



METRO

Joint Policy Advisory
Committee on Transportation

May 18, 2005

Rex Burkholder, Chair
Metro Councilor
Rod Park, Vice Chair
Metro Councilor
Sam Adams
Commissioner
City of Portland
Rob Drake
Mayor, City of Beaverton
Cities of Washington County
Matthew Garrett
Region 1 Manager
Oregon Department of
Transportation
Stephanie Hallock
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Oregon Department of
Environmental Quality
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TriMet
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Maria Rojo de Steffey
Commissioner
Multnomah County
Steve Stuart
Commissioner
Clark County, WA
Don Wagner
District Administrator
Washington State Department
of Transportation
Bill Wyatt
Executive Director
Port of Portland

Dear Members of the 73rd Legislative Assembly:

I am writing to lend our strong support to Senate Bill 71, the *ConnectOregon* proposal currently under consideration by the Legislature. A well-funded multimodal transportation system is vital to Oregon's continued economic recovery, and this initiative will complement the state's previous highway and bridge investments.

The Portland area's role as a transportation hub for the state and the Northwest, where roads, rail, air and marine services and facilities converge, makes improvements in the region's transportation infrastructure especially critical to Oregon's economy. Moreover, our nationally recognized public transit network requires ongoing investment so our growing region can continue to realize the economic, environmental and community benefits it provides.

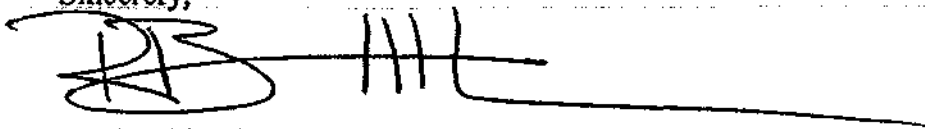
For these reasons, the Joint Policy Advisory Committee on Transportation (JPACT) supports SB 71, the *ConnectOregon* multimodal transportation funding package, and urges its prompt passage. In supporting SB 71, we would like to highlight a few points:

- Public transit is an essential element of a multimodal transportation system. JPACT's support of SB 71 is contingent on the inclusion of public transit projects as eligible recipients of distributions from the Multimodal Transportation Fund created by the bill.
- SB 71 currently calls for a combination of grants and loans. We anticipate very few instances in which loans will be used to develop significant transportation projects. We would urge you to focus SB 71 on grants or to increase the \$100 million cap.
- The amended bill also requires the Oregon Transportation Commission to allocate at least 15%, but not more than 30%, of the available funds to each congressional district. We would urge you to leave the allocations to

the discretion of the Commission so that projects could be evaluated solely on their merit and overall benefit to the state.

Thank you for this opportunity to offer our support for a multimodal transportation package. We look forward to working with you as SB 71 moves through the legislative process.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'RB' followed by a horizontal line and a vertical line.

Rex Burkholder
JPACT Chair

05-858-7 (Hov)

8588 - (xpt/0) Transp

- Title change
- Road change to 134th

Transit
Bus systems - real surface
Subway

- 30 yrs ago more congestion
- Bounding tubes; speed (Keep presentation)

Questions:

Harrell: how do you move system into an anti dependant system

[9X - own company makes (public) that runs system that collects money.

9 Companies - given schedule

organ. -> both are fair - pay once - same fare - ppl. living close to downtown - indirectly subsid. Those outside.

pay, part. comp (not competit. for passengers)

How to convince cars to use P transp → 30% of cars move to transport base.
have htr actn fr. for revenue, incentives.



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May 18, 2005

Re: Long-Term Transportation Funding

Dear Members of the 73rd Legislative Assembly:

In January, Metro Council President David Bragdon wrote to the Governor and the leadership of the Legislature on behalf of the local governments of the Portland region and the Joint Policy Advisory Committee on Transportation (JPACT), expressing the region's strong support for increased investment in Oregon's transportation system. In addition to supporting the passage of the Governor's *ConnectOregon* multimodal transportation package, his letter urged the Legislature to make additional investments in the operation, maintenance and improvement of city, county and state roads. Elected and appointed officials from the Bend, Corvallis, Eugene-Springfield, Medford, and Salem-Keizer regions have since joined JPACT in calling for a renewed commitment to addressing the state's transportation needs.

We have written separately to once again urge the passage of *ConnectOregon*. However, enactment of that multimodal package is only the first step. For Oregon to remain competitive in the global economy, it is vitally important that we develop a *comprehensive, long-term* strategy for investing in the state's transportation infrastructure, including our state and local roads.

The passage of the OTIA packages in 2001 and 2003 were welcome developments for which the region remains grateful. However, those achievements followed a decade in which Oregon's population, vehicle miles traveled, automobile registrations and freight volumes all dramatically increased, while the purchasing power of the gas tax, which was last increased by the 1991 Legislature, declined significantly. Oregon continues to fall behind our neighbors in providing the infrastructure needed to compete in the 21st century; for example, only last month, the Washington Legislature passed an \$8.5 billion package of transportation investments.

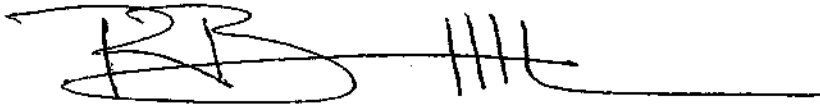
With this in mind, JPACT urges the Governor, the Legislature and the Oregon Transportation Commission to commit to working with the business community, other stakeholders, and especially local governments early in the interim period for the purpose of developing a comprehensive transportation funding package for submission to the 2007 Legislature,

as well as a long-term strategy for investment in Oregon's transportation infrastructure.

In addition, while the passage of legislation identifying new revenues for roads seems unlikely at this late date in the current session, it is possible that some OTIA bridge repair funds may become available for reallocation. JPACT supports House Bill 3415, which would dedicate any reprogrammed funds to the OTC's current list of "projects of statewide significance" and to freight projects that have been evaluated through a public process.

A well-funded transportation system, in the Portland region and across the state, is an essential factor underlying the economic health of our state and the livability of our communities. As always, JPACT stands ready to work with you to support the investments needed to keep Oregon moving.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'R' followed by several vertical lines and a horizontal stroke.

Rex Burkholder
JPACT Chair

Attachments:

January 12, 2005 Metro letter to Governor Kulongoski
March 2, 2005 Oregon MPO Consortium letter
Bend Area MPO Resolution
Eugene-Springfield Resolution
Rogue Valley MPO Resolution
Salem-Keizer MPO Resolution



METRO

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1540 | FAX 503 797 1793

Council President David Bragdon

January 12, 2005

Governor Ted Kulongoski
160 State Capitol
900 Court Street
Salem, OR 97301-4047

RE: Metropolitan Area Transportation Funding Proposal

Dear Governor Kulongoski:

In these challenging times characterized by skepticism among many citizens about the ability of government to improve their lives, it is critical that elected officials treat public expenditures as investments in Oregon's future economic health. On behalf of local governments in the Portland metropolitan area, I commend you for your focus on economic recovery and for moving state government in a direction that responds pragmatically to these new realities.

In this spirit, the local governments of the region applaud you for making funding for freight mobility and transit, as embodied in your "Connect Oregon" package, a top 2005 legislative priority. We are pleased to offer our support for your package. Both the Oregon Business Plan and the Regional Economic Development Partners have identified healthy physical infrastructure as a crucial determinant of economic competitiveness. Given the role of this region as a transportation hub for the state and the Northwest, we agree that a robust multi-modal transportation system is essential to Oregon's economic revival.

While we understand the importance of freight and transit, additional investments in the modernization, preservation and maintenance of state and local roads are also vital to Oregon's economy. For this reason, the governments of the metropolitan region have come together to develop our own statewide transportation funding proposal, which you will find attached. Investments in roads, transit, and freight mobility can be mutually reinforcing, and we believe our proposal complements "Connect Oregon" rather than competes with it.

The region's proposal, which we hope you will support, consists of three elements:

- A road infrastructure package;
- A non-road infrastructure package that incorporates "Connect Oregon;" and
- A package of smaller investments in capital assets and programs.

This proposal reflects the priorities of the region and was adopted without dissent on November 17, 2004 by the Joint Policy Advisory Committee on Transportation (JPACT), a 17-member committee of elected and appointed officials that makes transportation policy recommendations to the Metro Council.

The local governments of the region are particularly concerned about the need for additional funding to improve, operate and maintain city, county and state roads. As you know, roads play a complex and vital

role in keeping our economy moving by providing the "last mile" in connections between highways, rail, air and marine distribution facilities, as well as by carrying students to schools, employees to jobs, supplies to businesses, and products to markets. In addition, new roads will be needed to serve existing and developing residential and industrial areas if we are going to grow the Oregon economy.

Substantial progress has been made possible by OTIA I, II and III and the commitment of significant local resources to the maintenance and preservation of our transportation infrastructure. However, the Portland region has not been able to keep pace as rapid growth in population and vehicle miles traveled have outstripped our capacity to respond. This has resulted in a significant project backlog that poses a threat to the economic vitality of the region. We know from having convened a series of summits with our counterparts from the Bend, Medford, Eugene, Corvallis and Salem areas that the state's other urban regions face similar challenges.

Without additional investment in our road system, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year. On the other hand, new investments will create thousands of jobs and help spur the state's economic recovery.

The region's legislative agenda reflects our belief that a well-funded transportation system, in the Portland region and across the state, is an essential element of Oregon's investment in a secure economic future. We look forward to joining with you to enact "Connect Oregon," and respectfully request your active support for the region's transportation funding proposal. By advancing a package that includes as many of these elements as possible, we can keep Oregon moving forward.

Sincerely,



David Bragdon
Metro Council President

cc: Representative Karen Minnis, Speaker of the House
Senator Peter Courtney, President of the Senate
Representative George Gilman, Chair, House Committee on Transportation
Representative Dan Doyle, Co-Chair, Joint Committee on Ways and Means
Representative Greg Smith, Chair, Ways and Means Subcommittee on Transportation and
Economic Development
Senator Joanne Verger, Chair, Senate Committee on Transportation
Senator Kurt Schrader, Co-Chair, Joint Committee on Ways and Means
Bruce Warner, Director, Oregon Department of Transportation
Joan Plank, Government Relations Manager, Oregon Department of Transportation
Chris Warner, Legislative Director, Office of the Governor

March 2, 2005

During the past year, Oregon's six Metropolitan Planning Organizations (MPOs) have founded a new partnership to address Oregon transportation issues of mutual concern. This new alliance is the Oregon MPO Consortium.

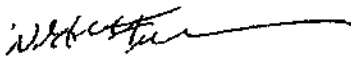
MPOs are designated by the Governor of Oregon under federal regulations as the governing transportation policy makers for major metropolitan areas. In Oregon, more than 2 million of the state's residents live within the six recognized MPOs, with nearly 750,000 of those living outside the Portland region. Together they represents 59 percent of Oregon's population and include 42 cities, including 17 of the state's 20 largest.

Oregon's MPOs are the transportation and economic hub of the state, accounting for most of Oregon's population and economic growth in recent decades. Yet transportation investments in these critical areas are falling behind, especially when compared to competing markets in neighboring states. The resulting impacts on quality of life and economic viability are unacceptable. Reversing the trend will require a concerted effort on all levels, with state, regional and local contributions.

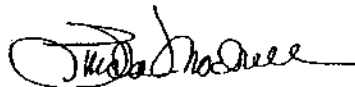
In an historic, unanimous action, Oregon's six MPOs have endorsed the attached funding request of the Oregon Governor and State Legislature for a multi-modal transportation program that includes:

1. A funding package for road operations, maintenance and modernization.
2. A funding package for transit, freight and passenger rail, marine and aviation projects.
3. A funding package through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

We look forward to working with the Governor and Legislature to advance this package, and create new partnerships that address Oregon's transportation needs and create a legacy for Oregon's future.



Mayor Bill Friedman, Chair
Bend Area MPO



Commissioner Linda Modrell, Chair
Corvallis Area MPO



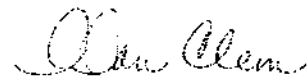
Commissioner Bobby Green, Vice Chair
Eugene-Springfield MPO



Councilor Rex Burkholder, Chair
Portland Metro MPO



Councilor Mike Quilty, Chair
Rogue Valley MPO



Councilor Dan Clem, Vice Chair
Salem-Keizer MPO

BEND METROPOLITAN PLANNING ORGANIZATION

710 NW Wall Street, PO Box 431, Bend, OR 97709

Phone: 541-693-2113 * FAX: 541-385-5519

Date: January 7, 2005
To: BMPO Policy Board
From: Tyler Deke, BMPO Manager
Subject: BMPO Multi-Modal Transportation Funding Concept

Exhibit A to Resolution Number 2005 - 1

The BMPO intends to seek support from the Governor and the Oregon Legislature for development of a multi-modal transportation finance legislative package, including:

1. Road Infrastructure Package:

The BMPO recommends the adoption of a state road finance package to fund operations and maintenance of the existing system as well as modernization of the road system to address congestion and foster business expansion and economic development. While there has been significant progress through the adoption of OTIA I, II and III, urgent needs remain unfunded. In particular, maintenance and operation of the existing city, county and state road systems have fallen behind, threatening the condition of the existing system. In addition, urban road investments are vital to support economic development and recovery and reduce the backlog of congestion.

Even with the new revenues generated by OTIA I, II and III, Oregon still ranks lowest among western states in per capita and per mile transportation funding. Nationally, Oregon now ranks 46th in registration fees, 34th in title fees and 13th in gas taxes. In addition to considering these traditional funding sources, we support efforts to explore more creative options for meeting our outstanding Highway Fund needs.

2. Non-Road Infrastructure Package:

As all modes of transportation are critical in providing a healthy transportation network and a healthy economy, the BMPO also recommends the adoption of a funding package to support non-Highway Fund modes of passenger and freight transportation improvements as well as additional investments in transit. While other states have aggressively invested in rail, marine, aviation and transit infrastructure, these modes have received relatively small investments in Oregon in recent years.

We are therefore encouraged that the Governor, under the banner of "Connect Oregon," has recently asked the Oregon Transportation Commission to undertake an assessment of the state's need for investment in its multi-modal transportation system. Because there are multiple projects in each of these modes that would significantly benefit the public and provide economic returns for the state and region, the BMPO supports identification of passenger and freight rail, transit, marine and aviation projects that merit public investment.

3. Elderly and Disabled, Bus Replacement and Transportation Demand Management:
The BMPO recommends continued funding within the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Elderly and Disabled

Transit providers throughout Oregon are struggling to meet the demand for paratransit services for the elderly and people with disabilities. The cost to provide these services is increasing rapidly. These costs will continue to increase because Oregon's population is aging faster than most other states. By 2025, the U.S. Census Bureau projects Oregon will have the 4th highest proportion of elderly persons in the nation. The BMPO supports growing the Special Transportation Fund to allow transit providers to pursue cost-saving ideas while continuing to meet the increasing demand for elderly and disabled transportation.

Bus Replacement

The BMPO supports growing ODOT's Mass Transit Vehicle Replacement program from \$2 million to \$4 million. Constrained budgets are forcing transit providers across the state to keep high-mileage vehicles in service for up to 25 years even though the recommended FTA standard is 12 years. With 35% of fixed route buses in fair or poor condition statewide, transit providers are experiencing increased maintenance costs and reduced reliability. The situation is equally bad for the paratransit fleet.

Transportation Demand Management

In the 2003-05 ODOT budget, \$1.5 million was committed to support an aggressive effort to promote demand management to encourage reduced reliance on the automobile, thereby decreasing the need for highway expansion. In order to produce the greatest impact, these ODOT resources are coordinated with similar funding commitments from the region. These resources need to be continued.

Resolution Number 2005 – 1
Bend Metropolitan Planning Organization Policy Board
For the Purpose of Endorsing a State Transportation Funding Package

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical transportation needs with the passage of the Oregon Transportation Investment Acts (OTIA); and

WHEREAS, these acts have provided new transportation investment for the BMPO area; and

WHEREAS, Oregon's highway funding per mile is among the lowest of all western states; and

WHEREAS, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, population growth in the region and state continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the region, through its local transportation system plans, has identified multiple project and funding needs for all modes of transportation; and

WHEREAS, a large percentage of the needed transportation improvements called for in the local transportation system plans remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

WHEREAS, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

WHEREAS, it is in the interest of local governments within the BMPO area to jointly seek additional funding for the identified transportation deficiencies;

NOW, THEREFORE, BE IT RESOLVED that the BMPO Policy Board endorses a state legislative funding proposal for a multi-modal transportation program as shown in Exhibit "A" including:

1. A funding package for road operations, maintenance and modernization.
2. A funding package for transit, freight and passenger rail, marine and aviation projects.
3. Funding through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

ADOPTED by the BMPO Policy Committee on this 30th day of JANUARY, 2005.



William Friedman, Chair
BMPO Policy Board

**RESOLUTION NUMBER 2005 – 1
FOR THE PURPOSE OF SUPPORTING A STATE TRANSPORTATION
FUNDING PACKAGE**

WHEREAS, the US Department of Commerce, Bureau of Census has declared that the cities of Corvallis, Philomath and Adair Village, and their adjoining areas in the County of Benton form an Urbanized Area, called the Corvallis Urbanized Area; and

WHEREAS, the Governor of Oregon has designated representatives of said areas, together with a representative of the Oregon Department of Transportation (ODOT), as the Corvallis Area Metropolitan Planning Organization; and

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the State of Oregon; and

WHEREAS, Oregon's highway funding per mile is among the lowest of all western states; and

WHEREAS, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, Oregon's population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the Corvallis Area Metropolitan Planning Organization has identified multiple project and funding needs for all modes of transportation; and

WHEREAS, it is in the interest of the region that includes the Corvallis Urbanized Area to seek additional funds for transportation needs of the region and the Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED that the Corvallis Area Metropolitan Planning Organization Policy Board endorses a funding request to the Oregon Governor and State Legislature for a multi-modal transportation program that includes:

1. A funding package for road operations, maintenance and modernization.
2. A funding package for transit, freight and passenger rail, marine and aviation projects.
3. A funding package through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Dated this 21st day of January 2005.

APPROVED:

By:

Linda Modrell, Chair
Corvallis Area MPO Policy Board

ATTESTED:

By:

Ali Bonakdar, Director
Corvallis Area MPO

Resolution Number 2005 – 01
Endorsing a Multimodal State Transportation Funding Package

Whereas, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

Whereas, the Governor and the Oregon Legislature have effectively begun to address critical transportation needs with the passage of the Oregon Transportation Investment Acts (OTIA); and

Whereas, these acts have provided new transportation investment for the Central Lane MPO area; and

Whereas, Oregon's highway funding per mile is among the lowest of all western states; and

Whereas, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

Whereas, population growth in the region and state continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

Whereas, the region, through its local transportation system plans, has identified multiple project and funding needs for all modes of transportation; and

Whereas, a large percentage of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

Whereas, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

Whereas, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

Whereas, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

Whereas, it is in the interest of local governments within the Central Lane MPO area to jointly seek additional funding for the identified transportation deficiencies;

Now, Therefore, Be It Resolved that the Metropolitan Policy Committee endorses a state legislative funding proposal for a multi-modal transportation program as shown in Exhibit "A" including:

1. A funding package for road operations, maintenance and modernization.
2. A funding package for transit, freight and passenger rail, marine and aviation projects.
3. Funding through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

ADOPTED by the Metropolitan Policy Committee on this 10th day of February,
2005.

Anne Ballew
Anne Ballew, Chair
Metropolitan Policy Committee

Attest:

George Kloepfel
George Kloepfel
Executive Director
Lane Council of Governments

Exhibit A to Resolution 2005 - 01

The Central Lane MPO intends to seek support from the Governor and the Oregon Legislature for development of a multi-modal transportation finance legislative package, including

1. A funding package for road operations, maintenance and modernization.
2. A funding package for transit, freight and passenger rail, marine and aviation projects.
3. Funding through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Each of these three elements is important and the Central Lane MPO strongly recommends funding the three as a complete package. These elements are described in more detail below.

1. Road Infrastructure Package:

The Central Lane MPO recommends the adoption of a state road finance package to fund operations and maintenance of the existing system as well as modernization of the road system to address congestion and foster business expansion and economic development. While there has been significant progress through the adoption of OTIA I, II and III, urgent needs remain unfunded. In particular, maintenance and operation of the existing city, county and state road systems have fallen behind, threatening the condition of the existing system. In addition, urban road investments are vital to support economic development and recovery and reduce the backlog of congestion.

Even with the new revenues generated by OTIA I, II and III, Oregon still ranks lowest among western states in per capita and per mile transportation funding. Nationally, Oregon now ranks 46th in registration fees, 34th in title fees and 13th in gas taxes. In addition to considering these traditional funding sources, we support efforts to explore more creative options for meeting our outstanding Highway Fund needs.

2. Non-Road Infrastructure Package:

As all modes of transportation are critical in providing a healthy transportation network and a healthy economy, the Central Lane MPO also recommends the adoption of a funding package to support non-Highway Fund modes of passenger and freight transportation improvements as well as additional investments in transit. While other states have aggressively invested in rail, marine, aviation and transit infrastructure, these modes have received relatively small investments in Oregon in recent years.

We are therefore encouraged that the Governor, under the banner of "Connect Oregon," has recently asked the Oregon Transportation Commission to undertake an assessment of the state's need for investment in its multi-modal transportation system. Because there are multiple projects in each of these modes that would significantly benefit the public and provide economic returns for the state and region, the Central Lane MPO supports identification of passenger and freight rail, transit, marine and aviation projects that merit public investment.

3. Elderly and Disabled, Bus Replacement and Transportation Demand Management:

The Central Lane MPO recommends continued funding within the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Elderly and Disabled Transportation Services:

Throughout the country transit providers are struggling to meet the increased demand for paratransit services for the elderly and people with disabilities. The aging of the 'baby boomer' generation purports to further amplify the issue within the next ten to twenty years. Even as one of the most progressive transit properties in the country in regard to accessibility within the fixed-route environment Lane Transit District (LTD) has also experienced growth within the elderly and disabled sector at a per ride cost that is from four to six times greater than the cost of an average bus ride. At the same time operations funding for these services has been stagnant, at best. Cutbacks in human services programs have pushed people off of supported transportation services and reduced the level of cost-sharing between human services and public transit agencies.

In FY93 LTD reached full compliance with the Americans with Disabilities Act and contributed \$203,000 from General Fund revenue to support the local RideSource paratransit service that year. In FY04 the General Fund contribution reached \$914,000. As good as the ADA has been for opening up transportation opportunities previously denied to people who use mobility devices or experience other disabling conditions the cost of meeting the demand has been staggering.

Oregon's population is aging faster than most other states. In fact, by 2025, the U.S. Census Bureau projects Oregon will have the 4th highest proportion of elderly in the nation. The Special Transportation Fund must grow in order to allow transit providers to pursue cost-saving strategies while striving to meet the demand for transportation for people who are unable to transport themselves without some assistance.

Efforts to increase the coordination of transit services with human service programs must continue. Support for demand-management strategies that encourage the creation of a range of service options for people with disabilities is needed. Transit systems should be rewarded for creating integrated rather than segregated transit services.

Bus Replacement

The Central Lane MPO supports growing ODOT's Mass Transit Vehicle Replacement program from \$2 million to \$4 million. Constrained budgets are forcing transit providers across the state to keep high-mileage vehicles in service for up to 25 years even though the recommended FTA standard is 12 years. With 35% of fixed route buses in fair or poor condition statewide, transit providers are experiencing increased maintenance costs and reduced reliability. The situation is equally bad for the paratransit fleet.

