compliance reports.

OBJECTIVES

As Metro completes the RTP update, local jurisdictions will begin (and continue) activities on their Transportation System Plans (TSPs). Under the Transportation Planning Rule, the 24 cities and three counties within the Metro district must complete their TSPs within one year following completion of Metro's TSP (RTP). Metro has initiated the coordination /review process with these jurisdictions. Staff will generally participate on their advisory committees, interpret regional transportation policy for local implications and review and comment on these local TSPs.

Similarly, local governments must submit UGMFP compliance actions by August, 1998. Transportation Planning staff will be responsible for review and comment of those compliance activities.

The LPC program is also responsible for Metro involvement in policy coordination with each of the four Metro area counties: Washington, Multnomah, Clackamas, and Clark (WA). Each has a policy body consisting of local jurisdictions and transportation providers. The policy bodies will often take action on items of regional significance that will be discussed by JPACT and the Metro Council. Similarly, each policy body has a technical committee, on which Transportation Planning staff is represented.

Metro is involved in studies conducted by other jurisdictions or agencies which may result in RTP or TIP action. Next year staff will continue to participate in the following activities:

- ODOT: Tualatin-Sherwood and Newberg-Dundee Toll Projects; Mt. Hood Parkway and Sunrise Corridor project development activities; corridor studies on Highways 26, 30, 43, and 99W; and, a high speed rail project and Willamette Valley forum.
- Tri-Met: Phase Two-Transit Choices for Livability Project; 5-year Transit Development Plan.
- Port of Portland: West Hayden Island Major Investment Study (MIS); Portland Airport Master Plan Update; PDX Ground Access Study.
- Local Jurisdictions: South Portland Circulation Study; Clackamas County Sunnyside Road DEIS; Washington County's Beaverton-Scholls-Olsen intersection improvement project; Sunset Highway/Barnes area Circulation Study (Ph. 2). Also, transportation staff will coordinate with growth management staff on a number of Regional and Town Center design and implementation projects and Metro staff is identified as a technical representative for local projects funded through DLCD/ODOT Transportation Growth Management Program.

For each of these activities, Metro staff will attend the technical meetings, review and comment on materials, and represent Metro policy positions at numerous citizen, project management, or steering committees. In the case of a major investment study (MIS), Metro is responsible for ensuring a report is prepared consistent with MIS procedures. Where policy action is required, Metro staff is responsible for the preparation of reports and adopting resolutions for review by JPACT and the Metro Council.

In addition, Metro regularly participates in anywhere from five to ten "immediate need" studies to address unanticipated issues (e.g., the Washington County Commuter Rail Study in FY 98).

Services, Products, and Activities Provided by the Program: The LPC Program is generally subject to the timetables of local jurisdictions or agencies. Therefore, Metro's products will be focused on participation and timeliness of review.

Customers, Clients, and Target Groups: The LPC program provides timely information for staff, elected officials, and citizens within the applicable study area.

PRODUCTS AND TARGETS

- Participate in those activities having regional transportation planning, programming, or project development significance;
- Attend all meetings, hearings, workshops, and forums to the degree necessary and practicable;
- Provide timely review and comment of all draft materials;

- Offer expertise to the extent practicable and necessary;
- Coordinate and assist agencies and local jurisdictions on matters requiring JPACT/Metro Council action or review.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 150,414	FY 99 PL	$ 16,000
Interfund Transfers	50,375	FY 97 Metro STP/ODOT Match	42,289
Computer	1,211	Metro	143,711
TOTAL	**$ 202,000**	**TOTAL**	**$ 202,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.055
TOTAL	**2.055**

PROGRAM DESCRIPTION

Section 1012 (b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program to establish, maintain and monitor up to five pilot projects throughout the country. The Metro Council approved Resolution No. 93-1846 for a grant proposal to study congestion pricing and determine whether to pursue a pilot demonstration project was accepted.

In August, 1995 FHWA approved a joint Metro/ODOT Congestion Pricing application for pre-project funding of $1,290,000 for a two-year, two phase study of congestion pricing in the Portland area. The overall goals of the study are to: (1) develop a replicable process for gaining public and political understanding about congestion pricing as a demand management tool to reduce congestion; and (2) to provide for a comprehensive evaluation and possible implementation of congestion pricing, beginning with a pre-project study to evaluate alternatives.

To accomplish the program goals, the study has been divided into two distinct but overlapping components: Technical Work and Public Involvement. While there is a recognized separation between these two components, an important aspect of this study is on the integration of these efforts.

Major issues being addressed include:

- Definition and evaluation of pricing alternatives, including their geographic location, technology to be used, fee level, costs, revenues and population served;
- Determination of the socioeconomic impacts of congestion pricing on business, land development and low income drivers;
- A recommendation as to whether congestion pricing is an appropriate traffic management tool in the region and, if so, the parameters of a demonstration project as appropriate.

RELATION TO PREVIOUS WORK

In FY 96-97, contracts were signed with ODOT, who is the pass-through agency for federal funds, and between Metro and six participating agencies for securing the required 20 percent local match. In addition, based on a Request for Proposals, contracts were executed with ECO Northwest and Cogan Owens Cogan for the technical and public involvement work efforts, respectively. The work program, which started in July 1996 is now broken into two phases: a 22 month phase one and a six month phase two. Phase one is focused on the development of a large number of possible pricing options (around 40), development of evaluative criteria, successive reviews based on those criteria and selection of 3-5 preferred alternatives. It also provides for significant upgrading of Metro's Travel Forecasting model to include price sensitivity. Phase II will encompass the final evaluation and public review of 3-5 alternatives and recommendation on a demonstration project.

A Task Force comprised of 13 business, academic and community leaders and the Metro Executive Officer and the Chairman of the Oregon Transportation Commission (who participate ex-officio), was appointed by JPACT and the Metro Council. The Task Force has been charged with oversight of the study and making recommendations to the Metro Council and the OTC. A Project Management Group (PMG) of high level officials at the various

jurisdictions is responsible for coordination of policy issues and review of major work products. A Technical Advisory Committee (TAC) meets twice a month to advise Metro and the PMG on technical matters relating to the pre-project study.

Technical Work accomplished in FY 96-97 included scoping, identification of evaluation criteria, selection of 40 alternatives, evaluation and ranking of those alternatives and a narrowing to 11 options. Work on the travel forecasting model upgrade also commenced. Public involvement work included completion of preliminary research on programs in other cities to identify lessons learned, initial focus groups to establish baseline attitudes and test messages and preparation of outreach materials including newsletters, fact sheets and a slide show. Initial technical work was also reviewed by two series of workshops designed to include representatives of environmental, business, transportation, civic and social service interests.

Technical Work Accomplished in FY 97-98 included:

- preliminary task force recommendation of 9 options for detailed review
- approval of options and evaluation methodology by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council
- preliminary engineering feasibility analysis of 9 options
- final task force selection of 8 options for detailed review
- completion of the upgraded Travel Forecasting model
- evaluation of the 8 alternatives based on modeling and other analysis
- selection of 3-5 preferred alternatives

Public outreach efforts included:

- speakers bureau presentations at City Councils and civic organizations to educate about proposed alternatives and obtain feedback for use in the selection process
- a series of six public workshops to obtain feedback on 8 options as input to the selection of 3-5 preferred alternatives
- fact sheet, newsletter and a brochure about 8 options and next steps
- focus groups to assess outreach program and identify issues and concerns about options and possible implementation of a pilot project

OBJECTIVES

FY 99's program will focus on specific program objectives to complete the remaining work on Phase I and Phase II work elements. Technical tasks include:

- further specification of the 3-5 alternatives
- evaluation and modeling of the 3-5 preferred alternatives
- selection of the preferred alternative
- final report preparation
- submission of recommendations to JPACT, Metro Council and the Oregon Transportation Commission

- If directed by the Metro Council and JPACT at the conclusion of the study, follow-up activities intended to lead to the possible demonstration project or application in the Portland area.

During this period the public outreach effort will take high priority in order to maximize education and input into the final alternative selection. Throughout the study, technical and public involvement efforts will be closely coordinated and feedback integrated. Public involvement activities will include:

- public meetings to discuss 3-5 preferred alternatives
- a random public opinion survey to assess public attitudes about Phase II congestion pricing alternatives
- a media campaign including paid newspaper and radio advertisements to inform people about upcoming decision points and public involvement activities
- distribution and publication of the final report

PRODUCTS AND TARGETS

- final report
- opinion survey to assess public attitudes
- selection of preferred alternative

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 60,798	FY 96 Congestion Pricing	$ 159,236
Materials & Services	8,000	Local Match	20,116
Contractual - ECO	20,000	Metro	8,648
- COC	40,000		
- IGAs	40,000		
Interfund Transfers	19,202		
Computer	0		
TOTAL	**$ 188,000**	**TOTAL**	**$ 188,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.75
TOTAL	**.75**

PROGRAM DESCRIPTION

The South Willamette River Crossing Study will identify multi-modal river crossing improvements in the area between the Marquam Bridge and the I-205 Bridge. Bridges in the study area and their approaches do not meet the needs of motorists, pedestrians and bicyclists trying to cross the river. The condition of the Sellwood Bridge, which is approaching the end of its life span increases the need for this study.