Transportation Demand Management

In the 2003-05 ODOT budget, \$1.5 million was committed to support an aggressive effort to promote demand management to encourage reduced reliance on the automobile, thereby decreasing the need for highway expansion. In order to produce the greatest impact, these ODOT resources are coordinated with similar funding commitments from the region. These resources need to be continued.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 04-3498A
REGIONAL PRIORITIES FOR A STATE)
TRANSPORTATION FUNDING PACKAGE) Introduced by Councilor Rod Park

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical transportation needs with the passage of the Oregon Transportation Investment Acts; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III will help Oregon respond to both population growth and important economic opportunities; and

WHEREAS, these acts have provided new transportation investment dollars for the Portland metropolitan region, both for new projects and for maintenance of the existing system; and

WHEREAS, the impact of these investments will have a positive impact on the regional economy; and

WHEREAS, Oregon's highway funding per mile is among the lowest of all western states; and

WHEREAS, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, Oregon's population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the distribution and logistics employment sector accounts for over 11.5% of the jobs in the Portland Metropolitan Statistical Area, placing the region 3rd among all U.S. MSA's; and

WHEREAS, funding for non-highway transportation projects is an appropriate and wise use of state funds; and

WHEREAS, the region has identified multiple project and funding needs for all modes of transportation through its Regional Transportation Plan, which has been adopted by Ordinance No. 00-869A For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C For the Purpose of Adopting a Functional Plan For Early Implementation of the 2040 Growth Concept and Ordinance No. 97-715B For the Purpose of Adopting the Regional Framework Plan and Resolution No. 00-2969B For the Purpose of Adopting the 2000 Regional Transportation Plan as the Federal Metropolitan Transportation Plan; and

WHEREAS, the Regional Transportation Plan documents a need for \$7.8 billion in multi-modal transportation improvements to ensure a vibrant economy and the efficient movement of freight, automobiles and transit; and

WHEREAS, there is a need to build major new facilities to serve high growth areas in the Portland Metro region and throughout the state; and

WHEREAS, approximately one-half of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

WHEREAS, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2005 Oregon Legislature; now, therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse a state legislative funding proposal for a multi-modal transportation program as shown in Exhibit "A" including:

1. A funding package for road operations, maintenance and modernization.
2. A funding package for transit, freight and passenger rail, marine and aviation projects.
3. Funding through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

ADOPTED by the Metro Council this 18th day of November, 2004.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney



**Joint Policy Advisory
Committee on
Transportation**

JPACT Multi-Modal Transportation Funding Concept

*Rod Park, Chair
Metro Councilor*

*Rex Burkholder, Vice Chair
Metro Councilor*

*Rob Drake
Mayor, City of Beaverton
Cities of Washington County*

*Jim Francesconi
Commissioner
City of Portland*

*Matthew Garrett
Region 1 Manager
Oregon Department of
Transportation*

*Stephanie Hallock
Director
Oregon Department of
Environmental Quality*

*Fred Hansen
General Manager
TriMet*

*Larry Haverkamp
Councilor, City of Gresham
Cities of Multnomah County*

*Bill Kennemer
Commissioner
Clackamas County*

*Rod Monroe
Metro Councilor*

*Royce Pollard
Mayor
City of Vancouver, WA*

*Roy Rogers
Commissioner
Washington County*

*Karl Rohde
Councilor, City of Lake
Oswego
Cities of Clackamas County*

*Maria Rojo de Steffey
Commissioner
Multnomah County*

*Judie Stanton
Commissioner
Clark County*

*Don Wagner
District Administrator
Washington State Department
of Transportation*

*Bill Wyatt
Executive Director
Port of Portland*

JPACT intends to seek support from the Governor and the Oregon Legislature for development of a multi-modal transportation finance legislative package, including:

1. Road Infrastructure Package:

JPACT recommends the adoption of a state road finance package to fund operations and maintenance of the existing system as well as modernization of the road system to address congestion and foster business expansion and economic development. While there has been significant progress through the adoption of OTIA I, II and III, urgent needs remain unfunded. In particular, maintenance and operation of the existing city, county and state road systems have fallen behind, threatening the condition of the existing system. In addition, urban road investments are vital to support economic development and recovery and reduce the backlog of congestion.

Even with the new revenues generated by OTIA I, II and III, Oregon still ranks lowest among western states in per capita and per mile transportation funding. Nationally, Oregon now ranks 46th in registration fees, 34th in title fees and 13th in gas taxes. In addition to considering these traditional funding sources, we support efforts to explore more creative options for meeting our outstanding Highway Fund needs. Such options might include bonding against increased federal funds, indexing the gas tax or instituting a title fee for vehicles added to the statewide fleet.

2. Non-Road Infrastructure Package:

As all modes of transportation are critical in providing a healthy transportation network and a healthy economy, JPACT also recommends the adoption of a funding package to support non-Highway Fund modes of passenger and freight transportation improvements as well as additional investments in transit. While other states have aggressively invested in rail, marine, aviation and transit infrastructure, these modes have received relatively small investments here in Oregon in recent years.

We are therefore encouraged that the Governor, under the banner of "Connect Oregon," has recently asked the Oregon Transportation Commission to undertake an assessment of the state's need for investment in its multi-modal transportation system. Because there are multiple projects in each of these modes that would significantly benefit the public and provide economic returns for the state and region, JPACT supports identification of passenger and freight rail, transit, marine and aviation projects that merit public investment.

The region and the state have benefited significantly from past investments in light rail and passenger and freight rail infrastructure, marine terminals, and airports. Additional funding for future projects that support a diverse, efficient and healthy transportation network, including the continued development of the Portland region's light rail system, is essential in order to address both short-term and long-term economic and livability needs.

3. Elderly and Disabled, Bus Replacement and Transportation Demand Management:

JPACT recommends continued funding within the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Elderly and Disabled

Transit providers are struggling to meet the demand for complementary paratransit services for the elderly and people with disabilities. TriMet's annual General Fund contribution to door-to-door (LIFT) operations has increased 484% since FY92, from \$3.1 million in FY92 to \$18.0 million a year in FY04. LIFT operating costs will continue to increase because Oregon's population is aging faster than most other states. In fact, by 2025, the U.S. Census Bureau projects Oregon will have the 4th highest proportion of elderly in the nation. JPACT supports growing the Special Transportation Fund to allow transit providers to pursue cost-saving ideas while continuing to meet the increasing demand for elderly and disabled transportation.

Bus Replacement

JPACT supports growing ODOT's Mass Transit Vehicle Replacement program from \$2 million to \$4 million. Constrained budgets are forcing transit providers across the state to keep high-mileage vehicles in service for up to 25 years even though the FTA standard is 12 years. With 35% of fixed route buses in fair or poor condition statewide, transit providers are experiencing increased maintenance costs and reduced reliability. The situation is equally bad for the paratransit fleet.

Transportation Demand Management

In the 2003-05 ODOT budget, \$1.5 million was committed to support an aggressive effort to promote demand management to encourage reduced reliance on the automobile, thereby decreasing the need for highway expansion. In order to produce the greatest impact, these ODOT resources are coordinated with similar funding commitments from the region. These resources need to be continued.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 04-3498A, FOR THE PURPOSE OF ENDORING REGIONAL PRIORITIES FOR A STATE TRANSPORTATION FUNDING PACKAGE

Date: November 9, 2004

Prepared by: Richard Brandman

BACKGROUND

The Metro Council approved the Regional Transportation Plan in 2000 and a Plan update in 2004. Currently, the Plan calls for \$7.8 billion in multi-modal transportation improvements within the region to meet transportation needs, provide efficient movement of people and goods, autos, trucks and transit and ensure a healthy economy and livable region. However, about 50 percent of these improvements have no identified funding source. This shortfall includes funding to maintain, operate and improve the existing city, county and state road system. Recently, Metro's Transportation Funding Task Force has recommended that Metro address this shortfall with a two-phase strategy. This strategy includes: 1) a legislative package for multi-modal improvements as shown in Exhibit A to the resolution; and 2) proposing a ballot measure for 2006, seeking voter approval.

ANALYSIS/INFORMATION

1. **Known Opposition** There is widespread local government support to take the transportation agenda to the Legislature. It is unknown what the legislature's response would be since the recommendations include an increase in fees or use of lottery proceeds to help implement this package.

2. **Legal Antecedents**

Ordinance No. 00-869A For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C For the Purpose of Adopting a Functional Plan For Early Implementation of the 2040 Growth Concept and Ordinance No. 97-715B For the Purpose of Adopting the Regional Framework Plan; and Ordinance 04-1045A For the Purpose of Amending the 2000 Regional Transportation Plan (RTP) For Consistency With the Interim Federal 2004 RTP and Statewide Planning Goals.

3. **Anticipated Effects** Needed multi-modal projects would be built, many miles of roads would be maintained and added, buses would be replaced and added, elderly and disabled transit would be maintained and improved and transportation demand management programs would be sustained. This activity would also mean thousands of jobs created and economic benefits distributed throughout the State and region.

4. **Budget Impacts** There is no direct impact to the Metro budget.

RECOMMENDED ACTION

Approval of Resolution No. 04-3498A, For the Purpose of Endorsing Regional Priorities for A State Transportation Funding Package.

Resolution Number 2005 – 1
Rogue Valley Metropolitan Planning Organization – Policy Committee
Support for Endorsing Regional Priorities for a State Transportation Funding Package

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical transportation needs with the passage of the Oregon Transportation Investment Acts; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III will help Oregon respond to both population growth and important economic opportunities; and

WHEREAS, these acts have provided new transportation investment dollars for the Rogue Valley Metropolitan Planning Organization area, both for new projects and for maintenance of the existing system; and

WHEREAS, the impact of these investments will have a positive impact on the regional economy; and

WHEREAS, Oregon's highway funding per mile is among the lowest of all western states; and

WHEREAS, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, Oregon's population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, funding for non-highway transportation projects is an appropriate and wise use of state funds; and

WHEREAS, the region has identified multiple project and funding needs for all modes of transportation through its Regional Transportation Plan; and

WHEREAS, the Regional Transportation Plan documents an unfunded need of \$256 million in multi-modal transportation improvements to ensure a vibrant economy and the efficient movement of freight, automobiles and transit; and

WHEREAS, there is a need to build major new facilities to serve high growth areas in the RVMPO area and throughout the state; and

WHEREAS, approximately one-half of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

WHEREAS, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

WHEREAS, it is in the interest of local governments inside the RVMPO area to jointly seek additional transportation funding from the 2005 Oregon Legislature; now, therefore

BE IT RESOLVED that the Rogue Valley Metropolitan Planning Organization (RVMPO) Policy Committee endorses a state legislative funding proposal for a multi-modal transportation program as shown in Exhibit "A" including:

- 1. A funding package for road operations, maintenance and modernization.**
- 2. A funding package for transit, freight and passenger rail, marine and aviation projects.**
- 3. Funding through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.**
- 4. A funding package for increased bicycle and pedestrian facilities**

ADOPTED by the RVMPO Policy Committee on this 25th day of January, 2005.


Skip Knight, MPO Policy Committee Vice-Chair

Resolution 05-4

Resolution Regarding State Legislative Funding Proposal

WHEREAS, an efficient and adequately funded comprehensive transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the essential backbone of such a system is the interconnected network of roadway facilities that are employed in part of nearly every movement of people and goods in Oregon; and

WHEREAS, the roadway system is composed of three principal segments: freeways and state-wide routes; bridges; and arterial and local streets; and

WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical shortcomings in transportation facilities through the passage of the Oregon Transportation Investment Acts; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III have been targeted to address the first two segments of the roadway system; and

WHEREAS, there remains a significant funding shortfall in the maintenance, preservation, operation and modernization of the existing city, county, and state roadway facilities; and

WHEREAS, without additional investment in Oregon's total transportation infrastructure, increasing congestion and system deterioration will cost Oregon motorists and businesses millions of dollars annually and make Oregon less livable and economically competitive; and

WHEREAS, the Governor has already indicated that investments in rail, marine, aviation and transit improvements should be included in the state legislative funding proposal;

NOW THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE SALEM-KEIZER AREA TRANSPORTATION STUDY:

THAT the SKATS Policy Committee endorses a state legislative funding proposal for a multi-modal transportation improvement program that includes:

1. A funding package for investments in the remaining segment of the overall roadway system (existing city, county and state roads) to address the critical funding shortfall associated with maintenance, operations and modernization of those facilities.
2. A funding package for investments in transit, rail, aviation and marine improvements.
3. Continuation funding through the ODOT budget for elderly and disabled transit services, bus replacement and transportation demand management activities.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 22th day February 2005.

Chair
Salem-Keizer Area Transportation Study
Policy Committee

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
THURSDAY, APRIL 14, 2005
COUNCIL CHAMBERS

MEMBERS PRESENT

AFFILIATION

Chair Rex Burkholder	Metro Council
Vice-Chair Rod Park	Metro Council
Sam Adams	City of Portland
Rob Drake	City of Beaverton, representing Cities of Washington County
Matt Garrett	Oregon Department of Transportation (ODOT)
Fred Hansen	TriMet
Brian Newman	Metro Council
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Bill Kennemer	Clackamas County

MEMBERS ABSENT

AFFILIATION

Royce Pollard	City of Vancouver
Steve Owen	City of Fairview, representing Cities of Multnomah County
Roy Rogers	Washington County
Maria Rojo de Steffey	Multnomah County
Steve Stuart	Clark County
Bill Wyatt	Port of Portland
Don Wagner	Washington State Department of Transportation (WSDOT)
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)

ALTERNATES PRESENT

AFFILIATION

Dave Shields	City of Gresham, representing Cities of Multnomah County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Dean Lookingbill	SW Washington Regional Transportation Council (RTC)
Susie Lahsene	Port of Portland
James Bernard	City of Milwaukie, representing Cities of Clackamas County
Neil McFarlane	TriMet

GUESTS PRESENT

AFFILIATION

Chuck Becker	City of Gresham
Ron Papsdorf	City of Gresham
John Charles	Cascade Policy Institute
Jef Dalin	City of Cornelius
Addison Jacobs	Port of Vancouver
Ann Gardner	Schnitzer
Scott Bricker	Citizen

GUESTS PRESENT

AFFILIATION

Rex Wong	Washington State Department of Transportation (WSDOT)
Nancy Kraushaar	City of Oregon City
Charlotte Lehan	City of Wilsonville
Danielle Cowan	City of Wilsonville
John Rist	Clackamas County
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Mark Garrity	Washington State Department of Transportation (WSDOT)
Olivia Clark	TriMet
Steve Clark	Portland Business Alliance

STAFF PRESENT

Andy Cotugno	Melanie Briggs	Kathryn Schutte	Mark Turpel
Amelia Porterfield	Richard Brandman	Ted Leybold	Randy Tucker

I. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Rex Burkholder called the meeting to order at 7:22 a.m. and called a quorum.

II. INTRODUCTIONS

Chair Rex Burkholder introduced Mayor Charlotte Lehan of the City of Wilsonville, Jim Bernard of the City of Milwaukie, and Steve Clark of Portland Business Alliance

III. CITIZEN COMMUNICATIONS

Mr. Steve Clark, representing the Portland Business Alliance, stated the Multnomah County Commission was considering the sale of property in east Multnomah County, in Wood Village. He felt it is a matter of regional and statewide significance. He pointed out that JPACT and the region have been vying for a connection between Interstate 84 and Highway 26. A decision from Multnomah County would sell off property, including the right of way, which connects the facilities. Mr. Clark encouraged everyone not to say just no, but to take time to think and work together as a region to provide for the needs of Multnomah County. Further, he mentioned if the Wood Village property is sold off, it may abridge a freight route to Eastern Oregon and could be the most graphic example and immediate decision that will have great cause and effect in this region and state. He also went on to point out there is a regional disagreement and the study that is under way needs to be able to reach its conclusion.

Chair Rex Burkholder stated he would be attending for Metro and would be raising the same issues and encourage the Multnomah County Commission not to put it on the block.

Ms. Susie Lahsene asked for background on the status of corridor studies and where Metro is in the process.

Mr. Andy Cotugno replied this committee funds corridor studies, yet has not identified what the sequence of studies will be. Metro has been consulting with various interested parties around the region on status of work on each of the corridors and will have a recommendation soon on how to proceed. The two top candidates are Powell Foster (phase 2) with the I-84 – US 26 connection and I-5 south of Hwy 217.

Mr. Steve Clark pointed out the sale would include the 1.7 – 1.9 mile of the right of way, and would like the county to understand they can proceed by allowing a portion of that property not to be sold or negotiate with purchasers to allow that property to be developed by the region as a transportation facility to allow use or to allow for right of way to be retained.

Chair Rex Burkholder asked if this body would like to add weight to his testimony in sense of JPACT saying it's a regional concern.

Councilor Dave Shields stated the selling of the surplus land was promoted primarily for development for the Justice Center in Gresham. The original plan was the surplus property and the Hansen Building property on 102nd. The combination of those properties plus a contribution by the City of Gresham of \$2 million would sufficiently build the new Justice Center. When they made the agreement, they spoke with Commissioner Roberts about maintaining the easement of 242nd. They were not aware the easement would be tampered with until they met with the mayor and city manager. Councilor Shields encouraged the committee to take a stand and ask the County Commission to allow more time for the region to look at it. \$1.5 million is crucial in terms of satisfying the needs for the Justice Center, he suggested looking at other kinds of financing and partnerships to accomplish it and retain the easement.

Chair Rex Burkholder stated he would share the issues and concerns of the group.

IV. LEGISLATIVE UPDATE

Mr. Randy Tucker presented a report on the Legislature. He noted that there does not seem to be a lot of ambition and the Legislature is focusing on getting the budget done in order to get out early.

Mr. Tucker discussed a handful of transportation-related bills that he and other members of the regional lobby have been tracking. Senate Bill 894, a bill that would greatly expand the number of roads that are designated as freight routes, was not placed on the list of bills for continued consideration and appears to be dormant or dead at this time.

Senate Bill 865, sponsored by Senator Bruce Starr, would require ODOT to conduct a study of transportation finance in the Portland metro area. This bill, which includes problematic language related to transit, also did not make it on Senate Transportation Chair's list of bills to keep alive.

Senate Bill 897, which declares TPR advisory only, also seems dead.

The big things had to do with Transportation Finance and the big thing that is moving is Connect Oregon. It came out of the Senate Transportation Committee a week ago with amendments and

was referred to Ways and Means. One amendment allocates funds that would be provided by the Connect Oregon package on a congressional district basis, directing at least 15 percent of the total money to be spent in each congressional district. The other amendment changes the package to \$60 million in grants and \$40 million in loans.

Ms. Olivia Clark feels the three tension points are the inclusion of public transit in the bill, how to deal with urban-rural split and whether the bill provides loans or grants. If there are 100 percent of grants, some feel that some money should be used for loans. Ms. Clark feels there is a lot of support and it is one of the most positive things coming out of legislation. She mentioned the Governor is coming to Portland to speak on Connect Oregon. The Chairman of the subcommittee, Greg Smith, is very supportive of the bill and will have a key role in how it comes out in end.

Mr. Randy Tucker stated there are two other funding bills where there is nothing happening at the time. House Bill 2731, the county bill to establish \$100 title fee for first time title of vehicles being brought into the state of Oregon or sold as new, the counties at one time decided not to pursue, but have decided to pursue again. The other is the one that goes after any leftover money from OTIA if bridges do not cost as much to repair, then it allocates the money to projects of statewide significance.

They met with lobbyists regarding the JPACT proposal to come up with more funding. He admits while the prospects are small, there is still a chance it could happen. The worst-case scenario would be that the committee prepares it for the next session.

Councilor Brian Newman asked if there is a way to earmark the OTIA funds or to create a process for spending the money

Mr. Randy Tucker replied the money goes for projects of statewide significance, which is as specific as the bill gets.

V. COMMUNICATIONS FROM THE CHAIR

A. CONGRESSIONAL VISIT FEEDBACK

Chair Rex Burkholder pointed the committee members to the Washington, D.C. Lobby Trip memo that included questions for feedback on the trip (included as part of this meeting record).

Ms. Olivia Clark stated the list was very comprehensive. One issue is timing. She suggested considering going earlier and have a room where members sit and the congressional members circulate through. Regarding the format, the committee should think about going back to doing a dinner.

Mr. Bill Kennemer suggested sending out a questionnaire for suggestions. The committee could do some polling to find out what people really think.

Councilor Rod Park felt the real question is what the Oregon's congressional delegation would like to see.

Commissioner Sam Adams concurred with Bill Kennemer's suggestion and mentioned members of Congress roll their eyes and say we don't need so many people, yet are impressed to have so many show up. He pointed out it is unusual and unique to have so many members show up.

Chair Rex Burkholder asked members to contact Mr. Cotugno if there were other issues missed on the list. He stated the committee will do a questionnaire and rank ideas, compile information and then have another discussion.

B. UPDATE TO FEDERAL TRANSPORTATION BILL

Mr. Andy Cotugno stated the House passed the Federal Transportation Bill while they were in Washington, D.C. The House earmarked the full amount, but cautioned members not to spend the money, as it is not a done deal. Representative Blumenauer secured monies for several projects, some of which are named in the bill. The Senate is delayed and are not acting on proposed bills at this time.

Ms. Olivia Clark mentioned the Senate is now looking at the week of May 8 and may delay through the summer. She pointed out this is not necessarily bad news as it gives time to look at issues within the region. Congressman Peter DeFazio will be a member of the Conference Committee. They are also working on obtaining the grandfathering language on the Washington County Commuter Rail in the Senate bill.

Mr. Andy Cotugno stated he had received communication from Senator Wyden's office that the CMAQ fix is starting to move and may not receive a cut in funds.

C. BI-STATE COMMITTEE REPORT

Chair Rex Burkholder presented the 2004 Annual Report Summary of the Bi-State Committee (included as part of this meeting record). He pointed out a big issue is whether the HOV lane will be included as part of the Delta Park Project. There is interest and concern on the north side of the river regarding the HOV Demonstration Project in the sense of the pilot project HOV lane that is now operated southbound between 99th Street and Mill Plain in Vancouver, Washington and having a southbound HOV lane on the Oregon side between Delta Park and Lombard. The Bi-State Committee stated its preference is for maintaining the existing HOV lane in Washington and including an HOV lane in Oregon between Delta Park and Lombard, including looking at the two states collaborating in the analysis of changing the HOV lanes to managed lanes.

VI. DISCUSSION ITEMS

A. TRANSPORTATION PLAN RULE

Mr. Andy Cotugno presented the recent Transportation Planning Rule amendments (included as part of this meeting record).

Councilor Brian Newman asked if because of the new rule, any upzone that happens in those interchange areas would have to first be approved by ODOT or LCDC.

Mr. Andy Cotugno replied the local government that does the zoning would not be allowed to adopt it unless ODOT provided permission in writing. ODOT and the local government usually develop and adopt interchange management plans to manage the tracking.

B. ODOT LOCAL OFFICIAL SURVEY

Mr. Andy Cotugno presented the ODOT Local Consultation Survey (included as part of this meeting record).

VII. RESOLUTIONS/ORDINANCES

A. RESOLUTION NO. 05-3541 FOR THE PURPOSE OF APPROVING THE FY2006 UNIFIED PLANNINGWORK PROGRAM

Mr. Andy Cotugno presented Resolution No. 05-3541 (included as part of this meeting record).

ACTION TAKEN: Mayor Rob Drake moved and Commissioner Sam Adams seconded the motion to approve Resolution No. 05-3541. The motion passed.

B. RESOLUTION NO. 05-3542 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Mr. Andy Cotugno presented Resolution No. 05-3542 (included as part of this meeting record).

ACTION TAKEN: Commissioner Sam Adams moved and Councilor Brian Newman seconded the motion to approve Resolution No. 05-3542. The motion passed.

Commissioner Sam Adams mentioned the City of Portland has a Freight Master Plan process under way that will help with recommendation #8, which they are hoping to be done by fall. They have a Freight Advisory Committee that is made up of the Port and community citizens, includes both city and regional freight interests, with a business focus.

C. RESOLUTION NO. 05-3553 FOR THE PURPOSE OF AMENDING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ELIMINATE THE INTERSTATE AVENUE – MLK BOULEVARD ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) PROJECT, CREATE AN 82ND AVENUE ATMS PROJECT AND REALLOCATE FUNDS

Mr. Ted Leybold presented Resolution No. 05-3553 (included as part of this meeting record).

ACTION TAKEN: Commissioner Sam Adams moved and Mr. Matthew Garrett seconded the motion to approve Resolution 05-3553. The motion passed.

Commissioner Sam Adams mentioned there are three business associations in Multnomah County that are petitioning the City of Portland to change the name of 82nd Avenue to “The Avenue of Roses”.

VIII. ADJOURN

As there was no further business, Vice-Chair Rod Park adjourned the meeting at 8:55 a.m.

Respectfully submitted,

Melanie Briggs
Recording Secretary



METRO

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

May 12, 2005

MEMBERS PRESENT

AFFILIATION

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Bill Kennemer	Clackamas County
Royce Pollard	City of Vancouver
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Roy Rogers	Washington County
Maria Rojo de Steffey	Multnomah County
Sam Adams	City of Portland
Steve Stuart	Clark County

MEMBERS ABSENT AFFILIATION

Steve Owens	City of Fairview, representing Cities of Multnomah County
Bill Wyatt	Port of Portland
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Don Wagner	Washington State Department of Transportation (WSDOT)
Fred Hansen	TriMet

ALTERNATES PRESENT

AFFILIATION

Dave Shields	City of Gresham, representing Cities of Multnomah County
Susie Lahsene	Port of Portland
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Doug Ficco	Washington State Department of Transportation (WSDOT)
Olivia Clark	TriMet

GUESTS PRESENT

AFFILIATION

Jim Bernard	City of Milwaukie
Jef Dalin	City of Cornelius
Rob De Graf	Oregon Department of Transportation (ODOT)
John Gillam	City of Portland
Kathryn Harrington	Citizen

GUESTS PRESENT

AFFILIATION

Nancy Kraushaar	City of Oregon City
Tom Markgraf	Columbia River Crossing
Tom Miller	City of Portland
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
Jonathan Schlueter	Westside Economic Alliance
Phil Selinger	TriMet
Lainie Smith	TriMet
Jim Whitti	ODOT
Dave Williams	Parametrix

STAFF

Bill Barbur	Richard Brandman	Andy Cotugno	Tim Kloster	
Ted Leybold	Jessica Martin	Amelia Porterfield	Kathryn Schutte	Mark Turpel

I. CALL TO ORDER, DECLARATION OF A QUORUM, INTRODUCTIONS AND WELCOME OF NEW MEMBERS

Chair Rex Burkholder called the meeting to order and declared a quorum at 7:15 a.m. With the JPACT Finance committee meeting monthly to discuss financial matters, Chair Burkholder, with agreement from the committee, announced that future JPACT meetings would begin at 7:30 a.m.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications to JPACT on non-agenda items.

III. UPDATES

Legislative Update

Mr. Randy Tucker provided a legislative update. At the JPACT Finance committee meeting on April 28th, the committee asked that he draft two separate but complementary letters. The first would document continued support for "Connect Oregon" and the other would address the importance of developing a long-term transportation strategy. Mr. Tucker provided copies of the draft letters, which are included as part of this meeting record. The committee agreed that the letters should be printed on JPACT letterhead, signed by Chair Burkholder, and distributed to each member of the Oregon Legislature. The committee also agreed that the long-term transportation strategy letter should reference and be sent with copies of the following documents: January 12, 2005 letter from Metro Council President David Bragdon to Governor Kulongoski, the March 2, 2005 Oregon MPO Consortium letter, and MPO Resolutions from the Bend, Eugene-Springfield, Rogue Valley and Salem-Keizer areas.

JPACT Finance Update

Councilor Rod Park updated the committee on the activities of the JPACT Finance committee. The committee met on April 28th and determined their primary responsibility would be to think strategically about and focus on financial matters.

Councilor Park stated that at the meeting, a scope of work was presented to the committee for the Economic Development / Transportation Study currently underway. Metro and the Portland Business Alliance are partners in this study that will assess the cost of congestion to the Portland regional economy, particularly as it affects freight activities and business competitiveness. Furthermore, the study will provide a better understanding of the relationship between transportation infrastructure investments and economic vitality. Mr. Richard Brandman commented that interviews are currently being conducted, analysis is underway, and the report is expected to be complete by July.

IV. CONSENT AGENDA

Minutes

ACTION TAKEN: Mayor Rob Drake moved and Mr. Dick Pederson seconded the motion to approve the meeting minutes for March 17th and March 24th minutes as presented. The motion passed.

V. DISCUSSION ITEMS

Oregon Innovative Partnership Program Presentation

Mr. Jim Whitty gave a presentation on ODOT's Oregon Innovative Partnerships Program (OIPP) (included as part of this meeting record). The 2003 Oregon Legislative Assembly passed Senate Bill 772 to establish the Oregon Innovative Partnerships Program within the Oregon Department of Transportation. SB 772 gives ODOT broad authority to enter into contractual relationships in the form of partnerships with private sector firms and units of government. This legislation removes barriers to formation of public-private partnerships for Oregon transportation projects and provides numerous tools to encourage partnerships formation.

ODOT has contracted with a variety of expert consultants to assist in project procurement, evaluation of proposals, and negotiation of public-private agreements and management of public-private initiatives.

OIPP is now soliciting private sector involvement for three highway transportation projects: The Sunrise Project, I-205 South Corridor Improvements, and the Newberg-Dundee Bypass. OIPP is also prepared to respond to unsolicited proposals from the private sector and units of government. Private sector involvement may range from pre-development services to project development to construction and delivery, depending upon the nature and stage of the particular project. The OIPP will evaluate proposals, both solicited and unsolicited, and select the proposal with best value for negotiation of an agreement.

The solicitations for the highway and rail projects will likely be designed to acquire "pre-development services." This includes completion of project definition and determination of the necessary revenue elements for a financially feasible project. The activities will vary depending on the status of the project. This may occur in parallel or in advance of environmental work. If these services are delivered satisfactorily, the private partner would qualify to enter into negotiations for delivery of the project.

TriMet Transit Investment Plan

Mr. Phil Selinger presented a PowerPoint of TriMet's 2005 Transit Investment Plan (TIP) (included as part of this meeting record). The plan summarizes the five-year priorities for investment in the transit system, consistent with the Regional Transportation Plan.

JPACT Letter to TriMet re: TriMet TIP

After Mr. Selinger's presentation of the 2005 TriMet TIP to TPAC on April 29, 2005, the committee felt that the plan outlined competing opportunities for limited transit resources. Because of this, TPAC members drafted a letter outlining comments for consideration by TriMet's Board. Mr. Ted Leybold presented a copy of the draft letter (included in this meeting record) for JPACT approval.

Mr. Bill Kennemer requested that the transit service on Sunnyside Road be referenced under the comment requesting clarification of the scope of the North Clackamas focus area work.

In addition to Mr. Kennemer's request, the committee agreed to send the letter signed by Chair Burkholder, with the following additional comments:

- Work with Metro and TPAC to document efforts taken by local governments to align land use plans with transit goals and to assist in investing in transit-related capital costs.
- Consider in future updates of the plan alternatives for providing transit service in developing or lower-density areas.

The committee requested TriMet provide a presentation clarifying revenue and operation costs.

Commissioner Sam Adams stated his interest in receiving information from TPAC on the amount of potential transit use as compared to actual transit usage. He noted the importance of possessing the ability to measure whether the current transit efforts underway are working, as this information in turn could help determine what obstacles are standing in the way of increased transit usage.

VI. RESOLUTIONS / ORDINANCES

Resolution No. 05-3586, FOR THE PURPOSE OF ENDORSING THE FORMATION OF THE OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM (OMPOC)

Mr. Tom Kloster appeared before the committee to report on Resolution No. 05-3586, which would establish operating requirements for the group and processes for communication between the Consortium and member MPOs.

Chair Burkholder requested that the resolution be modified to two include two additional Resolves. One that reflects the language in the staff report stating that delegates are responsible for reporting to JPACT on Consortium matters, and consulting with JPACT on key issues before adopting a position with the Consortium, and the other appointing Commissioner Sam Adams as the second delegate and Ms. Martha Schrader as his alternate.

ACTION TAKEN: Chair Burkholder moved to approve Resolution No. 05-3586 as amended. The motion unanimously passed.

Resolution No. 05-3582, FOR THE PURPOSE OF AMENDING THE UNIFIED PLANNING WORK PROGRAM TO INCLUDE THE DEVELOPMENT OF A REGIONAL CONCEPT FOR TRANSPORTATION OPERATIONS

Mr. Tom Kloster appeared before the committee to report on Resolution No. 05-3582, which would enable the region to enhance existing transportation operations collaboration activities across numerous jurisdictions.

ACTION TAKEN: Mr. Matt Garrett moved and Ms. Susie Lahsene seconded the motion to approve Resolution No. 05-3582. The motion passed.

Resolution No. 05-3588, FOR THE PURPOSE OF MAKING RECOMMENDATIONS TO THE OREGON TRANSPORTATION COMMISSION AND TO THE WASHINGTON STATE TRANSPORTATION COMMISSION CONCERNING HIGH OCCUPANCY VEHICLE LANES ON INTERSTATE 5 IN THE VICINITY OF THE COLUMBIA RIVER

Chair Burkholder stated that there would be no action required from the committee on the aforementioned resolution, rather it was provided for the committee's review.

VII. OTHER COMMITTEE BUSINESS

Washington D.C. Survey

Four JPACT members and two alternates responded to the Washington D.C. lobby trip survey emailed on April 29, 2005. Results of the survey were included within the meeting packet. Mr. Andy Cotugno stressed the importance of receiving feedback from committee members and asked that they complete and return the survey to his assistant, Ms. Jessica Martin.

VIII. ADJOURN

There being no further business, Chair Rex Burkholder adjourned the meeting at 9:05 a.m.

Respectfully submitted,

Jessica Martin
Recording Secretary



Oregon

Theodore R. Kulongoski, Governor

R/S
Department of Transportation

Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

JUN - 7

June 3, 2005

Douglas MacDonald, Secretary
Washington Department of Transportation
P.O. Box 47316
Olympia, WA 98504-7316

FILE CODE:

Dear Doug:

Thank you for hosting our joint senior staff meeting last Friday. My staff and I found our discussions productive and informative. I agree that we should meet more frequently to ensure continued cooperation on issues of mutual concern.

I thought it would be useful to recap some of our discussion of the West Coast Corridor Coalition and confirm our understanding of each other's perspectives and desired outcomes. I think we agreed on the following:

- Cooperation and collaboration among many parties to remove or reduce impediments to freight mobility along the I-5 Corridor will improve the likelihood of that goal being reached.
- State departments of transportation have a leadership role to play in any collaborative effort.
- You and I should meet with our counterparts from California and Alaska to affirm mutually held goals and a potential roadmap for implementing a collaborative effort to provide for the efficient and effective movement of freight.

As we discussed, we are not starting this discussion with a blank piece of paper; ODOT is aware of the most significant, complex and costly impediments to freight mobility in Oregon. They are the I-5 Columbia River Crossing, the rail bottleneck in the "Portland Triangle" and the current depth of the Columbia River Shipping Channel. All three of these are potential "coalition projects" in that they directly affect freight movement up and down the west coast and have significant economic impacts beyond Oregon's state lines. As you know, there are a variety of public and private interests already at work to address these three "opportunities" in Oregon.

I'm sure that Washington, California and Alaska have a similar list of priority freight projects. A coordinated effort among the four states with other public and private partners would clearly enhance our ongoing joint Washington-Oregon effort. This joint effort has resulted in the support of our two Governors, our Congressional delegations, our transportation commissions, our respective legislative leadership, and business and community leaders to aggressively pursue solutions to the freight bottlenecks in the I-5

Douglas MacDonald, Secretary
June 3, 2005
Page 2

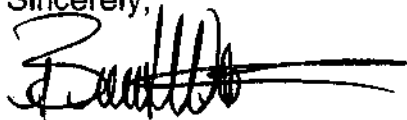
Corridor. Frankly, some of the efforts to create the so-called West Coast Corridor Coalition have served as a distraction to the critical work of launching the I-5 Columbia River Crossing Project.

I agree with your comments that the state departments need to "refocus" the efforts of any West Coast Corridor Coalition to push for projects that are critical to freight mobility and the economy of the west coast states. Since we will not be attending the West Coast Corridor Coalition meeting next week, I look forward to hearing the results of the discussion and learning that the federal earmarks that will go through your department will be used for that purpose. With that new direction and clarity of the coalition's charge and priority, we will be much more interested in participating in this vehicle. As I said at our meeting, I am not interested in participating in a coalition that is asking for funds to determine the problems, build a staff, or hold conferences. We know the problems and need help and advocacy for the funding solutions to those known impediments to freight transportation on the west coast.

I propose that you and I meet with our counterparts in California and Alaska to discuss your new west coast corridor coalition that is focused on improving freight mobility in the I-5 Corridor. If we agree that there will be concrete benefits in the near term in forming, funding and staffing a coalition, we can proceed to agreement on how this effort can be implemented, including bringing in other parties such as Ports and Metropolitan Planning Organizations.

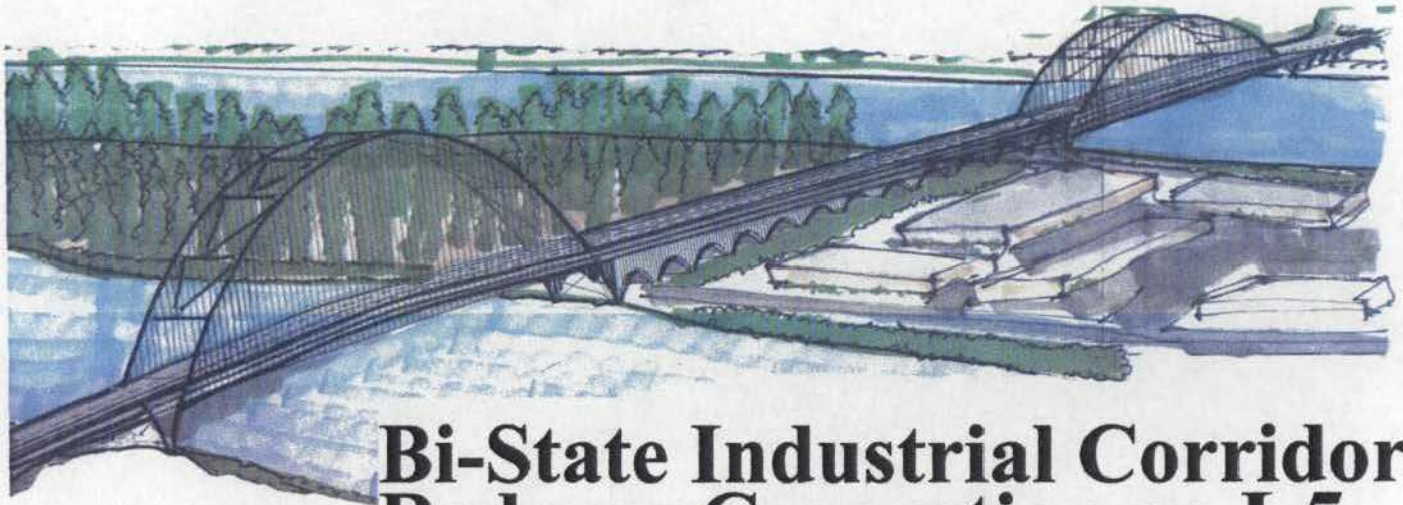
Thanks again for your hospitality in Vancouver. I look forward to our discussion on this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce A. Warner", with a long horizontal flourish extending to the right.

Bruce A. Warner
Director

cc: Stuart Foster, Chair, Oregon Transportation Commission
Chris Warner, Governor's Legislative Director
Lori Sundstrom, ODOT Chief of Staff



Bi-State Industrial Corridor Reduces Congestion on I-5

Reduce Congestion on I-5 and connect our 20th century industrial areas with a 21st century transportation system. The proposed arterial would attract traffic off I-5 to a new Bi-State Industrial Corridor. The "BIC" (Bi-State Industrial Corridor) expressway would be built next to the BNSF railroad tracks using mostly vacant and under utilized land. This arterial will connect all of the major regional industrial areas on one continuous corridor.

The current lack of direct access to I-5 from regional industrial areas costs business millions of dollars every year. These infrastructure deficiencies cause congestion, pollution, and discourages businesses from locating or expanding in the Portland Metropolitan Area.

The Economic Transportation Alliance (ETA) proposal is that: The corridor's north end would start at Fourth Plain and I-5 in Vancouver Washington and would have a multi-modal (train, truck, automobile, transit, bike, pedestrian and space for light rail) bridge from Vancouver through Hayden Island to Marine Dr. in Portland Oregon. The corridor would upgrade North Portland Rd. continuing to Columbia Blvd. Corridor. The North Willamette Bridge to HWY 30 will form the south end of the new corridor which would be reached using Marine Dr. Corridor or Columbia Blvd. Corridor. "BIC" will transform existing transportation corridors and arterials into one complete system.

Bi-State Industrial Corridor

- Third bridge between Vancouver and Portland
- Port to Port connection
- Truck friendly direct access into regional industrial areas from I-5
- Reduces congestion on I-5 and in neighborhoods
- Possible light rail connection to Jantzen Beach and Downtown Vancouver
- Provide bike and pedestrian connection to Jantzen Beach, Vancouver and Portland's 40-mile loop
- No demolition of Jantzen Beach business district or residential area
- Lessens air pollution and removes truck traffic from St. Johns, Kenton and Vancouver Neighborhoods



We built a bridge or more each decade, now it's been two decades since we built a bridge.

	<u>1910</u>
1910 Hawthorne Bridge	
1912 Steel Bridge	
1913 Broadway Bridge	
1917 <i>Interstate Bridge *</i>	
	<u>1920</u>
1925 Sellwood Bridge	
1926 Burnside Bridge	
1926 Ross Island Bridge	
	<u>1930</u>
1931 St. Johns Bridge	
	<u>1940</u>
	<u>1950</u>
1958 Morrison Street Bridge	
1958 <i>Interstate Bridge *</i>	
	<u>1960</u>
1966 Marquam Bridge	
	<u>1970</u>
1973 Fremont Bridge	
	<u>1980</u>
1983 Glen Jackson Bridge	
	<u>1990</u>
	<u>2000</u>
	<u>2010</u>
	<u>2020</u>

2010 BI-State Industrial Corridor (completion goal)

Concerning the Interstate Bridge I-5 Columbia River Crossing

* **“BOTH** of the bridges are STRUCTURALLY SUFFICIENT and meet ALL OF the REQUIREMENTS”
 “There were several elements to recommendations that include moving forward with enhancement projects, capacity addition projects on I-5 both north and south of the bridge. **The best that can be done on the I-5 corridor is to remove the bottlenecks. In order to allow for traffic free flow it would require that additional lanes be added. There is physically no room for additional lanes in the corridor.”** Don Wagner, administrator, Southwest Region, WADOT Presentation 10/20&21/2004 Washington Transportation Commission.

Time line	Economic Transportation Alliance			
	Start BIC	Finish Willamette bridge, North Portland Rd.	Open BI-State Corridor	
	2005	2008	2010	
Time line	state transportation departments			
	Start talks	Narrow down ideas	Look for money, law suits, mitigation	Start project
	2005	2008	2010	2015
				2020
				???

**When you come to the Columbia River you'll find a bridge not a barrier.
 We're open for business!**

Key Highlights

Road

- Port to Port connection
- Truck friendly direct access into regional industrial areas from I-5
- Direct access from the NW industrial area, to Rivergate, Port of Portland and Vancouver's industrial area
- Direct access to Marine Dr. Corridor, Columbia Corridor, St. Helen's HWY. and Mill Plain Extension
- Upgrades North Portland road to four lanes
- Provides Columbia Corridor with a north I-5 freeway entrance
- Provides I-5 with an exit from the north to the Columbia Corridor

Rail

- A new heavy rail bridge across the Columbia River removes inadequacies in the current system
- A new heavy rail bridge increases capacity for freight and commuter rail and possible high speed rail

Transit

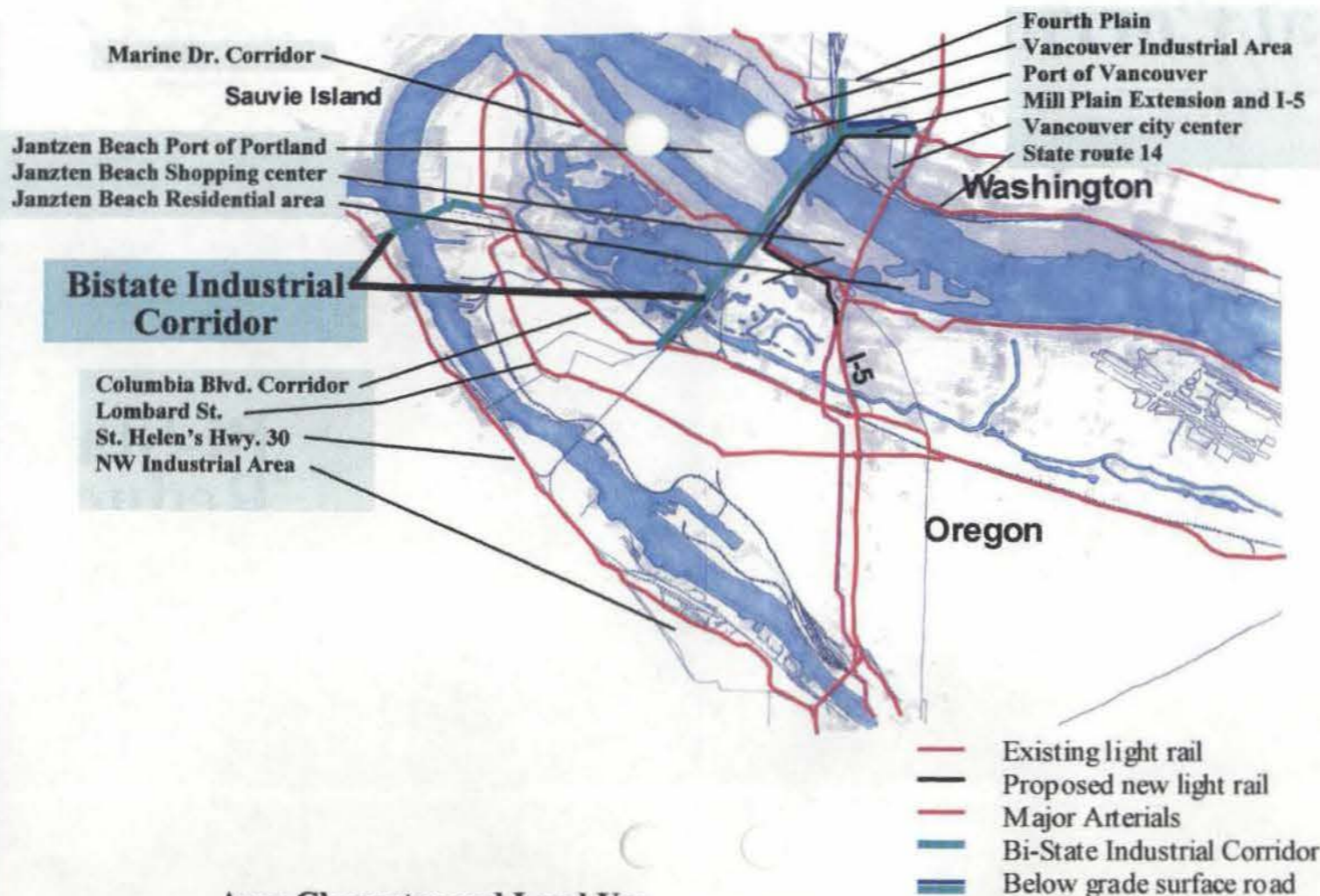
- New bus routes into industrial areas, retail, and entertainment centers
- Space for light rail connection to Jantzen Beach and downtown Vancouver
- Commuter rail

Local connection

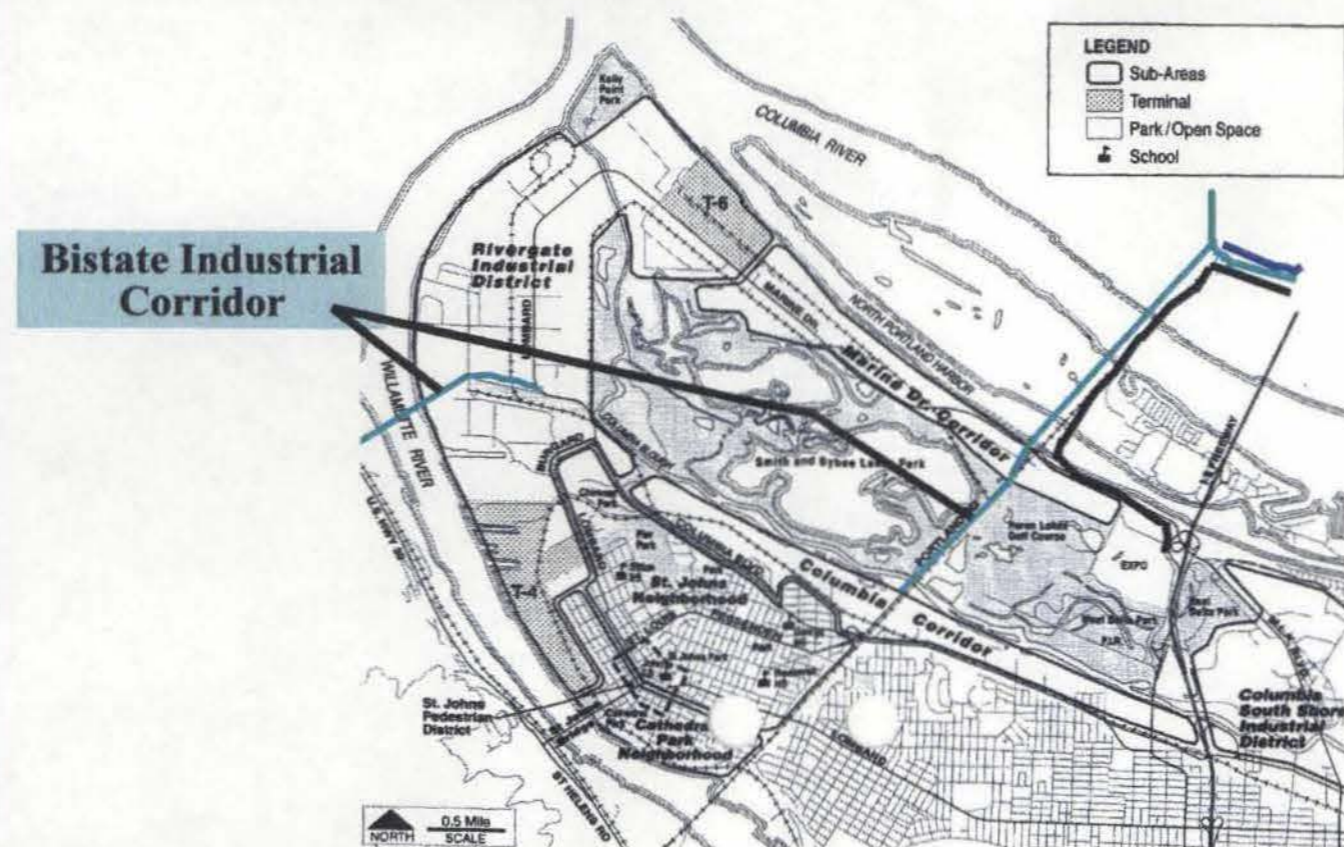
- Access to downtown Vancouver
- A second bridge to Jantzen Beach
- Bike access from Vancouver to Jantzen Beach, Portland and the 40-mile loop
- Pedestrian access from Vancouver to Jantzen Beach, Portland and the 40-mile loop

Environment

- Removes truck traffic from St. Johns, Kenton and Vancouver Neighborhoods
- Removes street level commuter & freight traffic from Vancouver's Mill Plain Extension
- Lessens air pollution in St. John's, Kenton, Vancouver and I-5 Neighborhoods
- Built next to, not through, Jantzen Beach wet land
- No demolition of Jantzen Beach business' or residential areas
- No encroachment to Historic Fort Vancouver



Area Character and Land Use



New Partnership Offers Real Solutions Oregon Initiative Partnership Program (OIPP)

Several studies have pointed out the damaging economic effects of congestion and pollution in the Portland/Vancouver Metropolitan Area. Transportation deficiencies affect the economy of our state and several nearby states. New businesses are not locating here, existing businesses are not expanding, and some are leaving. Thirty years ago, studies found that a new bridge was needed to the north peninsula industrial area to maintain economic viability. Oregon is losing a billion dollars or more annually from transportation congestion. It does not have the funding to build a transportation system to meet the needs of existing businesses, let alone to build a stronger economy. The State of Oregon has decided to allow the creation of private-public partnerships to fund needed transport system improvements. (OIPP, SB772, ORS 367.800)

With business losing more in congestion cost than the money to correct the problem, private-public partnerships are a win-win process for the State of Oregon and its economy.