The South Willamette River Crossing Study is a major investment study (MIS). Pursuant to Federal Regulations (23 CFR 450.318) implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a MIS is required when alternatives may include "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPOs to develop procedures for addressing this requirement. Metro procedures have been in effect since 1995 and are applied to projects or studies meeting the above definition, regardless of lead agency. Metro is the lead agency on the South Willamette River Crossing Study.

RELATION TO PREVIOUS WORK

Changes in the Program from FY 97-98: To develop Metro Council recommendations for inclusion in the Regional Transportation Plan in FY 98-99, the South Willamette River Crossing Study will build on public outreach, jurisdictional coordination and technical analysis completed since 1994, when the study began.

OBJECTIVES

Services, Products, Activities: In FY 98-99, this study will involve sharing the results of the evaluation of crossing improvement options with the public and elected officials through a variety of medium and developing recommendations for inclusion in the Regional Transportation Plan.

Customers, Clients or Target Groups: Metro Council's recommendations for long-term crossing improvement strategies for the South Willamette River corridor will affect neighborhoods, businesses and jurisdictions located in the corridor as well as environmental groups and other agencies with interests in the area.

PRODUCTS AND TARGETS

- Develop recommendations for the Metro Council for river crossing improvement strategies that are supported by affected public, jurisdictions and agencies, including recommendations for the future of the Sellwood Bridge.
- Complete a successful public involvement program that addresses the diverse public opinions and objectives in the corridor.
- Incorporate recommended improvement strategy into the Regional Transportation Plan.
- Establish commitment from affected jurisdictions for carrying recommendations into the next stage of implementation, including possibly funding an environmental impact statement(s) on the preferred improvement project(s).

SOUTH WILLAMETTE RIVER CROSSING STUDY

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 38,341	FY 99 PL	$ 20,000
Materials & Services	7,350	FY 99 ODOT Supplement	10,000
Interfund Transfers	13,216	FY 98 STP/ODOT Match	26,431
Computer	3,093	Metro	5,569
TOTAL	**$ 62,000**	**TOTAL**	**$ 62,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	.626
TOTAL	**.626**

PROGRAM DESCRIPTION

The Highway 217 Corridor Study will identify access strategies for the regional centers in the Highway 217 corridor and meet other access and mobility needs. The need for this study results from a number of other related studies that have called for: 1) additional capacity on Highway 217; 2) commuter rail between Wilsonville and Beaverton; 3) increased development in the Washington Square Regional Center; 4) improvements to the I-5/217/Kruse Way interchange; and, addressing circulation issues through local system plans.

RELATION TO PREVIOUS WORK

The Highway 217 Corridor Study is a major investment study (MIS). Pursuant to Federal Regulations (23 CFR 450.318) implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a MIS is required when alternatives may include "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPOs to develop procedures for addressing this requirement. Metro procedures have been in effect since 1995 and are applied to projects or studies meeting the above definition, regardless of lead agency. Metro is the lead agency on the Highway 217 Study.

Changes in the Program from FY 97-98: The Highway 217 Study will use previously developed information on regional center development plans, the western bypass study, commuter rail and other studies as the basis to begin the major investment study in the corridor. However, the program will essentially be a new separate study beginning FY 99 and will update or develop all relevant data and information.

OBJECTIVES

- Establish a public participation program consistent with Metro's Public Involvement Policies.
- Define the problems and needs in the study area, including travel patterns and land use goals.
- Define and evaluate a relevant range of alternatives.
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach.
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

Customers, Clients or Target Groups: Recommendations from the Highway 217 Study could affect access to the Beaverton and Washington Square Regional Centers and other commercial and residential access between Highway 26 and I-5 in Beaverton, Tigard and Portland. Highway 217 also serves the industrial and high technology centers off US 26 and is the primary freight facility on the westside of the region.

PRODUCTS AND TARGETS

- Establish a technical and policy review process.

- Complete analysis of travel patterns in the corridor using a combination of synthesized data from the travel forecasting model, GIS data, and primary data collection, which could include an origin destination survey.

- Define problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land use goals in the corridor and to facilitate regional travel.

- Establish a public involvement process which keeps the public actively involved through regularly scheduled meetings with a Citizens Advisory Committee, general mailings and other outreach efforts.

- Develop a wide range of alternatives for all modes in addition to demand management.

- Develop evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental agreement implications.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 141,695	FY 99 PL	$ 46,600
Materials & Services	9,750	FY 99 Section 5303	21,975
Contractual	25,000	FY 99 ODOT Supplement	25,000
Interfund Transfers	48,436	FY 99 Tri-Met	10,000
Computer	7,094	FY 97 STP/ODOT Match	58,147
		FY 98 Section 5303	20,000
		Other	25,000
		Metro	25,253
TOTAL	**$ 231,975**	**TOTAL**	**$ 231,975**

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.084
TOTAL	**2.084**

PROGRAM DESCRIPTION

Pursuant to Federal Regulations (23 CFR 450.318) implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a major investment study (MIS) is required when alternatives may include "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPO's to develop procedures for addressing this requirement. Metro procedures have been in effect since FY 95 and are applied to projects or studies meeting the above definition, regardless of lead agency.

RELATION TO PREVIOUS WORK

The I-5 North Corridor Study will build on work previously completed in FY 98 by ODOT for their I-5 North Reconnaissance Study, RTC's HOV Study and RTC's Commuter Rail Study, and will be coordinated with the Port of Portland's Hayden Island Bridge MIS. The Study will refine initial project scoping results and the established technical review and public involvement process to begin the full analysis of problems and needs, definition, and evaluation of corridor alternatives.

OBJECTIVES

The purpose of the I-5 Study is to develop a 20 year transportation strategy for the north corridor between the I-84 interchange and the I-5 North Clark County line in the State of Washington to enhance people's ability to move around the region and to improve access to commercial, industrial, retail and recreation activities. The Study will build on ODOT's I-5 North Reconnaissance Study scheduled for completion in FY 98 which looked at corridor improvements, interchange upgrades and capacity needs. The Study incorporated conclusions and integrated the analysis that resulted from the S/N LRT DEIS process. The major focus of the I-5 North Corridor Study will include:

1. Identify multi-modal corridor improvements including TSM and TDM measures in the area between the I-84 interchange and the I-5 North Clark County line (approximately 313th Street) in the State of Washington in order to improve accessibility and mobility.
2. Identify appropriate actions for improvements to I-5 interchanges and mainline sections including the need for river crossing improvements at or near the I-5 bridge.
3. Coordinate with the Oregon Department of Transportation (ODOT), the City of Vancouver, Washington, Clark County Washington, the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC) through a Bi-state forum. Identify land use and development policy constructs to improve the jobs/housing balance in the corridor and establish a decision making protocol for reaching consensus on a recommended alternative.
4. Emphasis on access to and between industrial and terminal areas and identify multi-modal traffic and alternative mode actions within the corridor.

Services, Products, Activities:

- Establish public participation program consistent with Metro's Public Involvement Policies.
- Define problems and needs in the corridor, including congestion, mobility and access issues from a transportation and land use framework.

- Define and evaluate a relevant range of alternatives including capacity improvements, transportation system management improvements, transportation demand management measures and multi-modal improvements.
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach.
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

Customers, Clients or Target Groups: I-5 North Corridor improvements would affect travel patterns and land use development in the area between the I-84 Interchange and the I-5 North Clark County line in the State of Washington. The Study improvements would affect residential access for North and Northeast Portland and Clark County residents as well as access by shippers and haulers to the Port of Portland, the Port of Vancouver and other commercial activities along and near the corridor.