The Economic Transportation Alliance is proposing to raise funds to study, design and build the Bi-State Industrial Corridor. This corridor includes multi-modal three tiered bridges with heavy rail on the bottom, truck friendly lanes on the second level and automobile, space for future light rail, bike and pedestrian lanes plus viewpoints on the top level.

Strategically placed new bridges and upgrades of existing corridors and arterials will join the region's major industrial areas on one continuous corridor.

BIC Features

A multi-modal bridge across the Columbia River

Heavy rail	Automobile	Commuter rail
Pedestrian	Bike	Space for Light rail
Truck	Look-out area	

North Portland Road upgraded to a four lane highway between Marine Dr. and Columbia Blvd.

A multi-modal bridge across the Willamette River

Heavy rail	Bike	Transit
Truck	Pedestrian	

Bi-State Industrial Corridor

These are artistic interpretations of proposed new bridges.

BIC includes multi-modal, three tiered bridges over the Columbia River, Columbia Slough and the Willamette River. The proposal includes heavy rail on the bottom, truck friendly lanes on the second level and automobile, light rail, bike and pedestrian plus view points on the top level.



Upgrade Mill Plain Extension to a below grade freeway connecting to I-5:

The Port of Vancouver and the Vancouver industrial areas surface level truck route through downtown on Mill Plain to I-5 is near capacity.

ETA is proposing to trench a deep new, below grade connection to I-5. This removes the surface level truck route on Mill Plain Extension in downtown Vancouver. The addition of capacity to Mill Plain below grade, will prevent 4th Plain from being expanded into a truck route. Trenching can provide an efficient transportation solution for our future needs.



Funding to study, design, market, and build the BIC

ETA needs funding now, through an Economic Environmental Impact Study (EEIS) to answer the following

- What is the correct alignment for freight and commuter, with direct access from I-5 to the industrial areas using under utilized lands?
- What are the transportation and economic advantages for businesses, neighborhoods, and regional governments?
- How much congestion would be removed from I-5 with the new corridor in place?
- How long would it take to build?
- How much congestion and pollution would be alleviated?
- How much time would be saved by traffic using the corridor?
- What will it cost to build?
- What would the public sector be willing to contribute?

How can you help?

Send a letter in support of ETA's Bi-State Industrial Corridor to these Oregon and Washington Commissioners:

Dale Stedman Dan O'Neal Ed Barnes Richard Ford Ruth Fisher Elmira Forner,
c/o Washington Transportation Commission, PO Box 4730, Olympia, Wa. 98504-7308
Phone: 360 705-7070 or fax to: 360 705-6802

Stuart Foster Gail Achterman Randall Pape' Michael Nelson Janice Wilson
c/o OTC 355 Capital St.N.E., Salem, Or. 97301-3871
Phone: 503 986-3450, Fax: 503 986-3432

Contact person: Sharon Nasset 503.283.9585

FY 2005-06 Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
City of Portland
City of Wilsonville (SMART)
Washington County
Port of Portland
Tillamook
Oregon Department of Transportation
Southwest Washington Regional Transportation Council

Adopted

June 23, 2005

FY 2005-06

Unified Planning Work Program

Transportation Planning in the
Portland/Vancouver Metropolitan Area

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

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2005-2006 Unified Planning Work Program Funding Summary

Projects of Regional Significance Funding Summary

Southwest Washington Regional Transportation Council Document

**FY 2005-06
PORTLAND AND METROPOLITAN AREA
UNIFIED PLANNING WORK PROGRAM
OVERVIEW**

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and 3 counties. It is Metro's responsibility to meet the requirement of the Transportation Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12) 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 plans for the region, with an emphasis on implementation of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and is consistent with financial constraints.

The Unified Planning Work Program (UPWP) primarily includes the transportation planning activities of Metro and other area governments with reference to transportation planning activities, for fiscal year July 1, 2005 through June 30, 2006.

DECISION-MAKING PROCESS

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

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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

JPACT is chaired by a Metro Councilor and include two additional Metro Councilors; nine locally-elected officials (including two from Clark County, Washington) and appointed officials from Oregon Department of Transportation (ODOT), TriMet, Port of Portland and Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

BI-STATE

The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, the Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

METRO POLICY ADVISORY COMMITTEE

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

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

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- 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 TEA-21, the LCDC Transportation Planning Rule and Charter requirements was developed with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

TPAC is comprised of technical staff from the same jurisdictions as JPACT plus six citizen members, and makes recommendations to JPACT.

METRO TECHNICAL ADVISORY COMMITTEE

MTAC is comprised of technical staff from the same jurisdictions as MPAC and citizens members from various advocacy groups and makes recommendations to MPAC on land use related matters.

PLANNING PRIORITIES FACING THE PORTLAND REGION

TEA-21, the Clean Air Act Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule, the Oregon Transportation Plan, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan, in combination, have created a policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt and implement a multi-modal transportation system. Major land use planning efforts underway include:

- A re-evaluation of the 2040 Growth Concept
- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan
- Natural resource and habitat protection planning to implement the State's Goal 5
- Planning for UGB expansion areas, especially in Damascus and industrial areas

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

- Implementation of the Regional Transportation Planning (RTP)
- Development of a financing strategy for the RTP
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2006-2009
- Implementation of projects selected through the STIP/MTIP updates

- Multi-modal refinement studies in the corridors of Highway 217, South Transit Corridor, the I-5/99W Corridor and Sunrise Corridor
- Land use and transportation concept plan for the Damascus area

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

- The state goal to reduce vehicle miles traveled (VMT) per capita
- Targeting transportation investments to leverage the mixed-use, land use areas identified within the Regional 2040 Growth Concept
- Adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air-quality violations do not develop
- Adoption of targets for non-single occupant vehicle travel in RTP and local plans
- Publication of the RTP update to implement the Regional 2040 Growth Concept
- A new five-year strategic plan for Regional Travel Options
- Chartering of a new TPAC subcommittee, TRANSPORT, to oversee multi-modal ITS operations

JOINT RESOLUTION OF THE
METRO COUNCIL
AND
OREGON DEPARTMENT OF TRANSPORTATION

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 05-3542
THE PORTLAND METROPOLITAN AREA IS IN)
COMPLIANCE WITH FEDERAL) Introduced by Councilor Rex Burkholder
TRANSPORTATION PLANNING)
REQUIREMENTS)

WHEREAS, substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

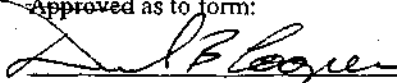
WHEREAS, the Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED, that the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this 28th day of April 2005.

Approved as to form:

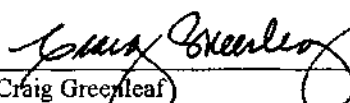

Daniel B. Cooper, Metro Attorney




David Bragdon, Council President

APPROVED by the Oregon Department of Transportation this 4th day of May

2005.


Craig Greenleaf
Transportation Development Administrator

REGIONAL TRANSPORTATION PLAN

PROGRAM

The adopted Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. The RTP is updated regularly to ensure compliance with state and federal regulations, and to reflect evolving travel and economic trends and any subsequent changes in the region's transportation needs. The 2004 RTP established necessary updates to the projects and policies to ensure continued compliance with federal regulations. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR). 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.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The RTP responds to both state and federal mandates, but also carries out a broad range of regional planning objectives for implementing the 2040 Growth Concept. The following are mandates for the upcoming fiscal year:

RTP Update: An update is scheduled to begin in Fall 2005, with completion of federal requirements anticipated in late 2006, prior to the March 5, 2007 lapse date for the current RTP. Amendments identified in local and regional corridor planning efforts will be incorporated as well as a new horizon year of 2030 for project planning and systems analysis. It also will re-establish conformity with air quality regulations, and all other planning factors called out in federal regulations and in corrective actions identified in the 2004 federal triennial review that have not already been addressed through separate actions. This update will include development of a new financially constrained transportation system that will become the basis for upcoming funding allocations.

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

- Professional support for technical analysis and modeling required as part of local plan updates
- Professional support at the local level to assist in development of local policies, programs and regulations that implement the RTP
- Written and spoken testimony in support of proposed amendments to local plans
- Provide public information and formal presentations to local government committees, commissions and elected bodies as well as interested citizen, civic and business groups on the RTP

Management Systems: Congestion Management Systems (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1997-98. Key activities for FY 2005-06 will be to incorporate information into planning activities, system monitoring based upon management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

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

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

REGIONAL TRANSPORTATION PLAN

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington
- Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation (MWACT) and Northwest Area Commission on Transportation (NWACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Publish an the 2004 RTP document
- Complete and publish the RTP Technical Appendix for regional distribution
- Complete follow-up studies on street design and connectivity
- Expand the web presence of the RTP to include a public forum and implementation tools
- Coordinate and provide technical assistance in local transportation system plan development and adoption
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOT's Corridor Studies
- Maintain database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends
- Participate with local jurisdictions involved in implementation and development of local transportation system plans
- Approval of a schedule for the 2007 RTP

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A major update to the RTP began in FY 1995-96 and concluded in early FY 2000-01, with the adoption of the 2000 RTP in August 2000. The purpose of the update was twofold: first, the plan had to meet the State TPR requirements. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote the use of alternative modes of transportation. Second, the update reflected the ongoing Region 2040 planning effort. The RTP now serves as the transportation element of the Regional Framework Plan. During the four-year process, the update advanced through three distinct phases: (1) policy revisions in 1996 (approved by Metro Council resolution), (2) system alternatives analysis in 1997 and (3) project development and analysis in 1998-99. Finally, an adoption phase occurred from December 1999 to August 2000.

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

The State TPR required the 25 cities and 3 counties in the Metro region to update local plans to be consistent with the RTP within one year of the August 10, 2000 adoption date. To assist local jurisdictions, a number of supporting fact sheets were produced along with other materials to help local officials interpret the new plan. In 2002, many jurisdictions were still involved in local transportation updates to implement the new regional policies. Specific Metro staff were assigned to each implementing jurisdiction and worked closely with their staff to ensure those local-plan updates proceeded successfully. Though State TPRs require the local plans to be updated within one year, it is likely that several jurisdictions will need more time to fully address the new RTP.

REGIONAL TRANSPORTATION PLAN

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

In late 2003, the 2004 Federal Update to the RTP was adopted to address federal planning requirements that must be considered in a three-year ongoing basis. In FY 2004-05, an update began that addressed both state and federal requirements, and replaces the 2000 Plan. The work plan accommodated both the Metro Council direction to incorporate lessons and policy initiatives from the 2040 Growth Concept Review and requirements to maintain an RTP that meets federal regulations for transportation planning and air quality.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 442,528	PL	\$ 304,378
Interfund Transfers	\$ 143,295	STP/ODOT Match	\$ 182,076
Materials & Services	\$ 29,000	ODOT Support	\$ 73,527
Printing	\$10,000	Section 5303	\$ 16,600
Misc.	19,000	TriMet	\$ 31,133
Computer	\$ 20,178	Metro	\$ 27,286
TOTAL	\$ 635,000	TOTAL	\$ 635,000

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.649
TOTAL	4.649

GREEN STREETS PROGRAM

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Green Streets was initiated in response to the federal Endangered Special Act listing of salmon and steelhead in the late 1990s. The listing affect the Metro region because of spawning habitat that exists within the urban area, and because the region straddles the Columbia and Willamette River migratory routes that encompass most of the Pacific Northwest. The response from Metro is to:

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

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC

OBJECTIVES/PRODUCTS/DELIVERABLES

The Green Streets program has a number of objectives:

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

GREEN STREETS PROGRAM

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

In 2003, the region allocated federal funds for two Green Street pilot projects through the MTIP program. These projects will serve as a working laboratory for emerging design practices and to monitor the ongoing effectiveness of various Green Street design strategies.

During FY 2005-06, focus will continue on implementing the Green Streets design principles and project recommendations through the MTIP program and local programs. It will include distribution of the *Green Streets* handbook, education and outreach to promote the program and local design support for project planning that incorporates the design principles.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 17,095	PL	\$ 6,710
Interfund Transfers	\$ 6,905	STP/ODOT Match	\$ 19,836
Materials & Services	\$ 5,000	Metro	\$ 2,454
TOTAL	\$ 29,000	TOTAL	\$ 29,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	0.16
TOTAL	0.16

LIVABLE STREETS PROGRAM

PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2005-06, the Livable Streets Program will more closely focus those activities on projects that directly relate to implementation of Region 2040 land use components, including "boulevard" projects funded through the MTIP. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

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

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In previous years, work has been conducted as part of the "local implementation" and "local project development" programs, a broader work emphasis that included local comprehensive planning and project-development activities. In FY 2003-04, the second edition of the 1997 "Creating Livable Streets" handbook was printed, providing updated design guidelines for implementation of the Livable Streets Program. In 2002, the complementary "Green Streets" and "Trees for Green Streets" were developed, and subsequently published in 2003. Throughout the life of the program, staff has focused on implementation of regional street design policies and objectives at the local project-development level.

In 2004, program activities were focused on participating in ODOT's Special Transportation Area mapping, and subsequent amendments to the RTP to reflect these designations. In FY 2002-03, staff participated in development of ODOT's Highway Design Manual, and prior to that, was involved with development of "Main Street: When a Highway Runs Through It," ODOT's version of "Creating Livable Streets." Staff will continue to monitor these activities as they relate to the Livable Streets Program.

LIVABLE STREETS PROGRAM

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 10,955	PL	\$ 4,710
Interfund Transfers	\$ 4,045	STP/ODOT Match	\$ 21,258
Materials & Services	\$ 13,000	Metro	\$ 2,032
TOTAL	\$ 28,000	TOTAL	\$ 28,000
<hr/>			
Full-Time Equivalent Staffing			
Regular Full-Time FTE	0.1		
TOTAL	0.1		

2040 PERFORMANCE INDICATORS

PROGRAM

The Performance Measures program completes the second half of Metro's effort to evaluate past policies, especially the 2040 Growth Concept. The program ensures that a small number of measurements of all relevant topics relating to "how are we doing" are addressed.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro is required both by state law (ORS 197.301) and Title 9 of Metro's Urban Growth Management Functional Plan to complete performance measures. These measures are intended to gauge progress towards Metro's 2040 Growth Concept while still addressing concerns such as housing affordability, acres of parks per capita and other measures. The requirements also mention corrective actions where the Metro Council finds issues in need of addressing. Possible corrective actions could be explored in those areas where targets and actual performance diverge. This work effort would measure progress in achieving better communities including safe, stable neighborhoods, the ability to get from here to there, access to nature, clean air and water, resources for the future and a strong regional economy.

In cooperation with the Data Resource Center, the first performance measures were completed in 2002. These measures included those mandated by the state and are related primarily to factors assessing the region's UGB. FY 2005-06 work includes further refinement of measures and development of an ongoing monitoring and data-collection system. An annual publication will help the region to better understand how we have done. Metro will be able to update public interests and concerns with how our region should manage growth.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The development and data collection for the first measures were completed in FY 2004-05. This will give Metro some experience with calculating and preparing such assessments of progress. Both measurement and evaluation of measures are important skills to apply to a systematic process of planning. The process includes not only preparing plans and completing implementation but with the measurement of progress, evaluation and (as necessary) consideration of policy-course corrections by Metro Council.

2040 PERFORMANCE INDICATORS

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 54,947	PL	\$ 14,320
Interfund Transfers	\$ 18,618	STP/ODOT Match	\$ 51,884
Computer	\$ 435	ODOT Support	\$ 1,000
		Section 5303	\$ 1,000
		TriMet	\$ 1,000
		Metro	\$ 4,796
TOTAL	\$ 74,000	TOTAL	\$ 74,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.616
TOTAL	0.616

REGIONAL MOBILITY PROGRAM – CONGESTION MANAGEMENT – ITS

PROGRAM

The 2004 Federal Update to the RTP identified hundreds of needed improvements throughout the region, including numerous capacity improvements and system-management projects aimed at relieving congestion in chronic traffic “hot spots.” The RTP is also largely unfunded, which means that congestion-relief projects may not proceed in a timely manner. The Regional Mobility Program seeks to monitor the ongoing effects of congestion on livability and the regional economy, the degree to which delayed improvements are compounding these effects, and develop multi-modal strategies for coping with the gap in needed improvements.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Regional Mobility Program encompasses federal mandates to maintain “congestion management” and “intelligent transportation” systems. These programs are largely incorporated into the RTP and include:

- **Inventory of Congestion Hot Spots:** Staff will work closely with TPAC, ODOT, the Port of Portland and local jurisdictions to develop and maintain an inventory of known congestion hot spots. This element will be conducted in concert with data inventory requirements of the Congestion Management System
- **Ranking of Congestion Hot Spots:** Metro will work with TPAC, ODOT and local jurisdictions to develop ranking criteria for evaluating the relative magnitude of known congestion hot spots, including measures addressing safety, system mobility and relative accessibility. These criteria will be used to develop a ranked list of congestion relief projects, incorporating existing RTP projects and others identified through this effort
- **Congestion Action Plan:** Working with JPACT and Metro Council, develop an action plan for implementing multi-modal congestion relief projects, including specific funding strategies for unfunded improvements. This work may be coordinated with a proposed regional transportation funding initiative in 2004
- **Public Involvement:** All activities require early, ongoing and responsive public involvement techniques, consistent with Metro public involvement policies. Newly-developed procedures to address environmental justice issues will be applied to this effort

The region’s intelligent transportation activities are further guided by the TRANSPORT Committee, a multi-agency group of system providers involved in implementing intelligent transportation policy. In early 2005, the role of this group as a Subcommittee of TPAC was formalized.

The 2004 Triennial Review identified a number of improvements to the Regional Mobility Program that will be implemented in FY 2005-06 through improvements to the RTP and through activities at the TRANSPORT Committee.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

Objectives for FY 2005-06 include:

- Prepare and map an inventory of congestion hot spots that affect the regional transportation system
- Develop criteria for ranking congestion hot spots. Prepare a ranked list of proposed congestion relief projects that improve movement of people and goods for review by JPACT and Metro Council
- Support JPACT and the Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner

REGIONAL MOBILITY PROGRAM – CONGESTION MANAGEMENT – ITS

- Develop a Congestion Management System procedure manual defining data collection and publication requirements

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The RTP Update was completed in August 2000 with two purposes: first, it had to meet requirements set forth in the state TPR. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. Together, these state and regional policy initiatives are expected to go far in slowing growth in travel demand and congestion in the region.

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

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

In 2003, a Federal Update to the 2000 RTP was completed, with an expanded system of projects eligible for federal funding and new revenues identified for future improvements. However, the RTP is still substantially under-funded, despite new revenues.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 37,542	PL	\$ 5,591
Interfund Transfers	\$ 12,358	STP/ODOT Match	\$ 21,834
Materials & Services	\$ 1,100	ODOT Support	\$ 15,643
		Section 5303	\$ 3,000
		TriMet	\$ 2,000
		Metro	\$ 2,932
TOTAL	\$ 51,000	TOTAL	\$ 51,000

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.4
TOTAL	0.4

URBAN GROWTH BOUNDARY PLANNING

PROGRAM

Metro is responsible for periodic updates to the metropolitan UGB, which encompasses 25 cities and the urban portions of Multnomah, Clackamas and Washington counties. In addition to the legislative update, Metro also considers smaller requests from individual applicants to amend the UGB. In both cases, the Metro Code requires analysis of the proposed potential impacts on the regional transportation system. This work is generally conducted within Metro, or involves Metro review of private contractor work. Because transportation is often a driving force behind or against a particular boundary proposal, the transportation analysis is a critical step in amending the UGB.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro Council directed transportation support for UGB planning activities includes:

- Developing and refining regional transportation networks for affected areas for the purpose of transportation demand modeling and analysis
- Conducting transportation demand modeling and analysis of affected areas, and preparing summaries of potential impacts of urbanization in potential expansion areas on regional transportation
- Identifying improvements to the regional transportation system needed to serve potential UGB expansion areas
- Coordinating necessary updates to the RTP and MTIP, as needed, to implement UGB decisions

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC

OBJECTIVES/PRODUCTS/DELIVERABLES

The following objectives will be completed in FY 2005-06:

- Ongoing general support and coordination with UGB planning activities
- Coordination between the upcoming 2004-06 update to the RTP with UGB planning activities to ensure work efficiencies and project consistency between efforts

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro has conducted numerous periodic reviews of the UGB, most since the 2040 Growth Concept was adopted in 1996. In each case, some degree of transportation analysis was completed as part of fully addressing applicable state administrative rules and Metro Code requirements. The most recent review occurred as part of expanding the UGB to include the Damascus area in Clackamas County. In this example, the transportation analysis was conducted as part of a concurrent update to the RTP update. Because of the cost and complexity of completing transportation analyses, Metro attempts to coordinate RTP updates with UGB amendments to the degree possible.

URBAN GROWTH BOUNDARY PLANNING

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 4,841	Section 5303	\$ 5,600
Interfund Transfers	\$ 2,159	Metro	\$ 1,400
TOTAL	\$ 7,000	TOTAL	\$ 7,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	0.05
TOTAL	0.05

2040 RE-EVALUATION – TRANSPORTATION SUPPORT

PROGRAM

Metro conducted the Region 2040 plan nearly a decade ago in an effort to frame a long-term vision for urban growth in the region. The 2040 plan subsequently shaped every aspect of planning in the metropolitan region, from Metro's regional policies to local zoning codes.

During the next several years, Metro will be updating the long-term vision with a Region 2060 plan that is also known as the "Big Look." Like the 2040 plan, the Big Look will establish a long-term blueprint for urban growth in the region that shapes UGB decisions and all other planning activities that follow.

To support this activity, Metro will conduct an extensive transportation analysis that evaluates the relative merits of different 2060 growth scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work will shape a major update to the RTP in five to six years.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In 2004, the Metro Council formally delayed a planned update to the RTP in order to focus staff resources and public attention on the 2060 "Big Look" planning activities. The project includes:

- Developing and refining conceptual 2060 transportation networks for varying growth scenarios for the purpose of transportation demand modeling and analysis
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation
- Identifying major "backbone" improvements to the regional transportation system needed to serve varying growth scenarios and a preferred 2060 scenario
- Conduct a subsequent update to the RTP that draws from the 2060 work, and identifies improvements needed to implement the first 20 years of the 50-year vision

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC
- NW ACT
- MW ACT
- Salem-Keizer MPO
- Hood River
- SWRTC

OBJECTIVES/PRODUCTS/DELIVERABLES

The following objectives will be completed in FY 2005-06:

- Develop a conceptual work plan for 2060 transportation planning
- Coordination between the upcoming 2004-06 update to the RTP and the proposed 2060 planning.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro will be conducting a major update to the RTP in 2004-06 that will provide a base system for completing the 2060 transportation analysis. The approach to the 2060 work will be patterned after the 2040 transportation analysis completed in 1994-95, and will involve a full demand model analysis.

2040 RE-EVALUATION – TRANSPORTATION SUPPORT

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services		\$ 239,972	PL	\$	368,113
Interfund Transfers		\$ 75,128	STP/ODOT Match	\$	60,042
Materials & Services		\$ 150,000	ODOT Support	\$	4,000
Consultant	\$100,000		Section 5303	\$	32,456
Postage	10,000		TriMet	\$	1,000
Ads & Legal Notices	15,000		Metro	\$	12,389
Printing	17,500				
Misc.	7,500				
Computer		\$ 12,900			
TOTAL		\$ 478,000	TOTAL	\$	478,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.503
TOTAL	2.503

BIKE THERE! WALK THERE!