PRODUCTS AND TARGETS

- Evaluate congestion, mobility and access issues from the I-84 interchange to the I-5 North Clark County line in the State of Washington.
- Establish a high degree of coordination with affected residents, businesses and allied jurisdictions in defining the problems and needs in the corridor including the role of multi-modal improvements.
- Identify appropriate actions for I-5 North capacity and interchange improvements and potential river crossing enhancements at or near the I-5 Bridge.
- Evaluate freight needs in the corridor in order to balance access requirements with the need for intra and inter-state freight movements.
- Identify multi-modal system alternatives to parallel facilities or facilities that connect with I-5.
- Develop a Bi-State forum for project responsibilities, technical review, public involvement and decision making.
- Develop a wide range of alternatives including: maximizing the availability of South/North LRT; TSM; TDM; HOV and Pricing.
- Develop evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental Agreement implications.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 129,540	Other	$ 256,500
Materials & Services	11,100	Metro	28,500
Contractual	100,000		
Interfund Transfers	41,939		
Computer	2,421		
TOTAL	**$ 285,000**	**TOTAL**	**$ 285,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.769
TOTAL	**1.769**

PROGRAM DESCRIPTION

In FY 98-99, Metro will study the potential for commuter rail in the Portland Metropolitan region and develop recommendations for commuter rail in the Regional Transportation Plan. The study will consider the condition and use of existing railroad lines, travel patterns that could lead to demand for passenger rail services and possible commuter rail implementation strategies.

RELATION TO PREVIOUS WORK

Changes in the Program from FY 97-98: In FY 97-98, Metro Council adopted a Resolution calling for commuter rail to be studied as part of the Regional Transportation Plan and for JPACT to conduct a series of commuter rail workshops to determine if commuter rail should be studied further and included in the RTP. The FY 99 commuter rail study will act on this resolution by working with JPACT members who volunteered to participate in a commuter rail subcommittee.

OBJECTIVES

- Conduct workshops for discussing and recommending commuter rail strategies.
- Inventory existing railroads, including owners, operators, track conditions and usage.
- Summarize commuter rail experiences elsewhere, including institutional and funding arrangements.
- Describe travel patterns in the rail corridors and the potential to attract a passenger market.
- Update the RTP to reflect the role of commuter rail in the regional transportation system and priorities for commuter rail investments.
- Coordinate with other the Washington, Clark and Yamhill County commuter rail studies.
- If directed by the Metro Council and JPACT at the conclusion of the study, pursue follow-up activities, studies, or analysis leading to implementing a commuter rail project within the region.

Customers, Clients or Target Groups: This study will require involvement of shippers who currently use the railroads, railroad owners and operators, elected officials from jurisdictions within and beyond the metropolitan area, the Oregon Department of Transportation, Tri-Met and the public.

PRODUCTS AND TARGETS

- Broaden the public understanding and discussion of commuter rail in the region.
- Establish the feasibility and priority for commuter rail service in the region.
- Develop Metro Council recommendations on the role of commuter rail in the Regional Transportation Plan.
- Develop an implementation strategy for the priority commuter rail service.
- Pursue follow-up activities leading towards commuter rail implementation if directed to do so by the Metro Council and JPACT at the conclusion of the study.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 37,007	FY 99 Tri-Met	$ 25,000
Materials & Services	1,000	FY 99 Metro STP/ODOT Match	26,431
Interfund Transfers	12,453	Metro	3,569
Computer	4,540		
TOTAL	**$ 55,000**	**TOTAL**	**$ 55,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	.561
TOTAL	**.561**

PROGRAM DESCRIPTION

This is a large national program to develop a new transportation modeling paradigm to respond to the 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 such as road pricing, parking supply actions, fuel price change effects and employer travel reduction programs. This program is five years old. This task is part of the long term model improvement expected to produce models that will be used in the longer term future (three plus years).

As a part of USDOT's TMIP program, the Los Alamos National Laboratory is developing a new model framework known as Transims (TRANsportation SIMulationS). The second demonstration of Interim Operating Capability (IOC 2) is being carried out using the Portland Metro area in cooperation with Metro. Transims is a model structure that will permit the use of interchangeable modules for the activity and travel-pattern generation. It is intended that one of the first activity pattern modules to be included will be Metro's new model (NewMod1), suitably upgraded (NewMod2).

There are three major work areas for Metro:

1. The development of detailed network information, roadway operating characteristics and transit operating characteristics. This includes detailed intersection delineation, inclusion of local roads, and the creation of a more detailed truck network and better real-time operating speed measurements. (**Network Data Acquisition**).

2. Improvements to the new activity scheduling and travel model "NewMod1" which is partially aggregated for use with current network software to make it totally disaggregate for use with Transims. This will include model re-estimation and the allocation of data to new structures, using street segments rather than traffic zones. The intent is to take the development of Metro's model further, and to include a more spatially disaggregate variant of NewMod1, and one which carries individual sample enumeration for the complete model structure. This will remove some of the compromises made in the interests of both timely completion of the TROS project and limitations in computer speed at the time of initial model development. The other area of probable disaggregation is that of time. NewMod1 currently uses 5 time slices: before am-peak, am-peak, midday, pm-peak and evening. For the Transims project a finer set of times will enable the modeling of travel activity during the shoulders of the peak, as well as variations within the midday and evening operating conditions. (**Model Improvement & Data Manipulation**).

3. Cooperative work with Los Alamos to carry out model implementation for the Portland metropolitan region. This will be a major task late in the project. (**Model Implementation**).

This project will span at least three fiscal years (1997-1998, 1998-1999 and 1999-2000).

Funding is 100% from a joint federal grant (FTA/FHWA) at present. The total cost is expected to be $1.6 million.

RELATION TO PREVIOUS WORK

Network Data Acquisition: This included: The detailed specification of roads and intersections down to the local level (Tiger file – all roads), with signal timing, lanes and turn lanes specified. The detailed inclusion of all transit service in "real time" not hourly abstractions. The addition of the truck network and commodity flow infrastructure. Completion of a network real-time speed measurement survey.

Model Improvement & Data Manipulation: This work was started, data structure design was completed and the allocation of supporting model data (synthetic households, jobs by SIC, measures of accessibility by travel mode) was allocated to the data structure (street segments) was completed. Model re-estimation was started.

OBJECTIVES

Model Improvement & Data Manipulation: Completion of the revised activity scheduling model is expected in the First Quarter of FY 99, after which it will be integrated with the Transims modules developed at Los Alamos. It is expected that Metro staff and consultants will be involved in this process of integration to develop the complete model structure.

Model Implementation: This task will be started late in this fiscal year. This will also require the purchase of increased computing resources.

Next Year (FY 00)

Model Implementation: The intent is to carry this task to completion during this year with the resulting ability to demonstrate the feasibility of the Transims approach to simulating future travel and air quality.

Funding Flow:

Source: USDOT	FY 98	$339,067
	FY 99:	$585,000
	FY 00:	$675,933
	TOTAL:	$1,600,000

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 143,483	USDOT - Section 5309	$ 585,000
Materials & Services	10,400		
Contractual - Los Alamos	64,800		
- Temporary	150,000		
- Computer Lease	80,000		
Interfund Transfers	47,279		
Computer	89,838		
TOTAL	**$ 585,000**	**TOTAL**	**$ 585,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.777
TOTAL	**1.777**

NEW MODEL

PROGRAM DESCRIPTION

The purpose of the New Model Program is to use survey and land use data to improve or replace current models with ones that offer enhanced explanatory capabilities. This program is very important because results from the travel demand models are used extensively in analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

RELATION TO PREVIOUS WORK

Significant investments have been made in survey data collection for this region. Over the past ten years there have been three revealed preference surveys (two region wide, one corridor specific), three stated preference surveys, and a survey of external travel. The data have been used to make substantial improvements in the modeling capabilities and analytical expertise for the region. Furthermore, the information will continue to be used in the next five to eight years to make further strides.

OBJECTIVES

The New Model Program will focus further improvement of the model over that used for the Traffic Relief Options Study (TROS), that model development effort focused on adult travel, with several compromises of detail in order to meet TROS deadlines. This effort will include travel by children and a complete calibration of the model to a higher level of geographic detail.

Work on these models progressed significantly during 97-98. The data were organized into activity sequences and tours (a tour being defined as the whole journey from home to each activity in turn until the return home). The basic organization was designed to include the decision to pursue an activity in-home. The major advance was to complete the estimation of a daily activity pattern model, which deals with the relationship of the individual tours in time during the day. This will be one of the first models in the country to deal with time of day choice as endogenous to the decision structure. The basic models were estimated for three basic activities -- work/school, household maintenance and discretionary. The models completed so far include primary activity mode and destination choice for all three types, secondary destination choice models for all three and mode and destination for work-based sub-tours (Work-Something-Work). The latter two models were estimated for aggregate trips to save time. They have been applied using pivot-point matching in lieu of secondary calibration.

This project enables the analytical and planning community in this region to allow for the effects of socio-demographic changes (such as two worker household and other household structure effects) and the changing travel environment on journey complexity. In turn this will give a truer depiction of mode choice and the effects of urban design on travel decisions. These models have replaced the previous models, which are trip-based, in planning for the region for the next 1 to 3 years.

The work to carried out in FY 99 will be to complete the original design objectives, by including children, separating work and school as activities to be modeled (a 33% increase in model complexity), possibly modeling week-end travel and allowing mode changes at intermediate stops between the primary activity location and the home. We will also attempt to model these intermediate stop choices as a disaggregate decision using sample enumeration.