PROGRAM

Bike There! is a popular map of regional bike routes that illustrates bicycle lanes, multi-use paths and a suitability ranking of roads shared by bicyclists and automobiles. The map was updated and published in the Spring 2005. Work has also started on an interactive web-based route selection tool, such as a "map quest" for bicyclists. In FY 2005-06, work will continue toward developing the interactive web-based route selection tool and enhancing the bicycle travel demand model. Going "on-line" with the Bike There! map will increase the number of people using the Bike There! map and will help to increase the number of people bicycling in the region.

Walk There! is an interactive online walking tool for 2040 Centers to increase the number of people walking in Centers. An online walking tool would be created for finding the best route using a walkability model and sidewalk inventory.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Increasing bicycling and walking is identified as a goal in the RTP. The Bike There! map is a marketing tool for the Regional Travel Options (RTO) Program. Wide availability of the Bike There! map helps to address bicycle safety issues that have been identified in RTO program marketing research.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public, especially bicyclists and pedestrians
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Create an online survey
- Develop bicycle mode accessibility measures
- Calibrate the bicycle travel demand forecasting model
- Develop an interactive web site to calculate desirable bicycle route choices
- Create and monitor an online tool that bicyclists can use to track the number of miles they bike, and that pedestrians can use to track the number of miles they walk
- Create a database of bicyclists and pedestrians
- Create an incentive program with the online tool
- Develop an origin/destination type walkability model and expand to include land use type, street type, sidewalks and trails

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro has published a bicycle map since 1983, and updates it every three to four years. The most recent update of the map was Spring 2005. A sidewalk inventory was compiled in the mid-1990s and updated in 1993. Metro has reviewed pedestrian maps published by the City of Portland and other jurisdictions.

BIKE THERE! WALK THERE!

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 28,450	STP/ODOT Match	\$ 36,619
Interfund Transfers	\$ 10,150	Metro	\$ 1,981
TOTAL	\$ 38,600	TOTAL	\$ 38,600

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	0.34
TOTAL	0.34

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

The following are MTIP program objectives for FY 2005-06:

MTIP/STIP Update: Metro will begin the Priorities 2006-09 update; implementing updated MTIP policies and project review criteria for the next funding cycle. The updated MTIP will be published in complete and executive summary formats. Continued conformity with federal air quality standards will be demonstrated. The timing of this update will also bring the Metro program into alignment with the STIP.

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

Other MTIP activities for FY 2005-06:

- Develop a long-term program to diversify funding opportunities beyond the current scope of federal funds, implementing regional policy through a combination of transportation and other funding sources on an ongoing basis

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2002, a major update of MTIP policies and review criteria was launched in anticipation of the Priorities 2004-07 MTIP update. The purpose of this effort was to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP.

FY 2004 saw completion of the Priorities 2004-07 update to the MTIP and allocation of \$52 million in transportation funds to regional projects. The 2004-07 update included a demonstration of ongoing conformity with air quality laws. In November 2001, FHWA staff review identified a number of corrective actions, which were incorporated into this updated MTIP. A final draft of the updated MTIP was published in December 2003.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 213,576	PL	\$ 55,340
Interfund Transfers	\$ 69,721	STP/ODOT Match	\$ 131,763
Materials & Services	\$ 22,000	ODOT Support	\$ 33,866
Computer	\$ 8,704	Section 5303	\$ 13,307
		TriMet	\$ 64,100
		Metro	\$ 15,624
TOTAL	\$ 314,000	TOTAL	\$ 314,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.15
TOTAL	2.15

DAMASCUS AREA PLANNING PROGRAM

PROGRAM

The Damascus/Boring Concept Plan will provide the blueprint for urbanization of approximately 12,000 acres of land added to the Metro UGB in 2002. The planning effort will recommend a future land use pattern for an adjacent 9,700 acres outside the UGB.

The Damascus/Boring Concept Plan will also identify and evaluate multi-modal transportation system alternatives to serve intra-state, regional and community needs in the area. The alternatives will include combinations of highway, arterial, boulevard and transit improvements that are complemented by a network of local streets, multi-use trails, and bicycle and pedestrian connections. If the Damascus/Boring Concept Plan reaffirms that Highway 212 Corridor Improvements are needed, the concept plan will identify transportation alternatives to be evaluated through one or more future Draft Environmental Impact Statement (DEIS) or Environmental Assessment (EA) process(es). The concept planning process will document existing conditions and evaluate alternatives at a level of detail comparable to a Draft Location EIS; specifically determine the purpose and need for any Highway 212 Corridor transportation improvements and services and the appropriate type of facility, services and recommended transportation alternative(s) to serve the land uses identified in the concept plan.

The Sunrise Project/I-205 to Rock Creek Junction is a coordinated effort to complete an environmental analysis of an adjacent urban portion of the Sunrise Corridor. This DEIS process is underway and being funded through the same grant award.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As set forth in Metro Code 3.07.1120, concept planning is a required step in the urbanization process and must take place before urban development can occur. Concept planning also includes development of a comprehensive transportation plan for the project area; subsequently amending regional and local transportation plans. The concept planning for this area must be completed by March 2007.

The JPACT recommended and Metro Council approved the original work program for this project in April 2003. The Intergovernmental Agreement (IGA) between the ODOT and Metro, passing through the federal funds, was signed in November 2003. The IGA was subsequently amended in September 2004. IGAs between Metro and Clackamas County, Metro and the City of Happy Valley, and Metro and the City of Gresham were signed to pass funding through to local partners in early 2004.

STAKEHOLDERS

Metro, ODOT and Clackamas County are serving in lead roles on this project. Metro and Clackamas County share the lead on the concept planning for the Damascus/Boring area in coordination with cities of Damascus, Happy Valley and Gresham, Community Planning Organizations (CPO). Metro is providing technical services on the land use and natural resource components, and serving in the lead role on the transportation component. The county serves as lead on land use, natural resources, public facilities and public involvement. Local partners include the cities of Damascus, Happy Valley and Gresham, CPOs, advocacy groups and others interested in the outcome.

Metro and Clackamas County signed a Memorandum of Understanding (MOU) with three local CPOs and the Committee for the Future of Damascus to share in the public involvement process. Other stakeholders include the community of Boring, City of Sandy, TriMet, existing and future service providers, watershed organizations and other local businesses.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete UGB expansion concept planning for the Damascus/Boring area, including implementation strategies and a conceptual street network that complements the planned Sunrise Project, I-205 to Rock Creek Junction improvements
- Recommend to the Metro Council future land uses of a 9,700-acre secondary study area

DAMASCUS AREA PLANNING PROGRAM

- Develop a Draft Purpose and Need Statement for any Highway 212 Corridor transportation improvements that would go through a future National Environmental Policy Act (NEPA) process within the study area
- Initiate the goal-exception process for the rural portions of the study area and coordinate with the UGB master planning process
- Initiate RTP amendments to incorporate recommended transportation facilities needed to serve urbanizing areas, including possible amendments to federal functional classifications and National Highway System designations.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A detailed work plan was completed by Clackamas County and Metro in Fall 2003. The project began in October 2003 and is being staged over a two-year period, with some elements of the transportation and land use planning work being completed concurrently.

Goals, principles and evaluation measures were developed and adopted by the project Advisory Committee in early Summer 2004. Existing conditions reports for land use, transportation, natural resources and public facilities were completed in late Summer 2004. A two-week design charrette was held in October 2004 to develop several alternative concept plans, including arterial/collector level transportation systems and broad-based natural resource protection areas. These alternatives have been refined to incorporate a wide-range of possibilities and are currently undergoing evaluation. The evaluation process will occur between January and May 2005, resulting in a hybrid concept plan by September 2005.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 63,091	Metro IGA*	\$ 213,206
Materials & Services	\$ 136,038	Metro	\$ 8,832
Clackamas County	\$100,000		
City of Gresham	5,038		
City of Happy Valley	6,000		
City of Damascus	25,000		
Interfund Transfers	\$ 22,365		
Computer	\$ 544		
TOTAL	\$ 222,038	TOTAL	\$ 222,038

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.64
TOTAL	0.64

*Federal Aid STP – C000(015)

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM TRIP PLANNER DEVELOPMENT

PROGRAM

The TRANSIMS project is a USDOT research program intended to develop new travel demand modeling paradigms for use in assessing the transportation system response to policy issues. Portland is the chosen site for model development activities and test applications. Metro is one of several project participants - including the FHWA, the Los Alamos National Laboratory and several consulting firms.

The TRANSIMS project has been underway for multiple years and will conclude in FY 2005-06.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The USDOT entered into a contractual agreement with Metro to fund the research work.

STAKEHOLDERS

The stakeholders to this activity include the USDOT (FHWA), the Los Alamos National Laboratory, several consulting firms, and the Metro Planning Department.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Develop a fully functional micro-simulation assignment model. The assignment model will route and assign individual vehicles on a second by second basis throughout the entire metropolitan area
- Develop a prototype model to estimate travel demand that is capable of determining activity patterns and locations, trip tours, mode choice decisions, and time of day choices. The model will perform these functions for each individual in the metropolitan area

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Networks and all the required roadway attributes have been prepared for use in the micro-simulation assignment
- Prototype assignments have been run to identify anomalies, to optimize the assignment process, and to test the reasonableness of the results
- A preliminary model to estimate the travel demand has been prepared

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 108,302	TRANSIMS – FHWA	\$ 188,000
Interfund Transfers	\$ 35,338	Metro	\$ 47,000
Materials & Services	\$ 91,360		
Consultant	\$80,000		
Misc.	11,360		
TOTAL	\$ 235,000	TOTAL	\$ 235,000
Full-Time Equivalent Staffing			
Regular Full-Time FTE	1.02		
TOTAL	1.02		

MODEL DEVELOPMENT PROGRAM

PROGRAM

The Research and Model Development activity includes work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. The major subject areas within this activity include surveys and research, model enhancement, model maintenance, and statewide and national professional involvement.

The activity is very important because the results from travel demand models are used extensively in the analysis of transportation policy and investment.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The FHWA and Environmental Protection Agency (EPA) require that project modeling be carried out using techniques and modeling tools that meet certain guidelines. Failure to meet the guidelines may result in project analysis conclusions that may not meet federal approval.

STAKEHOLDERS

The Research and Model Development activity benefits those agencies that require modeling services. Specifically the Metro Planning Department, ODOT, Port of Portland, the cities and counties of this region, and private sector clients.

OBJECTIVES/PRODUCTS/DELIVERABLES

Survey and Research

- Travel Behavior Survey: Evaluate results of the Pilot Travel Behavior Survey conducted during the third and fourth quarter of FY 2004-05. Based on the findings, determine the most effective survey design and finalize procedures for the full implementation. If funds are secured to conduct the full survey, it will be fielded during FY 2006-07 and FY 2007-08.

Several alternative approaches are possible for the full survey. One approach is to conduct a one-time survey of 6,000 households. Another is to implement a continuous survey. This technique requires fewer samples (approximately 2,000 households), but is conducted annually. Furthermore, a subset of the households is part of a specially designated group – they are repeatedly surveyed each year. This technique is effective at measuring how travel characteristics change when a household trait is altered. Other approaches are possible that combine elements from each of the above.

The use of global positioning system (GPS) devices is being tested in the pilot survey. This technique is effective in providing a rich and extremely accurate database of trip records, travel times and travel destinations. This information is often deficient in traditional surveys.

In FY 2005-06, a funding plan must be developed in order to conduct the full survey. Participating partners could include (but are not limited to) ODOT-Region 1, TriMet, the jurisdictions (through MTIP funding), and the Southwest Washington Regional Transportation Council.

- Freight Data Collection: Continue to participate on a regional committee to advise and comment on the survey objectives and survey process.
- Intelligent Transportation System (ITS): Coordinate with the Portland State University ITS Laboratory to conduct traffic flow research using the ODOT flow monitoring sensors.

MODEL DEVELOPMENT PROGRAM

Model Enhancements

- **Personal Transport Model:** Continue the enhancement of the algorithms used to estimate travel decisions. Incorporate elements derived from the TRANSIMS demand model research into the Metro models.
- **Regional Freight Model:** Update the regional freight model using data collected during the Phase 2 Freight Data Collection effort. The origin – destination freight data is being collected during calendar year 2005.
- **Statewide Travel Demand Model:** Coordinate with the ODOT regarding integration of the statewide model (completed in FY 2004-05) and the more detailed Metro regional model. The statewide model will be useful in that it provides an indication of traffic (auto and truck) growth rates that may occur at the regional boundaries. In addition, it will provide indications as to how Metro land use policies may affect other Willamette Valley cities.
- **New Modeling Software:** Complete the transition to new travel demand modeling software. This process was begun in FY2004-05. The software will provide enhanced visual and analytical capabilities.

Model Maintenance

- **Modeling Network Attributes:** Review and update, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).

Statewide and National Professional Involvement

- **Oregon Modeling Steering Committee (OMSC):** Participate on the OMSC. Staff currently serves as the chair for this committee.
- **Transportation Research Board (TRB) Committees:** Serve on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee, the Innovations in Freight Modeling Committee, and the Committee on Survey Methods.
- **National Panels:** Serve on national committees as warranted. Examples include the Travel Model Improvement Program Review Panel, the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting, and the Panel on Assessing Transit System User Benefits. In addition, staff occasionally participates on peer review panels that help to assess the functionality of the travel demand models used in other regions.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Survey and Research

- **Travel Behavior Survey:** Participated on a statewide committee to design and administer the pilot test for the Travel Behavior Survey.
- **Freight Data Collection:** Participated on a regional committee to advise and comment on the survey objectives and survey process.
- **Oregon State University (OSU) TransNow Research Project:** Served in an advisory role to an OSU study team assembled to assess the use of GPS technology in capturing truck origin and destination data.

Model Enhancements

- **Personal Transport Model:** Updated the travel demand models to align with the new employment designations (Bureau of Labor Statistics) adopted by the Data Resource Center. Refinements were also made to the algorithms in the destination choice and mode choice models.
- **New Modeling Software:** Began the transition to new travel demand modeling software. This process was begun in FY 2004-05. The software will provide enhanced visual and analytical capabilities.

MODEL DEVELOPMENT PROGRAM

Model Maintenance

- **Modeling Network Attributes:** Reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).
- **Volume Delay Functions:** Using data derived from the PSU Intelligent Transportation System laboratory, updated the functions used to estimate congested vehicle speeds given volume and capacity relationships.

Statewide and National Professional Involvement

- **OMSC:** Participated on the OMSC. Staff currently serves as the chair for this committee.
- **TRB Committees:** Served on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee, the Innovations in Freight Modeling Committee, and the Committee on Survey Methods.
- **National Panels:** Served on national committees as warranted. Examples include the Travel Model Improvement Program Review Panel, the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting, and the Panel on Assessing Transit System User Benefits. In addition, staff participated on peer review panels that help to assess the functionality of the travel demand models used in other regions (e.g., Anchorage model review).

BUDGET SUMMARY

Requirements:			Resources:			
Personal Services		\$	226,700	PL	\$	152,037
Interfund Transfers		\$	70,379	STP/ODOT Match	\$	115,031
Materials & Services		\$	15,000	ODOT Support	\$	4,000
Household Survey	\$15,000			Section 5303	\$	21,418
Computer		\$	10,922	TriMet	\$	2,851
				Metro	\$	27,663
TOTAL		\$	323,000	TOTAL	\$	323,000
<hr/>						
<u>Full-Time Equivalent Staffing</u>						
Regular Full-Time FTE			2.269			
TOTAL			2.269			

SYSTEM MONITORING

PROGRAM

The System Monitoring Program maintains and updates an inventory of transportation related data necessary to benchmark characteristics of the transportation system. The work elements consist of the compilation of regional data, the review and interpretation of national reports, and the processing of data requests.

In addition, the program specifically identifies and summarizes viable information that is useful to monitor and assess the Metro transportation goals and objectives.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Model applications require the use of quality data. Federal officials scrutinize the data used in the model during project analysis. One such item is travel costs (i.e., operating cost per mile, parking costs, transit fares). In addition, model applications must be carefully validated to observed data (i.e., traffic counts, VMT measurements, transit patronage) to ensure that the model is operating correctly. Thus, the key data elements must be continually retrieved in a comprehensive manner to ensure federal endorsement of the Metro modeling practices.

Traffic count data (auto, trucks) are collected at Metro's request by regional jurisdictions. Budget limitations within those agencies often impede their ability to capture the count information. This situation compromises the availability of the benchmark data and influences the quality of the Metro travel demand model.

The Metro Council desires to regularly produce a document that provides indicators to benchmark the performance of the regional goals and objectives.

STAKEHOLDERS

There are two stakeholder groups. The first includes regional policy makers and administrators that desire to 1) track the evolution of transportation characteristics in the metropolitan area, and 2) compare the regional characteristics to other cities.

The other benefit group includes all agencies that require use of the travel demand model. The benefit is derived from the fact that key information (travel cost and count data) has been utilized to help produce a reliable model.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Collect and compile regional system monitoring data (vehicle and truck counts, transit patronage, travel costs by mode, and parking costs)
- Coordinate with Portland State University and the ITS Laboratory to ensure the collection of ITS data that are meaningful and useful to Metro and its regional partners
- Assemble data from reports that compare statistics from cities throughout the United States
- Provide response to system performance data requests (e.g., traffic counts, VMT, VMT per capita)
- Support the Metro Performance Measure program. Identify measures that provide meaningful information. Prepare tables, graphs and summaries that can be integrated into a Metro-wide document

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Coordinate collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and enter the data in a computerized database
- Compile Highway Performance Monitoring System (HPMS) vehicle counts from ODOT
- Compile TriMet patronage information
- Collect parking cost information for key areas within the central city

SYSTEM MONITORING

- Review and comment on key documents that pertain to comparisons of national system performance (e.g., Texas Transportation Institute – Urban Mobility Report, FHWA – Federal Highway Statistics, FHWA – HPMS Summary Report)
- Provide information to those seeking system performance data (e.g., traffic counts, VMT, VMT per capita)
- Transportation system performance data were assembled for inclusion into the first Metro Performance Measure document (2004)

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 82,490	PL	\$ 20,422
Interfund Transfers	\$ 24,510	STP/ODOT Match	\$ 58,311
		Section 5303	\$ 20,000
		Metro	\$ 8,267
TOTAL	\$ 107,000	TOTAL	\$ 107,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	0.92
TOTAL	0.92

TECHNICAL ASSISTANCE PROGRAM

PROGRAM

The purpose of the Client Services program is to provide transportation data and modeling services to the regional jurisdictions, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses and the general public. A budget allocation defines the amount of assistance that can be provided to each regional jurisdiction.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

USDOT protocols require the preparation of future year travel forecasts to analyze project alternatives. Similarly, modeling is required by the EPA in project analysis to quantify emissions in air quality analysis. Thus, the provision of modeling services must be available to clients.

STAKEHOLDERS

The major stakeholders to this program include the regional jurisdictions, TriMet, ODOT, the Port of Portland, private sector businesses and the general public. Other stakeholders include agencies that enter into agreements with Metro.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Provide data and modeling services to regional jurisdictions and agencies
- Provide data and modeling services to private consultants and other non-governmental clients

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Provide data and modeling services to regional jurisdictions and agencies (e.g., ODOT – I-5 Delta to Lombard Study, DEQ – emission data)
- Provide data and modeling services to private consultants and other non-governmental clients (e.g., future forecast volumes, trip distribution patterns)

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 52,865	STP	\$ 38,192
Interfund Transfers	\$ 14,919	ODOT Support	\$ 27,500
Computer	\$ 10,578	TriMet	\$ 8,300
		Metro	\$ 4,370
TOTAL	\$ 78,362	TOTAL	\$ 78,362

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.544
TOTAL	0.544

DATA, GROWTH MONITORING

PROGRAM

The Data Resource Center (DRC) performs the following primary activities:

- **Data Collection:** maintains an inventory of socioeconomic and land related geographic data (Regional Land Information System - RLIS), which are the foundation for providing services to the DRC's array of clients, including local governments, business and the public. Primary data is collected for land use and transportation planning, solid waste management, performance measures and the transport and land use models
- **Model Development:** responsible for development and maintenance of the regional population and employment forecast model and the growth-simulation model – MetroScope
- **Forecasting:** the DRC is responsible for providing forecasts of population and employment. This model is an econometric representation of the regional economy and is used for mid-range (5-10 years) and long-range (10-30 years) forecasts
- **Client Services:** technical assistance and GIS products and services to internal Metro programs, jurisdictions, TriMet, the Oregon Department of Transportation and Storefront customers (private-sector businesses and the general public). The DRC Storefront provides services and products to subscribers and non-subscribers. Subscribers include local jurisdictions that have entered into intergovernmental agreements with Metro. Non-subscribers are primarily business and citizen users
- **Performance measures:** databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

MPO mandates include long range and detailed demographic and employment forecasts (FHWA Forecast Certification Process). Travel demand studies require valid forecasts that are a primary input to the transport model. State periodic review requirements for the Portland metropolitan area include extensive forecast, land information and research capabilities.

Metro's UGB administrative mandates are a primary reason for the collection and maintenance of the land information in RLIS. In addition, the MPO data collection and forecasting mandates for transportation planning dictate the maintenance of population and employment data for the bi-state region.

STAKEHOLDERS

Internal stakeholders are transportation planning, growth management, parks planning and solid waste management. External are citizens, local governments, utilities and businesses

- Metro planners and modelers
- Local governments
- Business
- Citizens

OBJECTIVES/PRODUCTS/DELIVERABLES

Provide services for growth management and transportation planning using the 2030 forecast of population and employment completed in FY 2004-05.

Completion of the process of streamlining the MetroScope model is planned. In addition, the model will become a "transparent" planning facilitation tool though incorporating off the shelf software components to enable control of all model assumptions and provide clear model scenario results in the form of graphics (charts and graphs), maps and 3-D renderings and fly-throughs.

DATA, GROWTH MONITORING

The DRC is also developing a new database structure that will house MTIP and RTP project data and system maps. The database will be housed at Metro, but maintained through a cooperative partnership with local jurisdictions to ensure that the project information is maintained in a timely manner.

- Maintain the information in RLIS, providing quarterly updates to subscribers
- Annually update key census items such as population by census tract
- Annually update employment at the place of work with state Employment Division records
- Annually purchase aerial photography
- Purchase building permit records monthly
- Continue development of the MTIP and RTP database

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Forecast of pop/emp for bi-state region to 2030
- Allocation of pop/emp to census tract and TAZ for the transport model using MetroScope
- Forecast of pop/emp for bi-state region to 2030
- Allocation of pop/emp to census tract and TAZ for the transport model using MetroScope
- Completion of the 2030 forecast of population and employment and its distribution to TAZ's by MetroScope. This is a primary data input to the transport model
- Refinement of the MetroScope algorithms to produce a more reliable land-use modeling tool
- Update of population by census tract and block group to the current year from 2000
- Update of employment to mapped locations for current year.

The following activities are conducted annually and have been or are being accomplished, except the employment update, which will occur in March.

- Maintain the information in RLIS, providing quarterly updates to subscribers
- Annually update key census items such as population by census tract
- Annually update employment at the place of work with state Employment Division records
- Annually purchase aerial photography
- Purchase building permit records monthly.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 1,006,452	PL	\$ 86,373
Interfund Transfers	\$ 336,186	ODOT Support	\$ 15,000
Materials & Services	\$ 194,650	Section 5303	\$ 63,336
Computer	\$ 9,808	TriMet	\$ 37,500
		Metro	\$ 854,791
		Other*	\$ 490,096
TOTAL	\$ 1,547,096	TOTAL	\$ 1,547,096

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	10.682
TOTAL	10.682

*To be determined.

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

PROGRAM

Provide for overall ongoing department management, including budget, UPWP, contracts, grants and personnel. It also includes staff to meet required needs of TPAC, JPACT, MTAC, Bi-State Coordination Committee, Highway 217 Corridor Policy Advisory Committee (Hwy. 217 PAC), Regional Freight Committee, RTO Subcommittee, HTAC and the Metro Council.

JPACT serves as the MPO for the region in a unique partnership that requires joint action with the Metro Council on MPO matters. The MPO purpose is to ensure that federal programs unique to urban areas are effectively implemented.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

Provide support to JPACT, TPAC, MTAC, Bi-State Committee, Hwy. 217 PAC, Regional Freight Committee and subcommittees to ensure coordination between state, regional and local transportation and land-use plans and priorities.

Provide overall department management, including budget, personnel, materials, services and capital expenditures. Monitor and ensure grants and contracts compliance including OMB A-133 Single Audit. Provide information to the public. Participate in periodic coordination meetings with other state MPOs and transit agencies. Also, maintain active memberships and support in national organizations such as Cascadia, American Public Transportation Association (APTA) and the Association of Metropolitan Planning Organizations (AMPO) as available funds allow.

STAKEHOLDERS

- Federal, state and local funding agencies
- Local jurisdictions
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Prepare and manage the department budget, personnel, programs and products
- FY 2006-07 UPWP/Self Certification
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports
- Monthly progress reports to TPAC
- Minutes, agendas and documentation
- Execute, administer and monitor contracts, grants and agreements
- Periodic review with FHWA and FTA on UPWP progress
- Federal Certification
- Single audit responsibility for Planning grants
- Comprehensively review the JPACT Bylaws to consider representation by smaller cities and SMART
- Execute a planning coordination agreement with SMART
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is an ongoing program.

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 480,046	PL	\$ 344,132
Interfund Transfers	\$ 151,512	STP/ODOT Match	\$ 214,178
Materials & Services	\$ 23,700	ODOT Support	\$ 16,027
Computer	9,460	Section 5303	\$ 30,800
		TriMet	\$ 8,000
		Metro	\$ 51,581
TOTAL	\$ 664,718	TOTAL	\$ 664,718

Full-Time Equivalent Staffing

Regular Full-Time FTE	5.039
TOTAL	5.039

ENVIRONMENTAL JUSTICE AND TITLE VI

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Title VI of the 1964 Civil Rights Act and related regulations; The President's Executive Order on Environmental Justice; the USDOT Order; the FHWA Order; and Goal 1 of Oregon's Statewide Planning Goals and Guidelines.

Under FHWA/FTA guidelines, MPOs need to:

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

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

STAKEHOLDERS

Specific stakeholders are identified per program or project area. However, generally speaking stakeholders include residents and businesses in close proximity to or potentially impacted by a specific project or program. This would include community representatives and/or organizations speaking on behalf of low-income or minority populations.

OBJECTIVES/PRODUCTS/DELIVERABLES

Census 2000 information provides the foundation from which staff can assess aspects of projects or programs that may be of interest or have potential impact or benefit to minority and/or low-income populations. This, combined with community outreach efforts such as stakeholder interviews, helps us to better engage appropriate communities in effective communication and decision-making processes. A comprehensive Title VI/Environmental Justice report will be published in FY 2005-06 to include mapping analysis and procedures for consideration and periodic update. In conjunction with this report, Metro will work with ODOT to define procedures for coordination.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This on-going program helps to identify the location of traditionally underserved and/or non-English speaking members of the community. It works in tandem with organizations, schools, businesses or other community assets that might help engage those traditionally unaware of or disconnected from the making

ENVIRONMENTAL JUSTICE AND TITLE VI

of public policy. It also helps to identify where the use of translators or translated information, might be helpful.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 22,602	STP	\$ 4,487
Interfund Transfers	\$ 8,398	ODOT Support	\$ 5,134
		Section 5303	\$ 2,947
		TriMet	\$ 6,316
		Metro	\$ 12,116
TOTAL	\$ 31,000	TOTAL	\$ 31,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.22
TOTAL	0.22

PROGRAM

This project is a follow up to the I-205/Portland Mall Light Rail Project Final Environmental Impact Statement (FEIS) completed in FY 2004-05. This activity will be funded through an IGA with TriMet. Tasks will include the monitoring of mitigation measures during Final Design and Construction, FTA coordination and new starts reporting, implementation of the project's funding plan, and resource agency coordination. This will be the start of a multi-year IGA with TriMet that will likely run through FY 2009-10 when construction of the I-205 and Portland Mall segments is complete.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- This project implements the Region 2040 Plan and the RTP, which include policies to connect the central city, and regional and town centers together with high capacity transit, which is typically light rail
- As the region's MPO, Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with ODOT and TriMet help to cement Metro's role as the lead agency for the federal transportation planning projects, particularly News Starts projects

STAKEHOLDERS

- Metro Council
- Central City, SE Portland and Clackamas County neighborhoods
- City of Portland
- Downtown business community – LID participants
- Clackamas and Multnomah Counties
- FTA
- ODOT
- TriMet
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Support TriMet in the completion of Final Design and in preparation for a Full Funding Grant Agreement with FTA
- Provide assistance to ensure that the mitigation plans in the FEIS are implemented in the Final Design and construction of the project
- Provide travel forecasting support for the annual FTA New Starts Program submittal as well as strategic and technical support for the required cost-effectiveness calculations

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – South/North DEIS Locally Preferred Alternative selected, which included the Portland Mall
- 1999 – 2001 – South Corridor Transportation Alternatives Study evaluates non-light rail options in the corridor, which leads to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments
- 2002 – 2003 – South Corridor Supplemental DEIS includes a Phase 1 I-205 alignment for light rail between Gateway and Clackamas Regional Centers as well as light rail on the Portland Mall
- January 2004 – Amended SDEIS for downtown Portland Mall and I-205 LRT Project, solidifying mode, terminus, station location and alignment decision on the Portland Mall segment
- December 17, 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final Environmental Impact Statement published in the Federal Register

I-205/PORTLAND MALL LIGHT RAIL PROJECT

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	\$	30,259	TriMet	\$	50,000
Interfund Transfers	\$	9,421			
Computer	\$	10,320			
TOTAL	\$	50,000	TOTAL	\$	50,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.29
TOTAL	0.29

MILWAUKIE LIGHT RAIL PROJECT SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

PROGRAM

This project advances Phase 2 of the LPA for the South Corridor Light Rail Project. Environmental work for the Willamette River Crossing, the Lincoln Street portion of the alignment needs to be updated from the original 1998 South/North Draft EIS. A new terminus station in Milwaukie also requires revision of the LPA selected in April 2003.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project implements the Region 2040 Plan and the RTP which include policies to connect the central city and regional and town centers together with high capacity transit which is typically light rail.

As the region's MPO, Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with ODOT and TriMet help to cement Metro's role as the lead agency for the federal transportation planning projects, particularly New Starts projects.

STAKEHOLDERS

- Metro Council
- Central City, SE Portland and Milwaukie neighborhoods
- City of Milwaukie
- City of Portland
- Clackamas County
- Multnomah County
- FTA
- ODOT
- TriMet
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Begin environmental analysis for the Milwaukie Light Rail Project SDEIS
- Publish Notice of Intent in the *Federal Register*
- Prepare appropriate FTA New Starts submittal
- Complete Definition of Alternatives
- Complete Biological Assessment for the Caruthers Bridge
- Complete evaluation of alternatives including financial, transportation, social, energy, economic and environmental criteria and measures
- Prepare travel demand forecasts
- Develop and undertake public involvement program
- Coordinate with the FTA and federal resource agencies

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – Milwaukie Light Rail Project included in South/North Draft EIS Locally Preferred Alternative
- 1999-2001 – South Corridor Transportation Alternatives Study evaluates non-light rail options in the corridor, which leads to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments
- 2002-2003 – South Corridor Supplemental Draft EIS revisits Milwaukie alignment over Hawthorne Bridge. Metro Council adopts new LPA that includes the Caruthers Bridge and Lincoln Street alignments in the central city as well as a new Kellogg Lake terminus in Milwaukie, April 2003

MILWAUKIE LIGHT RAIL PROJECT SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

- January 2004 – Amended SDEIS for downtown Portland Mall alignment is published that includes reference to and confirmation of the Phase 2 LPA, with the recognition that additional environmental work would be required in the Milwaukie Corridor when the project is advanced
- December 17, 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final EIS published in the *Federal Register*

BUDGET SUMMARY

Requirements:			Resources:	
Personal Services		\$ 136,361	TriMet	\$ 255,000
Interfund Transfers		\$ 45,383		
Materials & Services		\$ 71,080		
Consultant	\$50,000			
PI Consultant	10,000			
Misc.	11,080			
Computer		\$ 2,176		
TOTAL		\$ 255,000	TOTAL	\$ 255,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.375
TOTAL	1.375

WILLAMETTE SHORELINE ALTERNATIVE ANALYSIS

PROGRAM

This project will evaluate alternative transit modes and alignments to connect the North Macadam streetcar alignment to the Lake Oswego Town Center. The Jefferson Branch rail line, owned by the Willamette Shoreline Consortium, will be a potential transit route, as will Highway 43 and other local roadways. A bicycle and pedestrian trail will be considered within the envelope of the Jefferson Branch right-of-way and possibly on local streets, depending upon the transit alternative being evaluated.

This activity is the first step in the federal transit planning process. In order to be eligible for federal funding, the project must be selected through a thorough analysis of reasonable alternatives and must receive FTA approvals to move into subsequent phases of project development. Rail, bus and other system management alternatives will likely be developed and evaluated in the alternatives analysis. In addition, the propensity of particular transit modes to spur economic development and potential land use changes will be evaluated, which is a new analysis for these types of studies.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's MPO, Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with ODOT and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects
- The Region 2040 Plan, the RTP, City of Portland Plans for North Macadam, and Lake Oswego Redevelopment plans all call for improved transit service in the Macadam/Highway 43 corridor between the central city and the Lake Oswego Town Center
- The Willamette Shoreline Consortium, formed in 1985, managed the acquisition of the Jefferson Branch rail line and has been operating historic trolley service on the line. The Consortium also manages maintenance of the line to ensure it remains an active rail alignment for future enhanced transit service
- The City of Lake Oswego is developing a Foothills District Refinement Plan for an urban renewal district in the Foothills area adjacent to the Jefferson Branch rail alignment that anticipates a high level of transit service

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- City of Lake Oswego
- TriMet
- ODOT
- Clackamas County
- Multnomah County
- JPACT
- Metro Parks and Greenspaces (trail component)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete Alternatives Analysis for the Willamette Shoreline Transit Project that will likely include streetcar, bus and other transportation alternatives
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding proposed in the pending federal transportation authorization bill
- Ensure that the project is properly positioned for federal review and target the most appropriate level of federal environmental (NEPA) analysis to be undertaken in FY 2006-07
- Successfully identify bicycle and pedestrian trail opportunities in conjunction with the various transit alternatives

WILLAMETTE SHORELINE ALTERNATIVE ANALYSIS

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001
- RiverPlace extension is under construction
- Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge

BUDGET SUMMARY

Requirements:			Resources:			
Personal Services		\$	405,900	Willamette Shoreline	\$	165,000
				OR-90-X115		
Interfund Transfers		\$	125,302	MTIP STP	\$	688,000*
Materials & Services		\$	416,211	Metro	\$	97,629
Consultant	\$396,211					
PI Consultant	20,000					
Computer		\$	3,216			
TOTAL		\$	950,629	TOTAL	\$	950,629
<u>Full-Time Equivalent Staffing</u>						
Regular Full-Time FTE			3.84			
TOTAL			3.84			

*Anticipated.

EASTSIDE TRANSIT ALTERNATIVES ANALYSIS

PROGRAM

This project will evaluate alternative transit modes and alignments to connect downtown Portland to the Lloyd District and Central Eastside. Alternatives would likely include a no-build option, buses with varying degrees of signal priority and separated right-of-way and potential streetcar alignments. The proposed streetcar alternative would be an extension of the existing Portland Streetcar alignment over the Broadway Bridge to the Lloyd District, extending south through the Central Eastside to OMSI, and eventually connecting with a new Caruthers light rail bridge when Milwaukie light rail is constructed or possibly using the Hawthorne Bridge to connect to south downtown.

This alternatives analysis is the first step in the federal transit planning process. In order to be eligible for federal funding, the project must be selected through a thorough analysis of reasonable alternatives and must receive FTA approvals to move ahead into subsequent phases of project development. Rail, bus and other system management alternatives will be developed and evaluated in the alternatives analysis. In addition, the propensity of particular transit modes to spur economic development and potential land use changes will be evaluated, which is a new type of analysis for these types of studies.

After the Alternatives Analysis is completed, the project could move forward into the National Environmental Policy Act (NEPA) federal environmental impact analysis phase, and then into preliminary engineering and construction. Funding has been identified for future environmental and engineering work including \$1 million in regional STP funds and a potential \$1.5 million earmark in the upcoming TEA-21 reauthorization bill. Use of these funds is dependant upon completion of the planning process, so they are not included in the budget for the Alternatives Analysis in the UPWP.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's MPO, Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with ODOT and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects
- The Region 2040 Plan, the RTP and various City of Portland plans including the Central City Plan (1986) and the Central City Transit Plan (1994) call for improved internal Central City circulation for workers, residents and visitors

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- Eastside Transit Project Advisory Committee
- TriMet
- Central Eastside Industrial Council
- Lloyd Business Association and TMA
- Private development community
- Downtown and central eastside workers and residents
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete Alternatives Analysis for the Eastside Transit Project that will likely include streetcar, bus and other transportation alternatives
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding proposed in the pending federal transportation authorization bill

EASTSIDE TRANSIT ALTERNATIVES ANALYSIS

- Ensure that the project is properly positioned for federal review and target the most appropriate level of federal environmental (NEPA) analysis to be undertaken in FY 2006-07
- Select a range of alternatives that will support the City of Portland's goals calling for 15,000 new housing units and 75,000 new jobs in the Central City alone over the next 20-25 years. Jobs, housing and public attractors in close proximity to each other, connected by high quality transit services, support substantial growth and activity in the Central City.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. The alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capital provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- Portland Streetcar currently is providing over 2,000,000 rides per year. Since 1997, nearly 5,300 new units of multi-family housing have been built within 2-3 blocks of the streetcar and there has been over 3.5 million square feet of non-residential space developed.
- RiverPlace streetcar extension is under construction
- Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge
- Metro entered into a contract with Portland Streetcar, Inc. in FY 2004-05 to develop the work program for the project and prepare methodologies for the upcoming alternatives analysis
- Portland Streetcar, Inc. has been discussing an eastside streetcar alignment for several years and, after considerable public review and discussion has developed an alignment that was adopted by Portland City Council on June 25, 2004.

The Eastside Streetcar Steering Committee was established several years ago by the City of Portland and will serve as the Project Advisory Committee for the Eastside Transit Project Alternatives Analysis

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 369,635	Portland IGA*	\$ 674,000
Interfund Transfers	\$ 117,569	Metro	\$ 6,000
Materials & Services	\$ 191,300		
Consultant	\$150,000		
PI Consultant	20,000		
Misc.	21,300		
Computer	\$ 1,496		
TOTAL	\$ 680,000	TOTAL	\$ 680,000
Full-Time Equivalent Staffing			
Regular Full-Time FTE	3.6		
TOTAL	3.6		

*To be determined.

TRANSIT PLANNING

PROGRAM

The Transit Planning program supports Metro's efforts to identify and promote multiple transportation choices that easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles supports improving air quality. This program will implement the policy direction of the RTP with emphasis on coordinating with TriMet and other transit providers to ensure that short-medium- and long-range transit needs of the region are addressed. Specific elements of the FY 2006 work program include continued work on two primary tasks, the Willamette Shore Line Right-of-way management, and Elderly and Disabled Transit Planning.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- Assist public, non-profit organizations and local jurisdictions that provide public transit service in development of their short- medium- and long-range transit plans
- Assist transit operators in meeting service requirements mandated by the Americans with Disabilities Act (ADA), Title VI the Civil Rights Act and other federal requirements
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources
- Assist transit providers in implementation of the Tri-County Elderly and Disabled Transportation Plan and related elements of the RTP
- Coordinate right-of-way management issues with the other agency and local jurisdiction members of the Willamette Shoreline Consortium

STAKEHOLDERS

Transit Planning (and Elderly and Disabled Transportation Planning):

- TriMet
- SMART (South Metro Area Transit – Wilsonville)
- Canby Transit
- Sandy Transit
- Molalla Transit
- Ride Connection (and numerous other Non-Profit Elderly and Disabled Transportation Providers)
- ODOT – Public Transit Division (administers the Special Transportation Fund)
- Other Public and Private Elderly and Disabled housing and service providers such as the three county Area Agencies on Aging and Disabilities (AAADs)

Willamette Shoreline Consortium:

- Right-of-way Owners
 - Metro
 - TriMet
 - ODOT
 - City of Portland
 - City of Lake Oswego
 - Clackamas County
 - Multnomah County
- Portland Streetcar, Inc.
- Homeowners and businesses along the right-of-way

OBJECTIVES/PRODUCTS/DELIVERABLES

- Organize and facilitate meetings of the Willamette Shoreline Consortium as needed
- Coordination with TriMet, Lake Oswego and Portland as necessary to facilitate operation of the Willamette Shore Trolley and manage and maintain the right-of-way

TRANSIT PLANNING

- Coordination with the Tri-County Elderly and Disabled Transportation Steering Committee on implementation of the E&D Transportation Plan
- Continue to work with the Special Transportation Fund Advisory Committee to advise TriMet as the governing body on the use of State of Oregon Special Transportation Formula and Discretionary Funds
- Prepare detailed work programs, budgets and schedules for various transit planning related activities
- Manage transit related studies in accordance with defined work programs, budgets and schedules
- Assist TriMet, Ride Connection and other paratransit providers in developing and implementing productivity improvements
- Serve as liaison with FTA
- Manage federal grant funding and execute intergovernmental agreements as needed

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Work with transit providers to develop the Tri-County Elderly and Disabled Transportation Plan
- Ongoing management of the Willamette Shoreline right-of-way in coordination with the other members of the Willamette Shoreline Consortium

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 11,269	TriMet	\$ 16,800
Interfund Transfers	\$ 5,501		
Materials & Services	\$ 30		
TOTAL	\$ 16,800	TOTAL	\$ 16,800
<u>Full-Time Equivalent Staffing</u>			
Regular Full-Time FTE	0.15		
TOTAL	0.15		

PROJECT DEVELOPMENT

PROGRAM

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

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development Program has focused on projects that directly relate to completion of planning and project development activities in regional transportation corridors outlined in the RTP. A few of these corridors already had major planning efforts underway under separate budget lines. However, for the bulk of the corridors project development is still needed. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the State TPR, Metro is required to complete a regional Transportation System Plan, which identifies the need for transportation facilities and their function, mode and general location. The 2000 RTP calls for completion of 18 specific corridor refinements and studies for areas where significant needs were identified but which require further analysis before a specific project can be developed. Section 660-012-0025 of the TPR requires prompt completion of corridor refinements and studies.

In FY 2001, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies for the Powell/Foster and Highway 217 corridors. In Fall 2005, Metro, again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the outcome of that consultation in Spring 2005, the Corridor Refinement Work Plan will be updated to reflect current and new efforts and responsibilities.

STAKEHOLDERS

- Project partners include ODOT, FHWA, TriMet and associated counties and cities
- Business dependent on the corridor including those directly within the corridor, those who utilize it for freight and those whose employees rely on the corridor to reach work
- Commuters who travel to or through the corridor for work, shopping or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

(Most of these projects started under this program, but many evolved into independent studies)

- Corridor Initiatives Project prioritized the multi-modal corridors outlined in the 2000 RTP (2001)
- Corridor Refinement Work Plan adopted into RTP (2002)
- Highway 217 initial scoping and grant application (2002)
- Powell Foster Phase I initiated (2002)
- Powell Foster Phase II work completed (2003)
- Travel forecasting and FTA liaison for Washington County Commuter Rail project (2001-present)

PROJECT DEVELOPMENT

- Participation in eastside streetcar and I-405 loop studies (2004-2005)
- Scoping and grant applications for I-5/99W project (2003-present)
- Participation in scoping, funding, travel analysis and advisory committees for Sunrise Corridor (2003-present)
- Update of Corridor Priorities Work Plan (2005)

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 37,105	ODOT Support	\$ 2,000
Interfund Transfers	\$ 13,795	Section 5303	\$ 25,000
Materials & Services	\$ 100	TriMet	\$ 17,750
		Metro	\$ 6,250
TOTAL	\$ 51,000	TOTAL	\$ 51,000

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	0.395
TOTAL	0.395

NEXT CORRIDOR

PROGRAM

This work program is designed to complete the corridor refinement planning needed on the next priority corridor as defined by JPACT and Metro Council. The RTP identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2005-06, this program will focus on commencing a multi-modal alternatives analysis. Work is intended to conclude in FY 2006-07 with selection of preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and Metro Council. Alternatives will be developed to the point that they can proceed directly into NEPA and detailed planning.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the TPR, Metro is required to complete a regional Transportation System Plan, which identifies the need for transportation facilities and their function, mode and general location. The 2000 RTP calls for completion of 18 corridor refinements and studies for areas where significant needs were identified but which require further analysis before a specific project can be developed. Section 660-012-0025 of the TPR requires prompt completion of corridor refinements and studies.

In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies for the Powell/Foster and Highway 217 corridors.

In Fall 2004, Metro, again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in Spring 2005 Metro will select the next corridor for study. Preliminary interest has been shown in the following corridors: Powell/Foster Phase II work in conjunction with study of an I-84/US 26 connector, I-5 south from Highway 217 to Wilsonville, I-405 loop and I-205 South.

STAKEHOLDERS

- Project partners include ODOT, FHWA, Tri-Met and associated counties and cities
- Business dependent on the corridor including those directly within the corridor, those who utilize it for freight and those whose employees rely on the corridor to reach work
- Commuters who travel to or through the corridor for work, shopping or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete scoping of study
- Issue consultant contracts
- Establish advisory committees
- Complete background and existing conditions analyses
- Identify initial range of alternatives for study
- With advisory committees, establish goals and objectives for the corridor

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Reviewed corridor priorities process with TPAC subgroup (December 2004)
- With TPAC subgroup, identified potential next corridor study candidates (January 2004)
- Select corridor for next study (March 2005)
- Develop scope (Spring 2005)

NEXT CORRIDOR

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services		\$ 307,210	PL	\$	123,204
Interfund Transfers		\$ 96,390	STP/ODOT Match	\$	520,221
Materials & Services		\$ 330,810	ODOT Support	\$	5,000
Consultant	\$300,810				
PI Consultant	30,000				
Computer		\$ 2,400	Section 5303	\$	2,325
			TriMet	\$	15,402
			Metro	\$	70,658
TOTAL		\$ 736,810	TOTAL	\$	736,810

<u>Full-Time Equivalent Staffing</u>	
Regular Full-Time FTE	3.315
TOTAL	3.315

HIGHWAY 217 CORRIDOR REFINEMENT PLAN

PROGRAM

This work program is designed to complete the corridor refinement planning needed in the Highway 217 corridor. The RTP identified a significant transportation need in this corridor but specified that additional work was needed before a specific project could be implemented. In FY 2005-06, this work program will focus on completing a multi-modal alternatives analysis. This work program is intended to conclude in late FY 2005-06 with selection of preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and Metro Council. Alternatives will be developed to the point that they can proceed directly into NEPA and detailed planning.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the TPR, the 2000 RTP calls for completion of 18 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor refinements and studies.

In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. In FY 2001-02, Metro, in consultation with agencies and jurisdictions, developed the scope and budget and submitted a proposal to the FHWA Value Pricing Pilot program for funds to support completion of the work. Metro staff also completed a background report for the project. In FY 2002-03, Metro obtained grant approval, executed intergovernmental agreements, issued a request for proposal and selected consultants. It also established a policy advisory committee (PAC), comprised of elected officials and citizens from the corridor, to guide the work.

STAKEHOLDERS

- Project partners include ODOT, FHWA, TriMet, Washington County, and the Cities of Beaverton, Tigard and Lake Oswego
- Business dependent on the corridor including those directly within the corridor (e.g., Washington Square Mall, Platt Electric), those who utilize it for freight (e.g., Jet Delivery, United Parcel Service, Intel, St. Vincent Hospital) and those whose employee rely on the corridor to reach work (e.g., Nike)
- Commuters who travel to or through the corridor for work, shopping or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES/PRODUCTS/DELIVERABLES

- Develop multi-modal transportation strategies to be implemented within the near- and medium-term
- Provide efficient movement of goods and people through and within the Highway 217 Corridor over the next 20 years
- Support economically dynamic and attractive regional and town centers
- Respect the livability of nearby communities
- Develop Phase II findings (Summer 2005)
- Complete Phase II final report (Summer 2005)
- PAC makes recommendation on transportation improvement strategies including implementation strategy (Summer 2005)
- Present study findings and recommendations to TPAC, JPACT and Metro Council (Fall 2005)
- Resolution regarding changes to the RTP (Fall 2005)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Obtained FHWA Value pricing Pilot program grant (FY 2003)
- Consultants under contract (FY 2004)
- Established PAC (Fall 2003)
- Completed stakeholder interviews (Fall 2003)
- Identified initial alternatives (Winter 2003/2004)

HIGHWAY 217 CORRIDOR REFINEMENT PLAN

- Held focus groups with public (Winter 2004)
- Completed Phase I technology review (Spring 2004)
- Obtained 1,500 responses to on-line survey (Spring 2004)
- Completed Phase I evaluation (Fall 2004)
- Held open houses and on-line survey to review phase I results (Fall 2004)
- PAC identified three alternatives for further study (Winter 2004)
- Develop phasing plan and financing strategies for three alternatives (Winter 2004)
- Prepared and presented PowerPoint regarding study and express tolling options to employers business and citizen groups (Spring 2004)
- Held small meetings regarding freight and interchange impacts and other issues with community (Spring 2004)
- Presented Phase II results to study PAC (Spring 2004)
- Held public open house regarding Phase II results (Spring 2004)

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 61,693	PL	\$ 9,673
Interfund Transfers	\$ 21,307	STP/ODOT Match	\$ 91,853
Materials & Services	\$ 35,000	Section 5303	\$ 9,200
		Metro	\$ 7,274
TOTAL	\$ 118,000	TOTAL	\$ 118,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.675
TOTAL	0.675

BI-STATE COORDINATION

PROGRAM

The Bi-State Coordination Committee was created in April 2004, through a transition from the Bi-State Transportation Committee. The change was recommended in the I-5 Transportation and Trade Partnership Strategic Plan, as a means of encouraging dialogue among agencies with responsibility for land use as well as transportation and economic development and environmental justice issues when they intersect with transportation or land use issues of bi-state significance.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- Code of Federal Regulations, Title 23, Chapter 1, Subchapter I, Section 134, Metropolitan Planning at subsection (d) (1) Coordination in Multistate Areas says: "The Secretary shall encourage each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate metropolitan planning organizations to provide coordinated transportation planning for the entire metropolitan area."
- Metro Resolution No. 99-2778, For the Purpose of Establishing a Bi-State Committee of the JPACT and the Southwest Washington RTC. (Southwest Washington RTC Resolution No. 05-99-11 is identical in its resolves.)
- Metro Resolution No. 03-3388, For the Purpose of Endorsing a Bi-State Coordination Committee to Discuss and Make Recommendations about Land Use, Economic Development, Transportation and Environmental Justice Issues of Bi-State Significance.
- Resolutions by the City of Portland, Port of Portland, TriMet and Multnomah County in support of the formation of a Bi-State Coordination Committee (Resolutions in support were also passed by sister agencies/entities in southwest Washington).