PRODUCTS AND TARGETS

- Add a "children" model
- Add school-specific tours
- Disaggregate intermediate stop models
- Allow for mode changes at intermediate stops
- Inclusion of week-end travel
- Calibration of the model elements for application.
- Integration of the elements into a modeling package at Metro.

COMMODITY FLOW

PROGRAM DESCRIPTION

The ability to transport goods is an important component in maintaining a strong regional economy. The focus of the Commodity Flow Study is to improve the region's knowledge base regarding commodities and their transport characteristics. The information obtained and the modeling tools developed in the study will permit analysts to generate quantitative data for use in analysis. Examples of this include future truck flows on roadway segments, delay encountered by trucks at choke points, truck travel times through corridors, etc.

RELATION TO PREVIOUS WORK

The Commodity Flow Study focuses on the 1) quantification of the baseline commodity data (i.e., update of Region 2040 Commodity Flow Report - establish regional control totals for commodities stratified by major STCC groups, identify high volume shipping/receiving firms by commodity type) , 2) collection of origin and destination data, 3) application of a stated preference survey to determine the elasticities for those variables that influence shipping choices, and 4) development of a simulation tool for use in analyzing and estimating commodity movements. In FY 96-97, a consultant contract was initiated to carry out the work activities. An International Advisory Committee, a Regional Advisory Committee, and the Regional Transportation Plan Freight Work Team provide project oversight. This project will continue through January, 1999.

Metro and the Port of Portland share the leadership role in this study. An Intergovernmental Agreement between Metro and the Port was initiated in FY 97 that defined Port work elements in the project.

The Intermodal Management System (IMS) began the foundation for a comprehensive database of intermodal information. This project will complement the IMS database by providing a source for truck flow information (e.g., existing and future truck volumes, truck vehicle miles traveled, and delay).

OBJECTIVES

The information gathered and produced by the Commodity Flow Project will enable analysts to 1) identify current problem areas, 2) anticipate future problem areas, 3) generate viable solutions and improvements, and 4) evaluate the effectiveness of potential improvements. The tools built during the study will be used to provide information to policy makers to help make sound decisions in prioritizing freight improvements. For example, truck flows will be simulated for current and future conditions, and areas of congestion and delay will be identified. Roadway improvement projects can then be tested for effectiveness by seeing how the truck flows react under different circumstances.

The FY 98-99 work elements defined in the Commodity Flow Study will focus on origin/destination surveys at freight terminals, intermodal sites, port terminals, and other relevant locations. In addition, surveys that focus on shipment decisions will be conducted. During this time period, final decisions will be made regarding a model design that can accurately replicate today's truck flows and be used for making future projections.

It is important to understand the commodity characteristics of the region. Each commodity has its own flow characteristics (e.g., frequency of delivery, type of carrier, sensitivity to shipment time, etc.). Knowledge of these characteristics can be used to better understand how impairments to mobility would affect the transport of goods.

PRODUCTS AND TARGETS

- Collection and analysis of commodity origin and destination data.
- Administer surveys that focus on issues that influence shipping decisions.
- Development of a simulation tool for use in analyzing and estimating commodity movements.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 280,378	FY 99 PL	$ 262,170
Materials & Services	25,000	FY 99 Section 5303	15,000
Contractual - ICF Kaiser	100,000	FY 99 Metro STP/ODOT Match	79,293
Contractual - Expert Panel	10,000	FY 99 ODOT Supplement	63,000
Interfund Transfers	96,692	FY 98 STP	26,430
Computer	96,930	FY 99 Tri-Met	30,000
		Metro	108,107
		Other	25,000
TOTAL	**$ 609,000**	**TOTAL**	**$ 609,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.587
TOTAL	**3.587**

TRANSPORTATION SYSTEM MONITORING

PROGRAM DESCRIPTION

The Transportation System Monitoring Program identifies work tasks necessary to "benchmark" characteristics of the transportation system. Factors that influence travel choices are also observed. Through monitoring, Metro can access data that indicates the degree of mobility and accessibility for personal and freight travel.

RELATION TO PREVIOUS WORK

The purpose of the Transportation System Monitoring Program is to establish and maintain an inventory of transportation related data. Established in 1989, the data from the program is updated on a regular basis. The Intermodal Surface Transportation Efficiency Act, the Clean Air Act Amendment, and the Oregon Transportation Planning Rule make this program essential to monitor transportation system performance.

Each year data is gathered so that the state of the transportation system can be defined and evaluated. The data provides information necessary to benchmark the transportation system. Information regarding travel costs, traffic counts (automobile 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.

The products from the Monitoring Program include: 1) a summary of trends for transit fares, auto operating costs, parking costs, auto and truck usage, and transit patronage, 2) the calculation of the benchmark indicators required by the Regional Transportation Plan and, 3) the administration of the regional count program.

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

The Transportation System Monitoring Program is on-going. In past years, data has been tabulated and recorded in summary documents. This work program calls for more attention to be placed on assessing the data and understanding what it means. Furthermore, better methods of data dissemination to the regional jurisdictions and other interested parties will be developed.

OBJECTIVES

The collection of this data is essential for tracking the performance of the transportation system. The system characteristics indicate how easily people are able to move around, the current conditions for goods movement, and the locations for potential air quality problems.

PRODUCTS AND TARGETS

- Continue to summarize transportation related data for use in assessing system performance and monitoring system trends.

- Calculate benchmark indicators required by the Regional Transportation Plan.
- Continue the administration of the regional count program. This element ensures that proper inputs are available for the VMT estimation process and that quality vehicle classification count data is available for model validation.

- Establish improved methods for data dissemination.

MODEL REFINEMENT

PROGRAM DESCRIPTION

The Model Refinement Program defines the areas where updates and improvements are needed in the travel demand model. This area of work is important because the demand model is used in transportation studies that investigate air quality, travel accessibility, and freight mobility.

RELATION TO PREVIOUS WORK

It is important to keep the travel demand forecasting model current because results from the model 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, Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

The program focuses on three areas of on-going refinement. First, the inputs to the travel demand forecasting model are continually refined and updated as necessary to maintain accuracy. Second, the syntax of the model code is adapted, when appropriate, to improve the computational efficiency. Third, up-to-date short and long range travel forecasts are maintained which reflect the changes in household and employment assumptions, projected highway and transit investments, and socioeconomic conditions.

The products of the Model Refinement Program include updated travel characteristics at special trip generator locations, refined simulation networks and demand model inputs, adaptation of model syntax to changing needs and conditions, and the investigation and promotion of transportation planning software and GIS data sharing capabilities.

All agencies and projects that require the use of travel demand forecasting services benefit from the Model Refinement Program. Current clients include Metro (South/North EIS, Regional Transportation Plan, Region 2040), regional agencies (Oregon Department of Transportation, Tri-Met, Department of Environmental Quality), and governments (cities and counties in this region).

The Model Refinement Program is on-going. No significant changes from last year are in the FY 98-99 scope.

OBJECTIVES

The program area links with the Metro mission and value statement in that the modeling tool is used extensively in studies that investigate air quality, travel accessibility, and freight mobility.

PRODUCTS AND TARGETS

- Continue on-going effort to investigate travel characteristics at special trip generator locations (i.e., shopping centers, the Washington Park Zoo, OMSI, colleges and universities, the Portland International Airport, and the Swan Island area).

- Update computer simulation networks, demand model inputs, and trip tables to ensure accuracy and consistency with plans and policies.
- Adapt the model code to changing needs and conditions.

- Take advantage of software enhancements to produce a higher degree of data sharing between the EMME/2 (travel demand forecasting) and Arc/Info (GIS) software packages.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 229,699	FY 99 PL	$ 38,000
Materials & Services	350	FY 99 Section 5303	25,000
Contractual - Speed Survey	80,000	FY 99 Metro STP/ODOT Match	163,870
Interfund Transfers	79,444	FY 99 ODOT Supplement	30,000
Computer	40,007	FY 99 Tri-Met	30,000
		FY 98 STP/ODOT Match	31,717
		Metro	50,913
		Other	60,000
TOTAL	**$ 429,500**	**TOTAL**	**$ 429,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.282
TOTAL	**3.282**

PROGRAM DESCRIPTION

The purpose of the Technical Assistance Program is to provide 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 in terms of staff support, computer usage, and training. A budget allocation is developed that defines the amount of assistance to be provided to each jurisdiction.

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

ODOT, Tri-Met, Multnomah County, Clackamas County, Washington County, the City of Portland, and the City of Gresham have modem connections to the transportation planning EMME/2 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 on a dollar per CPU second basis.

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

RELATION TO PREVIOUS WORK

The Technical Assistance Program is on-going. No significant changes from last year are in the FY 98-99 scope.

OBJECTIVES

This program is relevant to the Metro mission because it assists the jurisdictions in defining projects that 1) improve the ability to get around in the region easily and 2) potentially improve the mobility of freight, an important aspect in the regional economy.

PRODUCTS AND TARGETS

- Provide travel forecasting assistance to ODOT, Tri-Met, the Port of Portland, and cities and counties of this region in terms of 1) staff support, 2) access to the EMME/2 Transportation Planning Software via modem connections, and 3) training on the topics of software use and demand modeling theory.

- Provide technical assistance based on the following budget allocation:

JURISDICTION	BUDGET
City of Portland	$ 22,005
Washington County	21,999
Clackamas County	21,999
ODOT	22,000
Port of Portland	13,430
City of Gresham	10,914
Multnomah County	10,951
Tri- Met	22,000
Sales	7,000
RTC	4,000
Clark County	3,000

- Provide expense reports to each jurisdiction at least quarterly..

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 98,605	FY 99 Metro STP/ODOT Match	$ 96,098
Materials & Services	0	FY 99 ODOT Supplement	22,000
Interfund Transfers	26,849	FY 99 Tri-Met	10,000
Computer	27,846	Interfund Transfer	6,000
		Metro	14,000
		Other	5,202
TOTAL	**$ 153,300**	**TOTAL**	**$ 153,300**

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.204
TOTAL	**1.204**

PROGRAM DESCRIPTION

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), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

RELATION TO PREVIOUS WORK

Ensure compliance with all federal requirements for receipt of grants. 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, MPAC, TPAC and subcommittees to ensure coordination between state, regional and local transportation plans and priorities.

OBJECTIVES

- FY 99 UWP
- Management of department budget, staff time and products;
- Required documentation to FHWA and FTA such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execution and monitoring of various pass-through agreements;
- Periodic review with FHWA and FTA on UWP progress.

PRODUCTS AND TARGETS

- Budget Adoption (June); UWP Adoption (March)
- Grant Approvals (June and December)
- Contract Approvals (As Needed)
- Federal Certification (Annual)
- Progress Reports for Council and Federal Agencies (Quarterly)
- Tri-Annual Title VI Certification (September)

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 349,556	99 PL	$ 41,000
Materials & Services	35,162	99 Section 5303	28,487
Capital Outlay	13,850	Misc.	8,000
Interfund Transfers	118,507	Metro	439,588
TOTAL	**$ 517,075**	**TOTAL**	**$ 517,075**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.41
TOTAL	**4.41**

PROGRAM DESCRIPTION

MILT, Metro's InfoMobile, began its service in the community on July 29, 1997. During its initial 2 1/2 month introductory period it made 50 scheduled appearances at Fred Meyer stores and community events and activities throughout the region. Nearly 8,500 people visited MILT at these sites. This new mobile, interactive public information tool enabled us to reach a broader more diverse audience than ever before. For the first time, citizens from throughout the Metro area had an opportunity to learn more about the many transportation programs and projects, issues and concerns facing the region in one concentrated setting. Parents and children were seen using the InfoMobile to discuss issues regarding our future livability, congestion, the growth and popularity of our region. MILT provided a lively backdrop and focal point to discuss Metro's region wide transportation and growth management activities as well as related activities both at Metro and other agencies.

RELATION TO PREVIOUS WORK

MILT is a program element with intergovernmental agreements that carry over into FY 98-99. After a brief October 97 through May 98 hiatus, when the multi-media program and interactive displays will be updated, MILT will resume scheduled public appearances through September and early October 98.

OBJECTIVES

If approved, MILT will be retooled, upgraded and improved during the FY 98-99 winter months and rescheduled for Spring/Summer 99 appearances. MILT responds to a number of Metro Public Outreach objectives including:

- It greatly expands our ability to reach into the community, particularly into areas where outreach has been difficult or where specific programs have a greater potential for impact.
- It enables us to seek comments on specific programs that can be shared with decision makers prior to the formulation of recommendations.
- It continues to provide a comprehensive illustration of the many issues and opportunities for choosing different types of transportation as we move around the region.
- It enables us to augment our communication/outreach efforts to ensure that we are speaking to a broad, diverse audience including school age children, parents, employees, employers, commuters, non-English speaking members of our community, elder citizens and even the ever growing number of visitors to our region.
- It is attractive to children and a growing, more technologically oriented community.
- It continues to provide opportunities for public/private partnerships (advertising/promotion, IGA's with Tri-Met and PSU) and initial joint classroom appearances with area wide schools.

- It allows for greater utilization of Metro community presence, enhancing the public involvement investment without significant increase to staff FTE.

Due to the limited amount of time that people have in their daily lives, we found that moderately paced, recreational activities, such as the Blue Lake Concerts, Farmer's Markets, and other more discretionary type activities work best for visiting MILT. Hence, the goal during this next phase of MILT is to identify more of these recreational type activities where MILT can be scheduled and to combine these activities with an initial possible school program using the existing PSU interns . Multi-day venues will also be sought as these allow for greater return visitation and easier promotion, scheduling and staffing.

PRODUCTS AND TARGETS

- Have interactive displays, Q & A panels and multi-media program fully updated with more visuals, maps, video and narration.
- Be scheduled nearly every week-end during the Summer 98 and Spring 99 periods with 1-3 events during the weekdays at schools and other appropriate community events.
- Have renegotiated IGA's with Tri-Met and PSU and cooperative advertising agreement with appropriate private retailer or media enterprise.
- Have increased presence in the community providing enhanced mailing lists for all related projects and valuable insight and information into specific Metro programs and activities.
- Have more positive image in the community with an introductory joint school program, seeking interaction on the part of some 9-10th grade school children, school teachers and officials, parents and other affiliated guardians.
- Have more outreach into the community with PSU interns using the MILT multi-media program and literature at employer sites, in the classroom or at other locations not easily accessed by MILT.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 58,768	South/North HCT Grant	$ 51,350
Materials & Services	15,400	Metro	106,752
Contractual	60,900		
Capital Outlay	5,000		
Interfund Transfers	18,934		
TOTAL	**$ 158,102**	**TOTAL**	**$ 158,102**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.773
TOTAL	**.773**

PROGRAM DESCRIPTION

The High Capacity Transit (HCT) Program is responsible for completion of project planning for major fixed guideway transit facilities in the Region, from systems planning, through the Major Investment Study (MIS) process, to the completion of the federal environmental process, Preliminary Engineering (PE) and adoption of a project financing plan. The HCT Program at Metro works closely with Tri-Met, ODOT and local jurisdictions in HCT studies.

RELATION TO PREVIOUS WORK

Currently, the HCT Program includes one fixed guideway study: the South/North Transit Corridor Study. The South/North Study was initiated in mid-1993 following completion of the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analyses. The Federal Transit Administration (FTA) authorized preparation of a Draft Environmental Impact Statement (DEIS) for the South/North Corridor in October 1993. Following the Scoping Process that concluded in December 1993, the Study initiated and completed Tier I (in December 1994) with the selection of the Length (terminus) and Alignment (routing) Alternatives to be studied further within the DEIS. Tier I also concluded with the adoption of light rail as the locally preferred alternative (LPA), the intent to perform planning activities on a potential extension of high capacity transit to Oregon City and subsequent inclusion of light rail in the South/North Corridor as the LPA through amendments to Metro's and the Southwest Washington Regional Transportation Council's Region Transportation Plans. Metro concluded the federal MIS process in November 1995 with the adoption of the *South/North MIS Final Report*. In December 1995, the Study adopted the set of design options and the downtown Portland alignment alternatives to be studied further within the DEIS. In April 1996, the FTA approved the *South/North MIS Final Report* and authorized the project to advance into PE concurrent with the preparation of the DEIS. In May 1997, Metro completed the cost-cutting process that concluded by reducing the project's estimated costs by approximately one-third. The DEIS will be published in early 1998 and a Locally Preferred Strategy (LPS) will be selected in spring/summer 1998. Metro Council will also adopt a Land Use Final Order (LUFO) in the spring/summer of 1998. Immediately following the adoption of the LPS and LUFO work will be initiated on the FEIS, PE and Oregon City extension planning activities.

OBJECTIVES

The focus of the South/North Corridor Study in FY 98-99 will be the publication of the South/North FEIS and completion of PE. Metro and Tri-Met will work with FTA on the issuance of a Record of Decision and execution of a full funding grant agreement. Metro will also lead planning activities to select a priority corridor for the potential extension of high capacity transit to Oregon City.