STAKEHOLDERS

- Metro Council as a means to coordinate with partners in southwest Washington about land use and transportation issues of bi-state significance
- City of Portland, City of Vancouver, Multnomah County, Clark County, Port of Portland, Port of Vancouver, TriMet, CTRAN

OBJECTIVES/PRODUCTS/DELIVERABLES

Objectives of this program include providing a forum for discussion of:

- Coordination of federal funding preferences for the bi-state area
- Large land use plan amendments as they are proposed
- Coordination with I-5 Columbia River Crossing
- Freight rail issues
- Transportation Demand Management (TDM) measures on transportation facilities of mutual interest
- Other issues of bi-state significance as they may emerge

Products/Deliverables will include:

- Recommendations to JPACT or other agencies about land use and transportation issues of bi-state significance
- Annual Report

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Transitioned from the Bi-State Transportation Committee to the Bi-State Coordination Committee. This change was approved through consideration of a Bi-State Coordination Committee Charter by member agencies including the cities of Vancouver, Washington and Portland, Oregon, Clark County Washington and Multnomah County Oregon, the Port of Vancouver, the Port of Portland, the Oregon Transportation Commission and WSDOT, CTRAN and TriMet. This change marked a wider portfolio

BI-STATE COORDINATION

for the committee that included land use and transportation issues of bi-state significance as well as economic development and environmental justice issues as they may relate to land use or transportation

- Approved Bi-State Coordination Committee by-laws
- Coordinated Bi-State review of the I-5/Delta Park/Lombard Project
- Reviewed and made recommendations concerning
 - Federal funding reauthorization
 - I-5 Columbia River Crossing
 - WSDOT Congestion Relief Project
 - Freight rail update and Oregon Rail Users League (ORULE) coordination
 - CTRAN 20 Year Strategic Plan
 - Cascade Station Comprehensive Plan Amendment

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 37,717	PL	\$ 33,044
Interfund Transfers	\$ 12,783	STP/ODOT Match	\$ 4,058
Materials & Services	\$ 6,000	ODOT Support	\$ 5,000
		Section 5303	\$ 5,000
		TriMet	\$ 7,484
		Metro	\$ 1,914
TOTAL	\$ 56,500	TOTAL	\$ 56,500

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.355
TOTAL	0.355

REGIONAL FREIGHT PLAN

PROGRAM

This program manages the identification of the region's freight system, policies and project needs and includes them in RTP. It provides coordination with local, state and federal plans so that freight plans are consistent. It ensures that prioritized freight requests are competitively considered within federal, state and regional funding programs. It will also allow continued freight data collection, analysis, education and coordination within the region. Note that the level of effort identified is contingent upon receipt of continued MTIP funding.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

TEA-21 requires MPOs to meet seven planning factors including planning for people and freight and supporting economic vitality by enabling global competition, productivity and equity. In support of Oregon's Statewide Planning Goals 9 and 12, the Transportation Planning Rule requires TSPs to identify the "needs for movement of goods and services to support industrial and commercial development." Further, the 2040 growth concept identifies the importance of industrial activity to the region by establishing special industrial districts as a priority land use.

RTP Policy 15.0, Regional Freight System, requires Metro to "provide efficient, cost-effective and safe movement of freight in and through the region" by identifying freight needs and projects to resolve them. TPR 660-012-0020, Elements of TSPs, requires consistency between local, regional, state and federal functional classifications. The RTP Freight Policies 15.0 and 15.1 specifically direct Metro to work with local jurisdictions and state agencies to meet federal mandates for the intermodal and congestion management systems, to identify projects and to coordinate plans. RTP Policy 15.1, Regional Freight System Investments, specifically directs Metro to "protect and enhance public and private investments in the freight network" by seeking opportunities for public private partnerships and encouraging public funding of freight investments.

STAKEHOLDERS

- Metro Council, TPAC and JPACT
- Metro Planning (RTP)
- Cities and counties within the region
- ODOT, Port of Portland, FHWA
- Businesses, including freight shippers and carriers, distribution companies, manufacturers, retailers and commercial firms
- Oregon Trucking Association and other business associations including the Westside Economic Alliance, the Columbia Corridor Association, and the Portland Business Alliance
- Metro area residents and neighborhood associations

OBJECTIVES/PRODUCTS/DELIVERABLES

- Working with the Port of Portland, complete the freight data collection study
- Update the regional truck model to incorporate origin and destination information from the Freight Data Collection Study
- With the trucking industry and other interests, lead a review of the street design guidelines to ensure that they accommodate freight needs
- Expand regional freight committee to include significant private sector representation and make it an official subcommittee of TPAC
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities
- Participate in the Portland Freight Committee and the Portland Freight Master Plan project
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing, I-5 Delta Park and the Sunrise Corridor projects

REGIONAL FREIGHT PLAN

- Participate in the Port of Portland led Oregon Rail Users League, which is identifying key rail priorities and advocating for funding with the State Legislature
- Provide information regarding freight needs in support of freight funding proposals being considered by the legislature ("Connect Oregon")
- Work with the Port of Portland and private interests to explore methods to increase private sector participation in rail funding
- Work with agencies and private interests to identify key multi-modal priorities, secure appropriate private matching funds and ensure that they are competitively considered under state freight funding programs

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Established regional freight network as part of 2000 RTP
- Established Freight Policies (15 and 15.1) as part of 2000 RTP
- Updated freight network as part of 2003 RTP
- Participated in Commodity Flow Study and Updates
- Developed regional truck model and incorporated updates to reflect new commodity forecasts
- Initiated Freight Data Collection Study
- Established and led the Regional Freight Committee, comprised of 13 local, regional and state agencies
- Developed the freight category and criteria for MTIP
- Led regional freight project prioritization effort (2003-04) as part of OTIA III, which resulted in the region obtaining significant funding for freight projects
- Participated in State and federal freight model development programs
- Member of Freight Data users Group
- Member of Portland and Oregon Freight Advisory Committees
- Active participant in local freight planning efforts such as the St. Johns Truck Study and the Sandy Boulevard study
- Provide leadership on Columbia Corridor Association and Westside Economic Alliance Transportation Committees
- Worked with ODOT on I-5 rail capacity analysis
- Participated in ORULE

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 138,748	PL	\$ 46,871
Interfund Transfers	\$ 44,963	STP/ODOT Match	\$ 17,549
Computer	\$ 7,288	MTIP STP	\$ 75,000
		Section 5303	\$ 20,000
		Metro	\$ 16,580
		Metro/Port/ODOT IGA	\$ 15,000
TOTAL	\$ 191,000	TOTAL	\$ 191,000
<u>Full-Time Equivalent Staffing</u>			
Regular Full-Time FTE	1.435		
TOTAL	1.435		

REGIONAL TRANSPORTATION PLAN FINANCING

PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

- Create linkage between the long-term vision for MTIP funding allocations and the implementation of priority RTP improvements
- Establish an array of transportation finance options
- Evaluate options for feasibility and ability to address the finance shortfalls
- Establish an outreach program to gain public input on key issues and strategies
- Help coordinate a regional finance request to the 2005 Oregon Legislature
- Work with the business community and local governments to determine the viability of a regional transportation ballot measure

STAKEHOLDERS

- Metro Council
- JPACT
- Business Community
- General Public

OBJECTIVES/PRODUCTS/DELIVERABLES

- Develop regional priorities for funding from federal sources, including recommendations from the Transportation Investment Task Force
- Coordinate with funding strategies for TriMet's Transit Investment Plan
- Work with local partners, the public and business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level
- Facilitate regional consensus on priority projects to seek state and federal authorization and appropriations

ACCOMPLISHMENTS

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. This program provides Metro staff support for these efforts in FY 2006, oriented toward implementing key elements of the RTP Priority System. These efforts do not include lobbying activities of any kind. In June 2004, the Transportation Finance Investment Task Force recommended that JPACT and Metro draft a legislature proposal for the 2005 Oregon Legislature and consider a regional election in 2006.

REGIONAL TRANSPORTATION PLAN FINANCING

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 108,367	PL	\$ 59,500
Interfund Transfers	\$ 37,053	STP/ODOT Match	\$ 19,515
Materials & Services	\$ 3,000	ODOT Support	\$ 17,303
Computer	\$ 3,080	Sec 5303	\$ 31,667
		TriMet	\$ 5,364
		Metro	\$ 18,151
TOTAL	\$ 151,500	TOTAL	\$ 151,500

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.912
TOTAL	0.912

REGIONAL TRAVEL OPTIONS

PROGRAM

The RTO program is the region's TDM strategy for reducing reliance on the automobile. The program has been funded for nearly 20 years, and has grown to include a variety of regional partners and outreach programs proven to reduce travel demand and encourage alternatives to driving alone. Since the early 1990s, the program has provided a daily reduction of 10,700 auto trips and daily VMT reduction of 79,400 miles, or the equivalent capacity to 10 highway lane miles. The program is also central to the region's efforts to maintain "attainment" status with federal air quality requirements. The program's effectiveness in meeting these goals is monitored on an ongoing basis through a system of detailed evaluations of individual components and employer surveys, and is documented in annual reports published by Metro.

The Metro Council approved a new strategic plan for the RTO program in 2004, shifting the lead role for managing the program from TriMet to Metro. The updated program places a major emphasis on individual marketing, and will be augmented by a recently funded state TDM program. Most of the RTO program activities are carried out by public agency partners or consultant contracts, administered by Metro. The key components of the RTO program are:

- Marketing Program
- Rideshare - Vanpool Program
- Transportation Management Association Program
- Grant Program
- Annual Program Evaluation

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The 2003 RTO Strategic Plan was approved by Metro Council resolution, and provides the framework for RTO policy development activities. The RTO Subcommittee of TPAC serves as the technical committee for RTO policy development.

The RTO program is an economic development tool for regional centers and industrial areas. RTO strategies support economic growth in centers by freeing up land currently used for parking for jobs and housing. The program increases the capacity of current transportation infrastructure by providing and promoting alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking and telecommuting.

The RTO program works directly with employers to find the best travel options for their employees through TriMet's Employer Outreach Program and local transportation management associations (TMAs). Services provided through the RTO program, such as carpool matching, vanpools and transit pass program ensure access to jobs for low-income residents of the region.

STAKEHOLDERS

- Metro Council
- RTO Service Providers (a regional consortium that includes Metro, TriMet and others)
- RTO Subcommittee and TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Continued implementation of the RTO Strategic Plan and Phase I transition
- Continued policy development and evaluation in partnership with RTO Subcommittee
- Completion of 2005 Annual Report

REGIONAL TRAVEL OPTIONS

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Completion of 2002 RTO Annual Report
- Completion of 2003 RTO Strategic Plan
- Completion of 2003 RTO Annual Report

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 292,132	CMAQ	\$ 356,228
Interfund Transfers	\$ 89,118	ODOT Transit*	\$ 450,000
Materials & Services	\$ 466,750	Metro	\$ 40,772
Marketing Consultant	\$450,000		
Misc.	15,750		
TOTAL	\$ 847,000	TOTAL	\$ 847,000

Full-Time Equivalent Staffing

Regular Full-Time FTE	3.05
TOTAL	3.05

*Marketing Agreement No. 22211

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF PORTLAND – RED ELECTRIC RECONNAISSANCE STUDY

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Portland Parks and Recreation, along with the Portland Office of Transportation, is performing an evaluation of the Red Electric Trail Line. The City will determine whether a multi-use trail could be constructed along this long-abandoned rail alignment and propose conceptual design solutions to any constraints that include ROW issues, traffic, environmental zoning, and private property. The Red Electric is one of three routes at the east end of the Fanno Creek Greenway that will connect the Tualatin River to the Willamette River. Metro managed a multi-jurisdictional study of the Fanno Creek Greenway that resulted in the *Fanno Creek Greenway Trail Action Plan* that was completed in January 2003. It focused on gaps in the other two routes, neither of which will serve both pedestrians and bicyclists.

STAKEHOLDERS

- Portland Parks
- Portland Office of Transportation (bikes, pedestrians, traffic, policy, planning, engineering)
- SW Trails Group
- SW Neighborhood Associations
- SWNI
- City of Portland Pedestrian Advisory Committee
- Willamette Pedestrian Coalition
- Bicycle Transportation Alliance
- City of Portland Bicycle Advisory Committee
- Neighboring property owners
- Washington County

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services (PP&R)	\$ 110,000	Regional STP*	\$ 135,000
Materials and Services (PDOT)	\$ 40,000	PP&R Match	\$ 15,000
TOTAL	\$ 150,000	TOTAL	\$ 150,000

*Federal Aid #X-STP 5900(1400)

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF PORTLAND – DIVISION STREETScape PLAN: SE 11TH – SE 60TH AVENUES

The Division Streetscape Plan will develop design alternatives and identify streetscape and transportation improvements between SE 11th and SE 60th Avenues such as:

- Pedestrian crossing improvements
- Bicycle parking and improved access from adjacent parallel bike routes to Division Street
- Transit amenities such as curb extensions, benches, and shelters
- Green street solutions such as porous pavement, stormwater mitigation and street trees
- Pedestrian-scale street amenities such as lighting, kiosks, benches, and public art
- Signal enhancements to increase safety for motorists and pedestrians and to improve signal communications for transit priority technology
- Opportunities for creating a sense of place that supports the mixed-use, multi-modal character of the neighborhood.

Improvements in the public right-of-way are elements to address a broad array of community issues that go beyond traditional transportation and land use issues. Urban design that reflects the surrounding neighborhood's history and incorporates sustainability, along with the process of community organization and development, are fundamental objectives of the plan. With the plan in place, preliminary engineering and construction can take place for Phase 1 implementation of the Division Streetscape and Reconstruction Project between SE 6th and SE 39th Avenues.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the *Transportation System Plan* of the City of Portland. The project will be carried out and managed by the Project Management Division of the Portland Office of Transportation.

STAKEHOLDERS

- Portland Office of Transportation
- Portland Bureau of Environmental Services
- Portland Parks and Recreation
- Portland Bureau of Planning
- Portland Office of Sustainable Development
- TriMet
- Central Eastside Industrial Council
- Division-Clinton Business Association
- Division Vision Coalition
- Southeast Uplift District Coalition
- Hosford-Abernethy Neighborhood
- Richmond Neighborhood
- South Tabor Neighborhood

OBJECTIVES/PRODUCTS/DELIVERABLES

Project Scoping

- Develop project work plan and assemble project team.
- Undertake detailed intersection and corridor traffic analyses and determine roadway horizontal alignment.
- Identify specific green infrastructure improvements that can be incorporated into the project.
- Develop design alternatives for specific improvements.

Plan Implementation

- Provide preliminary cost estimates for design and construction of street paving and reconstruction and streetscape improvements.
- Incorporate segment between SE 6th and SE 11th Avenues into project planning and estimates.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Prioritize planned improvements and determine the scope of the MTIP-funded Phase 1 construction.
- Identify additional funding sources to complete the plan.

Public Outreach and Involvement

- Develop planning process and public outreach plan.
- Gather input from the project's Community Working Group and project stakeholders at key milestones.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The project is intended to help support Division Street's 2040 Main Street designation. The Portland Office of Transportation identified the project in its *Transportation System Plan* that was adopted in October 2002. The project will be a follow-up to the 2003-2005 TGM-funded Division Green Street/Main Street land use and transportation study currently underway.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services (PDOT)	\$ 285,000	Regional STP* (13529)	\$ 303,000
Materials & Services	\$ 52,680	PDOT match	\$ 34,680
TOTAL	\$ 337,680	TOTAL	\$ 337,680

*Federal Aid number assigned after federal obligation.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF PORTLAND – INTERSTATE TRAVELSMART PROJECT

The Interstate TravelSmart Project is a no-build (“soft policy”) project to reduce car trips and improve the efficiency of our transportation infrastructure in the Interstate Corridor. The City of Portland seeks to implement TravelSmart around four of the new light rail stations at Kenton, Lombard, Portland Boulevard and Killingsworth. The project was designed to coincide with the startup of Interstate MAX. In addition, it will complement changes in transit service improvements to bike and pedestrian facilities that were planned for the startup.

The TravelSmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit and provides the information and training needed to get them where they want to go without driving alone. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A pilot project in SW Portland reduced car trips by 9 percent; vehicle miles traveled by 12 percent.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

TravelSmart is identified in the *Transportation System Plan* of the City of Portland as part of its Transportation Demand Management and Parking Plan. The Transportation Options Division of Office of Transportation is in charge of the project.

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

STAKEHOLDERS

- TriMet
- Interstate Corridor residents
- Kenton, Piedmont, Arbor Lodge, Overlook, Humboldt, King, Boise, and Eliot Neighborhood Associations

OBJECTIVES/PRODUCTS/DELIVERABLES

Phase I:

- Project Design – Establishment of work plan, project design and after-survey analyses.
- Project Setup – Organization of resources, preparation and printing of information and materials, office set up, recruitment and training of staff, database completed.
- Conduct Before-Survey Target Area – Random sample of households in the target area.
- Conduct Before-Survey Control Group – Random sample of households in the control group.
- TravelSmart Individualized Marketing Campaign – Households (11,000 participants) are segmented into those who are willing to change their travel behavior, those who are already regular users, and those who are not interested or unable to use alternative modes more frequently. Interested households receive ongoing motivation, encouragement and support, and there is no further contact with those who are not interested.
- One Year After-Survey – A random sample of households in the target area and a random sample of households in the control group are surveyed and analyzed.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Phase II:

- Conduct Before In-Depth Survey – Hour-long interviews with randomly selected individuals to determine barriers and potential for shifting trips to environmentally friendly modes of travel.
- Conduct Before In-Depth Control Group Survey – Hour-long interviews with randomly selected individuals in the Control Group.
- Materials, Rewards, Incentives – Design and produce materials for individualized marketing campaign, purchase of incentives and rewards.
- Individualized Marketing Campaign – 3,000 additional participants within the target area.
- Conduct Home Visits – Approximately 5 percent of participants.
- Conduct After In-Depth Survey – In-depth survey and analysis completed to compare with previous survey results and findings.

The impact of this program will be more broadly measured by the Interstate MAX Before and After Evaluation Program described on page 76.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

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

BUDGET SUMMARY

Requirements:		Resources:	
Phase I			
Personal Services	\$ 300,000	Regional STP	\$ 300,000
Materials & Services	30,000	Match	30,000
TOTAL Phase I	\$ 330,000	TOTAL	\$ 330,000
Requirements:		Resources:	
Phase II			
Personal Services	\$ 200,365	Regional STP	\$ 200,365
Materials & Services	22,935	Match	22,935
TOTAL Phase II	\$ 223,300	TOTAL	\$ 223,300

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

CITY OF WILSONVILLE – SOUTH METRO AREA RAPID TRANSIT

The focus of this project is to establish a Transit Master Plan to address anticipated growth and changes in the greater Wilsonville area. With continuing growth and development in Wilsonville, South Metro Area Rapid Transit (SMART) will need to examine the nature, frequency and scope of its service. In particular, advent of commuter rail in Wilsonville, and the Villebois site, a 3,000-unit mixed-use development, will greatly increase demand for transit service. At the same time, the nature of the demand will be different than what it has been in the past. SMART intends to complete work on a Transit Master Plan in FY 2004-05 to address these changes and plan for future service.

RELATED TO PREVIOUS WORK

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

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

RESPONSIBILITIES

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by grant funding from FTA earmarked funds, JARC, Section 5307, E & D, and CMAQ. With the exception of the SMART Options program, SMART does not currently receive grant funding for planning; all of the grants are for capital and operations. The SMART Options and Walk Smart programs are currently funded at an annual rate of \$81,000 in CMAQ funds through the FTA.

OBJECTIVES/PRODUCTS

- Assess future system demands due to Villebois development
- Assess future system demands due to increases in commercial and industrial development in the Wilsonville area
- Develop a system growth plan that will progressively address increasing system needs
- Develop a multi-modal strategy creating coordinated travel options to reduce dependence on the automobile for employment transportation
- Transit Master Plan that identifies specific strategies for smart growth of the transit system and efficient coordination with neighboring systems
- Implementation of SMART Travel Options in conjunction with strategies identified in the Transit Master Plan

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 45,975	CMAQ	\$ 91,000
Material & Services	\$ 55,440	Local Payroll Tax	\$ 10,415
Interfund Transfers	\$		
TOTAL	\$ 101,415	TOTAL	\$ 101,415

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

WASHINGTON COUNTY – I-5/99W CONNECTOR STUDY

As a result of the Western Bypass Study, the I-5 to Highway 99W Connector was included in the 1997 RTP as a needed facility, though the exact location was not determined. In 2000, Metro proposed an amendment to the RTP to include a southern corridor for the Connector, the corridor located outside the UGB. However, the LCDC concluded that all not all requirements for an exception to State Planning Goals had been demonstrated and that additional work was needed. In 2004, the Oregon Transportation Commission included the Connector as one of eight Projects of Statewide Significance.

This work program is designed to develop the I-5 to 99W Connector Project through the federal Record of Decision and FHWA's issuance of Design Approval in a two phase process. The selected project development process will have a first phase that defines and adopts a corridor within which the Connector can be constructed. The second phase will complete an EIS for establishing the facility's design within that corridor. This process has been termed the "RTP Process" which reflects the intent to adopt a selected corridor through amending the RTP before issuing a Notice of Intent to perform a design-level EIS.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The OTC has recognized the I-5 to Highway 99W Connector as a "Project of Statewide Significance." Metro included the project, along with potential corridor alignments, in both the 1996 and 2000 RTPs. The project is also referenced in the most recent TSPs of Washington County, the cities of Sherwood and Tualatin.

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

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

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Residents and officials of Washington County, possibly Clackamas County (depending on the alignment selected), ODOT, Metro, LCDC, cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, McMinnville

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Rural and farm land owners in the area
- Industrial and other employers within the Tigard/Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees
- Travelers and freight hauling operators to and from the Oregon central coast area
- Other State agencies including DLCD, DEQ, Department of Fish and Wildlife, Corrections
- Federal agencies including FHWA, EPA, US Army Corps of Engineers, US Fish and Wildlife, National Oceanic and Atmospheric Administration, Fisheries, US Department of Interior

OBJECTIVES/PRODUCTS/DELIVERABLES

The objective of the project is to address the problem of inadequate transportation facilities in the outer southwest quadrant of the Portland metropolitan area to serve the growing demand for regional and intrastate travel access to the area's federal and state highways (I-5 and 99W).

Products will consist of technical reports and documentation required to identify a connector corridor alignment alternative that will then be included in an RTP amendment. This Connector corridor will also be adopted into the TSPs of the cities of Sherwood, Tualatin and Wilsonville as well as Washington and Clackamas counties (as required). This effort will lead into a NEPA effort that will be undertaken to determine a specific alignment immediately following the RTP amendment process. If necessary, land use planning goal exceptions will also be considered.

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Initiated public involvement. Initiated review of existing road network deficiencies. Defined a phased RTP amendment/ NEPA project approach. Performed stakeholder interviews. Currently establishing project governance structure, scope of work, budget and schedule.