Services, Products and Activities Provided by the Program

The Program is generally subject to the federal intermodal surface transportation funding schedule which authorizes federal funding match to new start rail programs approximately every five to six years, with annual appropriations. The Region has proposed approximately 50% federal funding for the Project. In addition, the Program provides for the required environmental process and documentation needed to qualify for federal funding. The Program

also provides the federal, state and local project and land use decision-making process for the South/North project.

Customers, Clientele and Target Groups

The federal environmental process and federal, state and local transportation and land use decision-making provides the clientele for the Program. The Program's clientele includes the general public (which is involved in the process through an early, continuing and pro-active public involvement program), local jurisdictions (through participation in technical, project management and decision-making committees) and the federal and state governments (which are provided the environmental process and documentation needed to approve a variety of federal and state permits and the federal record of decision).

PRODUCTS AND TARGETS

- Completion of the technical analysis for the FEIS and documentation of that analysis in a variety of Results Reports and Mitigation Plans;
- Publication of the South/North FEIS in the *Federal Register*;
- Issuance of a Record of Decision by FTA;
- Continued implementation of a pro-active public involvement program;
- Initiate negotiations of a full-funding grant agreement;
- Initiate final design; and
- Selection of priority corridor for extension of High Capacity Transit to Oregon City.

During this period the public involvement program will concentrate on publication of the FEIS and providing the public with the opportunity to participate in the adoption of Mitigation Plans and completion of Preliminary Engineering. Activities will include distribution of the *South/North News* (summarizing the FEIS results), and focused public involvement efforts supporting the preparation of Mitigation Plans and the FEIS.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 1,412,847	97 FTA (Section 5309) OR-03-0066	$ 3,502,560
Materials & Services	19,327	96 FTA 103 e (4) OR-29-9023	300,000
Contractual - Parametrics	1,000,000	Excise Tax	8,000
- Larkin Group	200,000	Tri-Met Local Match	475,320
- Station Area Planning	100,000	Tri-Met/Westside-Hillsboro	11,000
- Printing	210,000	Clackamas County Local Match	475,320
- IGA's	1,026,209		
- Printing/Typesetting	263,000		
Interfund Transfers	482,984		
Computer	57,834		
TOTAL	**$ 4,772,201**	**TOTAL**	**$ 4,772,201**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	21.414
TOTAL	**21.414**

PROGRAM DESCRIPTION

The purpose of the TOD Implementation Program is to operate a development program to ensure that some regionally significant Transit Oriented Development (TOD) demonstration projects are undertaken and that joint development tools are in place to help the region meet it's growth management objectives. The program causes construction by the private sector of high-density housing and mixed-use projects that encourage increased transit use. These projects, located at light rail stations, are constructed with a strong pedestrian environment by including street and sidewalk amenities, plazas, promenades, and building massing and orientation that reinforce the street level activity. These public-private partnerships utilize Development Agreements for sale or lease of TOD sites and Financial Participation Agreements for eligible site preparation and site improvements as other federal grant funds for these purposes become available. Land sale proceeds return to the Program for use in other TOD projects. Oregon Transportation Infrastructure Bank funds may be used to further leverage of the Program's influence.

Program responsibilities also include participation in the Department of Environmental Quality's (DEQ) Congestion Mitigation Air Quality (CMAQ) TOD program. Portland Development Commission (PDC) has been administering this program since 1995 under contract to DEQ, and recommended transferring program administration to Metro. Consolidating the administration of these two programs is logical due to their similar focus and structure, and to the fact that many CMAQ TOD projects are outside of PDC's areas.

RELATION TO PREVIOUS WORK

- Receipt of Capital grant approval from FTA to operate a TOD program;
- Receipt of National Environmental Protection Act (NEPA) compliance certification;
- Completion of a TOD apartment project that demonstrates a high-density building system and TOD design principles appropriate for suburban station areas. (The project was completed using CMAQ TOD funds and a Development Agreement);
- Establishing administrative and project management mechanisms necessary to operate the program within Metro procedures;
- Approval for program income and income from excess light rail right-of-way sales to be deposited into a revolving fund for use on other TOD's. (Metro was the first in the United States to use this newly created opportunity within the "Exemption from the Common Grant Rule");
- Gaining the confidence of the private sector so they will become a Metro partner;
- Soliciting and selecting a first round of potential projects;
- Providing technical assistance to other TOD projects;
- Distribution of detailed analysis of successful TOD projects that have been completed to date (case studies);
- Establishing a partnership with the Oregon Transportation Infrastructure Bank.

OBJECTIVES/PRODUCTS AND TARGETS

- Facilitating and managing construction of the first round of projects;

- Establishing site improvements funding mechanisms for TOD projects;
- Partnering with other public agencies with financial resources to increase the leverage of the limited TOD funds;
- Securing additional funding sufficient for a large scale TOD demonstration project;
- Continuing analysis of successful TOD projects with case studies;
- Successfully using second generation funds.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 168,903	97 FTA (Section 5307) OR-90-X070	1,959,060
Materials & Services	20,000	97 FTA (Section 5307) OR-90-X073	15,000
Contractual - Appraisals	20,000		
Contractual - Feasibility Study	15,000		
Contractual - Master Plan	10,000		
Contractual - Environmental Assessment	12,000		
Contractual - Technical Studies	15,000		
Contractual - Development Services	20,000		
Capital Projects	2,066,400	Metro	431,340
Interfund Transfers	57,897		
TOTAL	**$ 2,405,400**	**TOTAL**	**$ 2,405,400**

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.425
TOTAL	**2.425**

PROGRAM DESCRIPTION

The Regional Land Information System (RLIS) is a computer mapping system which provides 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 Data Resource Center as a source of information of the Portland area land, population and economy.

RLIS is an invaluable tool because of its analytical capabilities in a broad range of applications. RLIS and its data and maps represent a seamless coverage across the entire Metro region, thus eliminating problems arising from data gaps and overlaps at city and county boundaries.

OBJECTIVES

The RLIS database is constantly improved and updated. A high priority FY 98-99 is developing more precise parcel level information (Master Address File) and providing regional support for measuring and monitoring the performance of the region's economy and land use (Building Permit Project). Another priority for Growth Management Services will be developing a performance measure program enabling us to measure and monitor key economic, demographic, and land use indicators. These indicators will help administer the Urban Growth Boundary. The DRC will play a major role in the Performance Measure Program.

PROJECTS AND TARGETS

- Provide quality GIS products and services to Metro programs, subscribing jurisdictions, Tri-Met, ODOT and Storefront customers (private sector businesses and the general public).
- Migrate RLIS UNIX applications to PC-Windows to empower desktop users with the data they need.
- Strengthen community (public and private) awareness of RLIS products and services.
- Develop Metro Intranet and Internet applications to provide access to a new "electronic" RLIS Storefront".
- Continually improve the RLIS database for greater accuracy, utility and reliability of the system.
- Complete initial Master Address File and a routine for updating this file on a regular maintenance schedule.
- Provide timely information for meeting Performance Measurement requirements.
- Integrate the databases of region's permit issuing jurisdictions and county assessor's database with Metro's RLIS database.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 474,429	ODOT 99 PL	$ 73,030
Materials & Services	259,825	ODOT 99 Section 5303	63,732
Interfund Transfers	154,588	ODOT 99 Supplemental	15,000
		Tri-Met	37,500
		Metro	699,580
TOTAL	**$ 888,842**	**TOTAL**	**$ 888,842**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	7.13
TOTAL	**7.13**

WEST HAYDEN TRANSPORTATION STUDY WORK PROGRAM

The Port of Portland is developing a Master Plan for the development of West Hayden Island as a future marine terminal. The overall study effort will develop both land use and transportation access alternatives. While there is a freight and rail component for the movement of goods to and from the island, the Port foresees the likely need for construction of a new bridge specifically to serve this area, and they may eventually be seeking federal funds. For this reason, this project has been studied as a MIS.

The work scope was divided into five major elements: 1) inventory; 2) development parameters; 3) schematic alternatives; 4) alternatives refinement; and 5) development plan. The Port of Portland hired a consultant to assist with these tasks associated with the development of the Master Plan for West Hayden Island. Following selection of the preferred alternative, begin the EIS development for a West Hayden Island bridge connector and other ancillary improvements.

SUNRISE CORRIDOR

ODOT is preparing the MIS for unit 1 and expects to be completed by spring 1998. The FEIS for unit 1 will be conducted in FY 98-99. A FEIS is not being done on unit 2 since the selection was only a corridor level decision. Additional environmental work will be done when this phase is constructed. ODOT is also working on a construction phasing plan for unit 1.

TUALATIN EXPRESSWAY PILOT PROJECT

Recommendations and findings of the Western Bypass Study were adopted by Metro into the Regional Transportation Plan late in FY 96-97. ODOT and Washington County are developing a scope of work for FY 98-99 on the design level analysis of the 99W to I-5 Connector project that resulted from the Study. The analysis will define the alignment and design for the potential toll-road facility.

MOUNT HOOD PARKWAY

ODOT will complete and forward for Metro action a set of recommendations and findings resulting from the study MIS report. Metro will review the recommendations and incorporate appropriate projects and actions into the Regional Transportation Plan. ODOT, Metro, and local jurisdictions will then develop a strategy for moving priority recommendations into project development activities.

*Also see South Willamette Crossing and Highway 217 Corridor

MILWAUKIE - MCLOUGHLIN BOULEVARD (ORE 99E) FEASIBILITY STUDY

Review design options for improvements to a .5 mile segment of McLoughlin Boulevard in downtown Milwaukie; part of the integrated Milwaukie Regional Center Arterial/Street Improvement Program. The initial improvement draft was completed in January, 1997. Final design selection was in March, 1997. The Regional Center Master Plan is scheduled for completion in August, 1997.

Federal Share:	$100,000 STP
Total:	$125.000

WASHINGTON COUNTY - INTERURBAN (COMMUTER) RAIL PROJECT

Washington County and ODOT are leading a study of the costs, benefits, environmental issues and funding options of commuter rail service in Southeast Washington County. The service would use the existing rail line which runs between Wilsonville and Beaverton. The study builds upon a previously completed feasibility analysis which projected rail ridership and evaluated institutional constraints. This previous study concluded that no fatal flaws exist which would prevent service along this line. Other partners in the study are the cities of Beaverton, Tigard, Tualatin, Sherwood and Wilsonville along with Tri-Met and ODOT. The current study will extend through 1998.

TRI-MET - TRANSIT CHOICES FOR LIVABILITY (TCL)

TCL is a multifaceted planning and outreach program focusing on strategies to improve transit service to help implement the Region 2040 Growth Concept. Tri-Met is actively involving citizens in designing new ways of providing service and new solutions tailored to the localized needs of individual communities. Those strategies will be integrated into a ten year *"Transit Livability Strategy for the Portland Region."*

TCL is guided by a 30+ member Regional Advisory Committee (RAC) consisting of key elected officials, business and community leaders. The Committee has sponsored a series of community workshops in six regional clusters. The basic question being asked is: *How should transit service in your community be expanded to meet your community's vision for how it wants to grow?*

Increasingly the question being asked by suburban local governments is – 'if we change our plans to comply with Region 2040 and the TPR and become more dependant on transit – will the transit service be there to support us?' TCL is intended to answer that question.

Tri-Met has received $90,000 in TGM funding for TCL. Tri-Met will provide more than 70% of the funding for TCL Phase Two.

RELATIONSHIP TO PREVIOUS WORK

In September 1996, Tri-Met launched Phase One of TCL focusing on the regional centers of Hillsboro, Gresham, Beaverton, and Oregon City. The RAC completed their work in January 1997 and forwarded six key recommendations to the Tri-Met Board:

1. Launch Phase Two of Transit Choices for Livability
2. Use Transit Choices Sketch Plans as the Framework for Service Decisions
3. Develop Pilot Projects to begin Implementation of Sketch Plans
4. Cultivate Partnerships with Employers and Local Jurisdictions
5. Provide for Community Leadership, Education and Direction
6. Establish a "Transit Livability Fund" for Transit Choice Implementation

Tri-Met is moving forward to implement each of those recommendations. The Tri-Met Board formally endorsed the report and approved $2 million to operate Pilot Community Transit Projects in Beaverton, Hillsboro, Gresham and Oregon City. Following an extensive community process to select the routes those projects started operating in September 1997. Phase One included $173,000 of Regional STP funds.

PROJECT OBJECTIVES

Actively involve citizens in the preparation of *a "Transit Livability Strategy for the Portland Region"* which incorporates new ways of providing service to help implement the Region 2040 Growth Concept and is tailored to the localized needs of individual communities. TCL will prepare recommendations for amendments to the RTP and local TSP's. The strategy to be presented to the Tri-Met Board for adoption will consist of:

1. A ten-year action plan for service, capital and marketing investments;
2. Identification of a new revenue strategy to implement the plan; and
3. Identification of organizational options to carry out of the plan.

EXPENDITURES

TGM Funds	$90,000
Tri-Met General Funds	$287,500
TOTAL:	$377,500

TRI-MET - REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM

CMAQ Funds - June 1998 - July 1999

DESCRIPTION

The Congestion Mitigation Air Quality (CMAQ) funds for Tri-Met's regional Transportation Demand Management (TDM) Program will be used to continue supporting employers throughout the region regarding compliance with the Employee Commute Option (ECO) Rule and to expand Partnership Programs at major worksites in the region.

Specific program elements funding include:

1. Partnership opportunities that leverage private funding with public dollars;
2. Employer compliance assistance for the ECO rule;
3. Research and development of new and/or improved access to alternative transportation options; and,
4. Welfare-to-Work

RELATIONSHIP TO PREVIOUS WORK

Tri-Met's CMAQ efforts have focused on expanding outreach programs into suburban locations, including providing and promoting carpool/vanpool services, TDM support services, and Transportation Management Association (TMA) assistance programs.

This past year limited stop am/pm peak transit service to the Lloyd District employment center was implemented (similar to the successful service implemented two years ago to the Marquam Hill area); developed and implemented a substantially subsidized employer annual transit pass program; and are currently in the process of expanding the year-old vanpool demonstration program to incorporate a larger subsidy allowance and more closely integrate the program with Tri-Met's other services. This expanded vanpool demonstration program will be implemented this summer.

CMAQ funds will continue to be supplemented with other regional sources including Tri-Met General Fund dollars and State Transportation funds.

OBJECTIVES

Public/Private Efforts

The regional TDM Program has effectively leveraged over $3 million a year from employers for employee alternative transportation subsidies. These dollars have worked to provide comprehensive employee transportation programs at a wide variety of businesses and worksites.

A major goal for the TDM Program expansion will be to continue this type of public/private effort with the planning and implementation of new programs and services. Partnership efforts funds have demonstrated that working together, public and private sector dollars and input can create more efficient, cost-effective transportation programs at employment centers.

The focus of future public/private efforts will be to mitigate the duplication of TDM programs and services, enhance available services and continue to involve the private sector in the responsibility of reducing vehicle miles traveled (VMT) to the worksite. Partnerships have become a way to motivate private interests to enhance transportation demand management strategies. New partnership areas to be pursued include privately funded community shuttles and targeted marketing or educational materials.

Employer Compliance Assistance

The regional TDM Program, housed at Tri-Met, has been key to the implementation of the ECO Rule. CMAQ funds were used to provide technical expertise on ECO rule development and to assist employers with ECO Rule compliance. CMAQ funds will continue these efforts by enhancing technical services and outreach efforts to employers. Tri-Met has used available resources to provide services to 40% of all ECO affected employers. These efforts will be continued and expanded to assist employers with ECO plan maintenance and plan updates and improvements.

Tri-Met recognizes its continuing role in ECO implementation and compliance, and will continue to focus on developing in public/private partnerships and TDM research and development to enhance available program options to employer worksites. Further, Tri-Met will be developing new marketing and educational efforts that target the employee and their mode choice decisions. The purpose of this marketing will be to educate employees on how their travel decisions affect regional air quality, land use planning, and improvements to the transportation network.

Alternative Transportation Demand Management Research and Development

CMAQ funds were used to design new alternative transportation options, fund initial technical assistance and provide marketing support for new options. Funds will allow us to continue these efforts, providing additional resources to explore a variety of new innovative alternative transportation options.

Some specific types of innovative options to be considered will include electric station cars at a Westside LRT station (one example of this kind of project is a CMAQ funded effort in the El Cerrito BART station car program in the San Francisco Bay area); a shared ride taxi program to connect a small community with the regional transit network; and private community shuttles with connections to the regional transit network.

Welfare-To-Work

The Tri-Met outreach staff have been trained to work with employers requesting assistance on transportation issues relating to welfare to work issues. In addition, Tri-Met staff is working with the Housing Authority of Portland, Volunteer Transportation Incorporated and Oregon Health and Human Services division to apply for grant funding that can be used to specifically target the needs of low-income individuals living in public housing.

Compliance with Congestion Mitigation and Air Quality Program Objective

Tri-Met is actively working to provide more detailed information on program impacts, including VMT reduction. This information should be available next year. However, the existing information indicates that an extensive TDM program has long-term potential for reduction of air pollution. The Oregon Department of Transportation 1990 traffic volume analysis projects a five percentage point reduction is single occupant vehicles. This translates into a VMT reduction of 14,578 miles per day.

Products

- New Employer Services and Programs
- Employer ECO Transportation Compliance Outreach Activities
- ECO Baseline and Follow-up Survey Results
- Employer/Employee Specific Marketing Materials

BUDGET

The CMAQ and STP assistance for transportation demand management, combined with Tri-Met general fund monies makes up the budget for the TDM work program. Elements of the work program and their respective funding sources are shown below.

Line Item	CMAQ	TRI-MET
Program Manager		$96,000
Rideshare Specialist	$55,000	
TDM Planner		$70,000
Outreach Representatives	$100,000	$100,000
Employer Materials	$10,000	
Emergency Ride Home	$10,000	
Vanpool Program	$150,000 (*)	$50,000
Staff Development		$20,000
ECO Surveys	$70,000	
Evaluation Staff	$100,000	
Totals	**$495,000**	**$336,000**

(*) This includes a $50,000.00 grant from ODOT for vanpools.

PORTLAND - CENTRAL CITY STREETCAR

Conduct final engineering for a streetcar line running from Northwest Portland to Portland State University via the River District and Downtown. Construction funding will come from a mix of local sources, including a Local Improvement District and city bonds.

PORTLAND - SOUTH PORTLAND CIRCULATION STUDY

Complete analysis of circulation options and recommended an option for the west end of the Ross Island Bridge/SW Naito/Barbur Blvd. Area. The project goals are to improve travel and safety and create redevelopment opportunities in the Lair Hill and North Macadam areas.

Federal Share: $120,000 STP – (Obligated 1977 - FHWA)
Total: $150,000

PORT OF PORTLAND LAND USE/TRANSPORTATION PLANNING EFFORTS

WEST HAYDEN ISLAND DEVELOPMENT PROGRAM

An environmental, land use and infrastructure planning process is proceeding to allow development of 650 acres of property in the Columbia River to accommodate future marine cargo facility operations. The land use process to provide for annexation to City of Portland will be coordinated with an environmental impact process examining issues of marine facility development and infrastructure needs.

PDX MASTERPLAN

A planning effort to examine terminal development alternatives and access to accommodate future passenger and air cargo growth in 20 and 30 years. A key element of the masterplan includes examination of different access options to meet alternative terminal configurations.

PORTLAND INTERNATIONAL AIRPORT LIGHT RAIL PROJECT (LRT to PDX)

This is a planning and development project to build light rail to Portland International Airport. It is an extension of the region's light rail system from the Gateway station to the airport. The alignment is in the I-205 right-of-way from Gateway to airport property. It then will cross through commercial property of Portland International Center and move into the Airport Way right-of-way just east of 82nd Avenue. The alignment proceeds along the south side of Airport Way to its terminus with the southside of the airport terminal building. This is a public private partnership sponsored by the Port of Portland and Bechtel Corporation with assistance from Tri-Met, the City of Portland, Metro, and other local agencies.

A regional decision on this project is expected the fall of 1998. If permitting and regulatory requirements are met, and local jurisdictions and Metro approve, final design and construction would start early in 1999. With current schedule forecasts, the line could begin revenue service in late summer of 2001.

DEQ - EMPLOYEE COMMUTE OPTIONS PROGRAM

In fiscal year 98-99, activities in the ECO Program will include compliance work and technical assistance. Emphasis will be on continuing implementation of trip reduction efforts to maintain progress toward trip reduction goals. Annual employee surveys are required of employers to measure progress toward their trip reduction goal. Employers are working toward reducing auto trips to their work sties by ten percent by the following fiscal year 99-2000. This work will be funded in part through vehicle inspection fees and in part by the Department's EPA base grant.

SPR PROGRAM DESCRIPTION

1. Prepare corridor studies on state facilities, including adoption of new corridor LOS standards.
2. Support RTP Update, including subarea analyses (e.g., South Willamette River Bridge Crossing, modal studies, demand management, transportation system monitoring, and analysis of travel behavior.
3. Support Metro Transportation/Land Use Integration efforts (e.g., 2040, TPR, and TSAP).
4. Ensure the OTP, Oregon Benchmarks, TPR, and corridor planning are integrated into the RTP and local land use transportation system planning.
5. Support regional HCT and commuter rail studies.
6. Coordinate Metro and State TIP development.
7. Support the analysis of alternative funding options (e.g., highway tolls and congestion pricing), and innovative public/private financing including the Tualatin Expressway Toll Road Pilot Project development.
8. Identify innovate HOV, freight and transit-supportive capital improvements for the state highway system.
9. Participate in regional air quality planning
10. Perform local land use development and traffic impact review.
11. Develop "Green Corridor" implementation strategy.
12. Continue jurisdictional highway rationalization and National Highway System and RTP Roadway Systems definition.
13. Develop new or refine existing investment analysis procedures to assist future urban transportation planning and investment decision-making.
14. Perform reconnaissance-level study of I-5 corridor and related river crossing, port access, and truck circulation issues.
15. Increase transportation model development activities.
16. State Infrastructure Bank development.
17. Support Willamette Valley Forum.
18. Develop and assess traffic analysis methodologies to assess the impact of mixed-use development on the roadway system.
19. Develop innovative value capture (e.g., system development charges, urban renewal) mechanisms for funding state highway improvements.

REVENUE

99-SPR	$440,000

99uwp
02/19/98

FY99 UNIFIED WORK PROGRAM FUNDING SUMMARY

										CARRYOVER													
	99PL* ODOT (1)	Proposed 6 mo PL Budget	99 Sec5303* 80X007	99 Metro STP* 33C	ODOT Mtch	99 ODOT Supplemt	99 Lcl TriMet	98Metro STP* 33c	98 98ODOT Mtch	98 Sec5303 80x006*	97 STP 33c*	97 ODOT mtch	FTA-S/N 97Sec5309 03-0066*	97S/N TriMet	96MetroSTP w/ODOTMtch 33C*	96FHWA* Pilot CgstnPric	FTA-S/N 96(e)4 29-9023*	FTA-TOD 97Sec5307 90-x070*	FTA-TOD 97Sec5303 90-x073*	USDOT Sec5309* TMIP	Other Federal Grants	98 SPR	Local Match	TOTAL
METRO																								
RTP Update/Refinement	231,000	231,000	29,000	204,104	11,680		37,500	40,000	2,289	15,000													77,427	648,000
Commercial Transportation Study	35,000	12,492				15,000																	70,000	120,000
Trans Imprv Program	70,000	24,983	15,000	10,000	572	45,000	45,000	30,000	1,717	15,000													40,711	273,000
RTP Financing	23,000	23,000		40,000	2,289																		27,711	93,000
Local Plan Coord	16,000	5,710									40,000	2,289											143,711	202,000
TRO (Congestion Pricing Prog)																159,236							28,764	188,000
Willamette Crossing	20,000	20,000				10,000		25,000	1,431														5,569	62,000
Hwy 217 Study	46,600	16,631	21,975			25,000	10,000			20,000	65,000	3,147									25,000		25,253	231,975
I-5 North																					256,500		28,500	285,000
Regional Commuter Rail Study				25,000	1,431		25,000																3,569	55,000
Trans Model Improve Prog																				585,000				585,000
New Model Development	262,170	93,568	15,000	75,000	4,292	63,000	30,000	25,000	1,430												25,000		108,108	609,000
Travel Model Refinement	38,000	13,562	25,000	155,000	8,870	30,000	30,000	30,000	1,717												60,000		50,913	429,500
Technical Assistance				90,894	5,202	22,000	10,000																25,202	153,298
Coordination & Management	41,000	14,633	28,487																				447,588	517,075
MILT													41,080										117,022	158,102
South/North Transit Corridor Study(HCT)													3,502,560	486,320			300,000						483,320	4,772,200
TOD																		1,959,060	15,000				431,340	2,405,400
Data, Growth Monitoring	73,030	26,053	63,732			15,000	37,500																699,580	888,842
Metro Subtotal	855,800	481,632	198,194	599,998	34,336	225,000	225,000	150,000	8,584	50,000	95,000	5,436	3,543,640	486,320	-	159,236	300,000	1,959,060	15,000	585,000	366,500	-	2,814,288	12,676,392
ODOT PLANNING ASSISTANCE																						440,000		440,000
GRAND TOTAL	855,800		198,194	599,998	34,336	225,000	225,000	150,000	8,584	50,000	95,000	5,436	3,543,640	486,320	0	159,236	300,000	1,959,060	15,000	585,000	366,500	440,000	2,814,288	13,116,392
																								13,116,392

*Federal funds only, no match included

1.Actual obligation for first six months
is $370,531 plus carryover of $111,101 for
a total of $481,632 comprised of
332,477 (89.73%) fed share, $38,054 (10.27%)
ODOT match plus carryover of $99,691 fed
and $11,410 ODOT match. The full $855,800
shown is based on assumption of $668,218
(fed) new PL plus $76,481 ODOT match and $99,691carryover PL and $11,410 ODOT match