BUDGET SUMMARY

Requirements:		Resources:	
Washington County	\$ 370,000	Metro STP	\$ 2,100,000
ODOT	\$ 526,000	ODOT Highway Trust Fund	\$ 1,850,000
Metro	\$ 290,000		
Consultant	\$ 2,764,000		
Total	\$ 3,950,000	Total	\$ 3,950,000

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

PORT OF PORTLAND – REGIONAL FREIGHT DATA COLLECTION PROJECT

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

Approximately 63 percent of all freight tonnage moves by truck into, out of and through the region. Within 30 years, this figure is expected to increase to more than 70 percent. Regional commodity flow data describes these inter-regional trips, but gives little information about freight movement within the region. Better translating the commodity flow data into sub-regional trips is a primary goal of this project. This will help the region get the most return on its investments by targeting projects that best facilitate the movement of goods that are so critical to the region's economy.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The project received STP funds through the region's MTIP process based on a fundamental scope of work. This scope of work is also the foundation for a series of intergovernmental agreements between the project sponsors.

STAKEHOLDERS

Metro, ODOT, WSDOT, Multnomah County, RTC, WSDOT, Port of Portland (project sponsors), planners and policy makers around the region, and the freight and business community.

OBJECTIVES/PRODUCTS/DELIVERABLES

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

- Detailed data on origins and destinations of freight shipments within the region
- Truck count data
- Proposal for a region-wide, coordinated, on-going truck count program

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This project builds on the region's commodity flow forecast to provide more detail on the movement of freight on the region's transportation network. The project will also leverage a TransNow grant awarded to Oregon State University for research into the use of GPS systems to collect truck trip data.

BUDGET SUMMARY

Requirements:			Resources:		
Materials & Services Contractual	\$	664,000	MTIP	\$	500,000
			Port/WSDOT/Mult. Co.	\$	164,000
TOTAL	\$	664,000	TOTAL	\$	664,000

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

TRIMET – FREQUENT SERVICE DEVELOPMENT

OVERALL DESCRIPTION

The RTP and TriMet's Transit Investment Plan call for the development of "Frequent Service" bus routes as part of a family of public transit modes. Frequent Service is characterized by 15-minute frequencies, day and evening, seven days a week. This service is enhanced with added customer amenities and information and priority treatments that keep the service fast and reliable. This type of service complements the high capacity service provided by MAX light rail and makes connections to local services.

The intent of this development program is to increase the visibility of the service (new signage and service branding), to make it convenient and available (frequent and reliable) and more competitive with the automobile (direct service, expedited through traffic). There has been a very strong response from riders to this level of service. Ridership on frequent service routes was up 20.3 percent in 2004, about half explained by the addition of a new frequent service route. This service accounts for 45 percent of the weekly bus service hours and 56 percent of the weekly bus riders. This new service type raises the service standard for the majority of transit riders. TriMet's five-year Transit Investment Plan proposes to develop 22 Frequent Service lines serving 65 percent of the bus ridership.

TriMet and the region have made this program a priority through the distribution of regional MTIP funds. The program is actually the integration of two parts to achieve the greatest impact on a route-by-route basis. A program priority is to improve safe access to transit for all population groups and for the mobility impaired in particular. This is achieved with sidewalk and curb ramp construction and pedestrian crosswalk improvements in partnership with other jurisdictions. TriMet also gives priority consideration to services for disadvantaged populations and communities – reflected in TriMet's Title VI Report.

TRIMET – STREAMLINE PROGRAM

This is the seventh year of a comprehensive program that incorporates the grant-funded signal priority treatment project that was managed by the City of Portland. In partnership with the City, TriMet has expanded that program to include other preferential street treatments and related bus stop amenities. It is reducing transit running times and thereby operating costs, while also making the service more attractive to riders. Further Streamline implementation is being coordinated with Frequent Service and bus stop improvements. As the program has become more integrated with the bus stop and route management process, it also is being applied in jurisdictions beyond the City of Portland.

This program builds on the TEA-21 funded (OR-90-X087-00) signal priority project. The program was coordinated also with other City pedestrian and streetscape programs. The original grant is sustained with CMAQ funds allocated through the regional MTIP for FY2004-07.

STAKEHOLDERS

This program is directed at improving the operating efficiency of TriMet operations and thus is closely coordinated with internal operating management departments. The benefits of the program accrue to the public through improved service reliability, faster travel times, which in turn produces greater use of the service. All aspects of the program are coordinated with the local street jurisdiction that control many of the tools required for this program to be successful (signal management, lane configuration, bus stop placement, etc.).

OBJECTIVES/PRODUCTS/DELIVERABLES

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

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Three bus routes have been substantially “Streamlined”:
 - Line 4: Division/Fessenden is complete and being evaluated. Route schedule reductions have already been taken in the range of 10 percent.
 - Line 72: 82nd Avenue/Killingsworth is complete. A significant element of this project is a northbound bus only lane on 82nd Avenue from the Clackamas Town Center.
 - Line 12: Sandy/Barbur is complete.
- Two routes are in currently being Streamlined:
 - Line 9 Powell/Broadway is a major route serving the urban northeast and a major State-operated arterial in the southeast. The Powell transit service was considered in a regional corridor study and is the lead candidate for the region’s first bus rapid transit route. Steamline improvements on this route can help to initiate a long-term need to build transit ridership in this congested corridor. This work is being coordinated with ODOT and related ODOT and City of Portland projects. The first phase of capital improvements are to be completed in Summer 2005 and phase 2 project completion is anticipated for Summer/Fall 2005.
 - Line 14 Hawthorne is a heavily used urban route. Hawthorne Boulevard is to receive City of Portland streetscape improvements. Efforts will be combined to improve operation and ridership on this route. This work is expected to be substantially complete in FY 2005-06.
- Further implementation of the program will be in concert with TriMet’s network of Frequent Service routes. There are now 16 Frequent Service routes accounting for 56 percent of weekly bus ridership. TriMet’s five-year plan calls for there to be 22 frequent routes carrying 65 percent of the bus ridership. Signal priority emitters are operational on all TriMet buses, with some defective units having been replaced. Opticom installation was originally targeted for 225 intersections. Of the 225 intersections, 180 of those are completed. Intersection or signal design precluded installation at the remaining intersections. Installation for an additional 100 more intersections is nearly completed.

PROGRAM EVALUATION

Early evaluation of the program has been conducted on Line 12 – Barbur and Line 4 Fessenden/ Division. A more complete review is in progress. These early results include:

- Reduction of 2-11 percent of travel time for all Line 12-Barbur peak-period buses (depending on direction; largest reduction of 11 percent was for outbound PM peak).
- Reduction of 8-11 percent of travel time for Line 12-Barbur p.m. peak period buses that were behind schedule by 90 seconds or more for their entire trip (and thereby activated signal priority at all City of Portland signals on Barbur).
- Average reduction for peak period travel time of 7-12 percent in a route segment that was isolated around a signal with TSP on Line 4-Division.
- Dramatic reduction in variability of travel times for all Line 12-Barbur peak-period buses, in most cases reducing variability by half or more. This reduction in variability improves schedule reliability and significantly reduces the time needed for layovers.
- Trimming away of the longest travel run times.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Elimination of one four-hour peak tripper bus on Line 4 in June 2002 resulting in an estimated annual cost savings of \$60,000 and potential one-time capital cost savings of \$300,000 by reducing the peak vehicle requirement. These treatments reduce schedule erosion due to congestion and thus postpone the need to add trips.
- Median run time over the whole route (both directions) on Line 4 (Division/Fessenden) that was roughly the same in Spring 2003 as in Spring 2001 (prior to signal priority treatment) despite additional congestion (not quantified).

BUDGET SUMMARY

The TriMet portion of the original program was \$6,650,000 – using TriMet and grant funds. This program used \$1.5 million of the City of Portland's TEA-21 funded signal priority project for the installation of Opticom emitters on buses and system development. The City transferred an additional \$400,000 to TriMet for software system upgrades, which is complete.

FY 2003-04 and FY 2004-05 CMAQ funds in the annual amounts of \$312,665 locally matched to support a total budget of \$348,451 continued this program. These funds are provided through the region's MTIP. The program will be integrated with "Frequent Bus" improvements in FY 2006-07 at similar levels of funding (see below).

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

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

TRIMET – BUS STOP DEVELOPMENT PROGRAM

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

Bus Stop Sign and Pole Replacement with Schedule Displays

- Deployment of new two-sided bus stop signs and poles. The multi-part signs are a unique shape and the poles are dedicated and colored to make this stop identifier more distinguishable in the streetscape.
- Printed schedule displays are being installed on each bus stop pole, which is a significant convenience for riders.
- These signs are being deployed on a route basis throughout the system, but with priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. In FY 2003-04, the focus was on North/Northeast Portland in coordination with the introduction of MAX light rail service. The program was broadly directed in FY 2004-05 with a concentration of improvements to Tualatin Valley Highway through the Westside communities of Beaverton, Hillsboro, Cornelius and Forest Grove. The FY2005-06 program will continue with a focus more to the south and southwest. The changeover should be complete in FY 2007-08.
- The FY 2004-05 program investment of \$238,000 will be repeated for an additional year and \$75,000 in the fourth and final year to complete all bus stops.

Bus Stop Enhancements

- This program improves bus stops by constructing wheelchair access, strategic sidewalk connections and other improvements that integrate stops with the streetscape. The cost can vary greatly, but approximately 30 locations supported through a mix of funding programs can be addressed annually.
- These improvements must be closely integrated with other streetscape improvements (sidewalks and crosswalks) and will be programmed in support of TIP focus areas and frequent corridors and where jurisdictions are making other improvements that can support these improvements.

Shelter Expansion

- TriMet continues to increase the number of bus shelters from a total of 850 four years ago to approximately 1,135 by the end of FY 2004-05.
- With the help of other grant funding additional bus stop improvements are being made in Washington County, particularly along Tualatin Valley Highway, which has been the focus of some concern regarding pedestrian safety.
- TriMet expects to continue the FY 2004-05 program level with approximately 35 new shelters in FY 2005-06 using primarily CMAQ funds provided through the regional MTIP process.

Transit Tracker

- With software development and refinement nearly complete, TriMet began implementation of real time customer information at bus stops and MAX light rail stations. These electronic units were deployed based on criteria that address the TIP focus areas, frequent corridors and needs and benefit-based criteria.
- The Transit Tracker program was placed on hold in January 2004 as the longevity of the system software and telecom agreements are being reviewed and reconsidered.

While this is a capital program and CMAQ funds are being used for capital elements and related staffing of these programs, they are presented in this Unified Planning Work Program, as each element requires up-front planning.

This program is at the core of TriMet's service development and expansion program and is an on-going part of the five-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. They are integrated with the on-going Streamline program described above.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

STAKEHOLDERS

This program is closely coordinated with internal TriMet departments – primarily marketing (customer information) and operations. Benefits of the program clearly accrue to the general public and transit users. TriMet research has demonstrated that on-street amenities are important considerations as riders choose to use the service. The program is closely coordinated with the street jurisdiction – often through permits. Integration with local streetscape projects is also fostered to achieve the greatest mutual program benefits.

OBJECTIVES/PRODUCTS/DELIVERABLES

Objectives of this program include:

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

PRODUCTS AND TARGETS OF THE PROGRAM INCLUDE

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

These programs build on prior work. Program priorities are identified in the Transit Investment Plan. The on-street programs, including Streamline, are coordinated to achieve the greatest combined effect that will contribute to new transit ridership. Where possible they are being combined with service improvements. The program will continue to focus on Frequent Service bus routes. The installation of new signs is proceeding on a route-by-route basis, again with priority given to Frequent Service routes and the focus areas identified in the TIP.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

BUDGET SUMMARY

The FY 2005-06 budget for this composite program is as follows:

Bus Stop Development Program	CMAQ	TriMet	Total
Bus shelter expansion	\$ 233,298	\$ 26,702	\$ 260,000
Pavement and ADA improvements	\$ 67,298	\$ 7,702	\$ 75,000
Bus stop signs and poles	\$ 98,703	\$ 11,297	\$ 110,000
Streamline treatments	\$ 358,920	\$ 41,080	\$ 400,000
Support staff (3 FTEs)	\$ 179,460	\$ 20,540	\$ 200,000
Other improvements	\$ 296,109	\$ 33,891	\$ 330,000
Total: Bus Stop Development	\$ 1,233,788	\$ 141,121	\$ 1,375,000

Capital Grant

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

TRIMET – REGIONAL JOB ACCESS AND REVERSE COMMUTE PROGRAM

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

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

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

STAKEHOLDERS

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

Population Areas

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

Employment Areas

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

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

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Oregon Department of Human Services (DHS)
- Clackamas County Social Services Division
- Housing Authority of Portland
- Washington County Housing Authority
- Metropolitan Family Services
- Multnomah County Aging and Disabilities Services
- Clackamas County Social Services
- Steps to Success (Mt Hood and Portland Community colleges)
- Worksystem Inc. (Southeast One Stop, Northeast One Stop, East County One Stop and Capital Career Center)
- City of Portland
- Dress for Success
- Tualatin Transportation Management Association
- Westside Transportation Management Association
- Swan Island Transportation Management Association
- Ride Connection
- Oregon Department of Employment
- Community Cycling Center
- South Metro Rapid Transit District
- South Clackamas Transit District
- Sandy Area Metro
- Metro
- TriMet
- FTA

OBJECTIVES/PRODUCTS/DELIVERABLES

Compliance with JARC Program Objectives

1. According to the 2000 Census, 236,000 (or 15.7 percent) of the 1.5 million people that live in the Portland metropolitan region live below 150 percent of the poverty level.
2. Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include access to childcare and acquiring job skills and training.
3. Rides provided by Job Access funded programs and services total over 4,000,000 between September 2000 and September 2004.

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the FTA and regional match dollars. Elements of the work program for fiscal year 2006 totaling \$1,678,800 million are shown below.

Work Program Line Item	JARC Funds
Outreach & Materials	\$136,000
Bicycle Program	\$155,500
Job Training and Retention Services	\$193,000
Non Commute Transportation	\$60,000
Service to Employment Areas	\$348,300
Rural Services	\$536,000
Service to Communities	\$250,000
Total: Jobs Access Reverse Commute Funds	\$1,678,800
<hr/>	
Match Programs	Local Funds
TriMet Operating Costs (Fixed Route Bus Service)	\$1,678,800

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

This budget reflects Federal FY 2003-04 and FY 2004-05 Jobs Access funds carried into TriMet's FY 2005-06 program. Federal FY 2004-05 funds, when received, will be an increase in the amount of \$2,279,717. Those funds will sustain the programs listed above in TriMet's FY 2005-06 and FY 2006-07 programs.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

TRIMET – INTERSTATE MAX BEFORE AND AFTER EVALUATION

TriMet and Metro are working with the FTA to prepare a comprehensive before and after evaluation of this project. There is need to assess success of the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the region tools used to plan and forecast the project's benefits and impacts.

The study builds on work to date, including that contained in the project Environmental Impact Statement (EIS), and requires extensive before and after data collection to ascertain the utilization of the introduced services and the intended or unintended impacts of the project on the community and the corridor.

The project is divided into seven tasks as follows:

1. Organization
2. Documentation of forecasts
3. Documentation of conditions before project implementation
4. Documentation of conditions after project opening
5. Proposed analyses
6. Findings and recommendations
7. Bibliography

Tasks 2 through 5, above, will include the following subtopics:

1. Project scope
2. Service levels
3. Capital costs
4. Operating and maintenance costs
5. Ridership and fare revenue
6. Transit equity
7. Environment
8. Public opinion

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In August 2001, the FTA instituted Section 611.7(c)(4) of the *Final Rule on Major Capital Investment Projects (New Starts)* (published on December 7, 2000, and effective as of April 7, 2001) whereby Section 5309 New Starts Full Funding Grant Agreement grantees must submit a plan for collection and analysis of information to identify project impacts and to determine the accuracy of forecasts prepared during project development. While this provision does not apply to the Interstate MAX Full Funding Grant Agreement (FFGA) OR-03-0076, which was executed in September 2000, FTA concurred that TriMet could use project savings for the study. That project, constructed between the Rose Quarter and the Expo Center in Northeast Portland, opened for service in May 2004.

FTA requires that grantees report on five project characteristics:

1. Project Scope – Physical components of the project, including environmental mitigation
2. Service Levels – Operating characteristics of the guideway, feeder bus services, and other transit services in the corridor
3. Capital Costs – Total costs of construction, vehicles, engineering, management, testing and other capital expenses
4. Operation and Maintenance Costs – Incremental operating/maintenance costs of the project and the transit system
5. Ridership Patterns – Incremental ridership, origin/destination patterns of transit riders on the project and in the corridor, and incremental fare box revenues for the transit system

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

FTA further requires that this information be assembled at three key milestones in the development and operation of the project:

1. Predictions – Predictions for the five characteristics developed at the conclusion of preliminary engineering, along with any changes made to those estimates during final design
2. Prior Conditions – Transit service levels, operating/maintenance costs, and ridership/fare box revenues that prevail immediately prior to any significant changes in transit service levels caused by either construction or opening of the project
3. After Conditions – Actual outcomes for the five characteristics of the project two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor

STAKEHOLDERS

Internal (TriMet)

The Project Sponsor for the Interstate MAX project is TriMet, the agency operating public transit in the city of Portland. The Interstate MAX Before and After Study is the responsibility of the Marketing and Customer Services Division (MCSD). The Executive Director of Marketing and Customer Services reports directly to the TriMet's General Manager. The Director of Marketing Information (DMI) has been designated as the key individual responsible for all aspects of the Before and After Study. The DMI will:

- Oversee the activities of the various TriMet departments, public agencies and consultants participating in the Interstate MAX Before and After Study
- With supporting staff, assemble and maintain key reports, studies and other records related to the Study
- Direct staff and consultant resources applied to the Before and After Studies
- Coordinate all study activities and will have responsibility for preparation and submission of both regular progress reports and all other identified interim and final reports

Primary TriMet responsibilities related to the project include:

- Capital Projects – Development, monitoring and reporting of the Project Scope, Capital Costs and Environment sections of the plan
- Operations – Development, monitoring and reporting of the Services Levels sections of the plan. The Traffic and Parking sections will rely heavily on assistance from the City of Portland and Oregon Department of Transportation
- Finance – Development, monitoring and reporting of the Operating and Maintenance Costs sections of the plan
- Marketing and Customer Services – Development, monitoring and reporting of the Ridership and Fare Revenue, Public Opinion, and Recommendations sections of the plan
- Diversity and Transit Equity – Development, monitoring and reporting of the Transit Equity section of the plan

Metropolitan Planning Organization

Metro is the source for basic planning data in the region including forecasts of population, households and employment for the Portland/Vancouver metropolitan area. Metro also develops and maintains the travel forecasting models used for transportation planning in the region. Metro will:

- Provide documentation for key planning data and methods used for the Light Rail project
- Collect/assemble demographic and economic data for the Light Rail corridor before project initiation and after project opening
- Model ridership using updated data
- Conduct the forecast v. actual ridership analyses

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- In coordination with TriMet, analyze the forecast v. actual cost estimates
- Identify and analyze potential model refinements

Other Local Agencies

- ODOT will collect and report traffic volume data for the I-5 freeway
- The City of Portland Department of Planning will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the Portland CBD and communities along the Light Rail Corridor
- The Interstate TravelSmart Project managed by the City of Portland is also examining travel patterns and provides some influence in the corridor, which will be picked up by this Interstate MAX Before and After Evaluation Program. The TravelSmart Project is described on page 61
- C-Tran will provide ridership counts for their routes serving the Corridor

FTA

FTA will review and approve the Before and After Study work program. FTA will also review project interim and final reports.

PMO contractors

The PMO contractors designated by FTA will assist in reviewing project data.

OBJECTIVES/PRODUCTS/DELIVERABLES

This study will in large measure validate the goal of the North Corridor Interstate MAX light rail project:

Implement a major transit program in the North Corridor that maintains the livability in the metropolitan region, supports bi-state land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive.

The study, however, is also a means of evaluating project planning and management tools, with feedback to improve our collective ability to make the effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; the results of environmental mitigation measures; and rider characteristics. The next opportunities for the region to conduct such studies will come with the Commuter Rail (planned opening in 2008) and the I-205/ Portland Mall projects (planned opening in 2009). The participating jurisdictions are committed to making the results of this study meaningful for local and federal objectives. The project will produce the following products:

- Summary of findings, including the relationship between forecast and actual ridership and capital and operating cost.
- Summary of recommendations, including proposed improvements to forecasting methodology or other action that can improve transit investment decision-making.
- A draft report for submittal to the FTA.
- A presentation of findings with the FTA.
- Revised and final report.

All pertinent data will be collected and made available for reference including plans, reports, drawings, resolution, technical memoranda, schedules, spreadsheets and maps.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

As noted above, this program builds on corridor work program work to date, principally that contained in the North Corridor Interstate MAX Light Rail Project Final Environmental Impact Statement (October

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

1999). It will also draw on origin-destination surveys and systems statistics maintained by the transit and road jurisdictions.

TriMet submitted the draft study plan to the FTA in December 2003. The FTA approved the inclusion of the study work scope into the Interstate MAX project on January 14, 2004. All tasks and subtasks have been assigned. TriMet and Metro are executing the tasks as outlined in the draft work plan. Tasks 1, 2 and 3 were completed in December 2004. Task 4 is being executed between 6 and 18 months after operation begins.

BUDGET SUMMARY

This work program is funded through the Interstate MAX Full Funding Grant Agreement in the total amount of \$750,000. The budget for data collection under Tasks 3 and 4 is summarized as follows:

Origin / Destination Survey	
Pre-Implementation (March 2004)	\$100,000
Post-Implementation (March 2006)	\$300,000
On-Board Counts by Station	
Post-Implementation (May-June 2004)	\$ 35,000
Attitude and Awareness Public Opinion Survey (@ 40 percent of full survey)	
Pre-Implementation (November 2003)	\$ 14,000
Post-Implementation (November 2005)	\$ 15,000
Public Opinion Survey (measures not captured in the Attitude and Awareness)	
Pre-Implementation (Spring 2004)	\$ 5,000
Customer Impact Survey	
Pre-Implementation (March-May 2004)	\$ 30,000
Post-Implementation (March-May 2006)	\$ 32,000
Brand Identity Survey	
Pre-Implementation (October 2003)	\$ 22,000
Post-Implementation (October 2005)	\$ 24,000

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

ODOT – I-5 COLUMBIA RIVER CROSSING PROJECT (CRCP)

The goal of the CRCP is to implement a major portion of the strategic plan developed by the I-5 Transportation and Trade Partnership on how to manage and improve transportation in the I-5 corridor between Portland and Vancouver. The corridor stretches between I-84 in Oregon and I-205 in Washington.

The CRCP will develop additional freeway and transit capacity where I-5 crosses the Columbia to meet the needs in the corridor. The plan will also address how to manage demand for transportation in the corridor.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- The Oregon and Washington Departments of Transportation are sponsoring the project, with funding from the FHWA
- ODOT and WSDOT are working in partnership with the other transportation agencies in the corridor: the cities of Vancouver and Portland, Metro and the Southwest Washington Regional Transportation Council, the ports of Vancouver and Portland, Tri Met and CTRAN, and Clark County, Washington, and Multnomah County, Oregon

OBJECTIVES/PRODUCTS/DELIVERABLES

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

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During FY 2000-01, the Governors' Task Force was established, along with a Community Forum consisting of representatives from neighborhoods, businesses and other interested groups. Both the Task Force and Forum met several times and developed Evaluation Criteria and Improvement Option packages for evaluation. Work also progressed on Land Use Assessment and Rail Capacity Analysis. In June 2002, the Task force issued its final Strategic Plan, the most significant recommendation of which was the recommendation that the region expand the capacity of I-5 where it crosses the Columbia with a multi-modal project that includes additional freeway lanes and provision for high capacity transit. The plan identified several different concepts for the crossing that will require an environmental impact analysis. The scale of the project will result in an environmental impact statement process that will be initiated in 2005 and take several years to complete.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$	National Corridor Planning and Development Program Grant*	\$ 6,500,000
		ODOT/WSDOT Match	\$ 400,000
TOTAL	\$ 6,900,000	TOTAL	\$ 6,900,000

* Federal Aid #NCPDS000(197)

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

ODOT – PLANNING ASSISTANCE – SPR PROGRAM

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

ODOT works in partnership with local and regional governments to update, refine and implement the Portland MPO RTP and local transportation system plans. This work includes assuring consistency among Transportation system plans, local use plans, Metro's 2040 Growth Plan and Urban Growth Management Functional Plan, and Oregon's Transportation Plan, Highway Plan and the Transportation Planning Rule.

STAKEHOLDERS

External

- Local Governments and Agencies
- Regional Governments and Agencies
- Federal Agencies
- Washington State Department of Transportation
- State Legislators
- Special Interest Groups
- General Public
- Other State Agencies

Internal

- ODOT Region 1 Tech Center
- ODOT Transportation Development Division
- ODOT Rail Division
- ODOT Public Transit Division
- ODOT Safety Division
- ODOT Central Services Division
- Other State Agencies

OBJECTIVES/PRODUCTS/DELIVERABLES

Coordinate and Support of Metro Programs

ODOT staff participates on regional and local standing and project committees to provide information, analyze (as needed), ensure coordination and provide other support as needed. Specifically:

- **Coordinate TIP Development:** ODOT staff works with Metro to assure that the process for selecting federally funded transportation projects is balanced, fair, allows plenty of opportunity for public involvement and provides for a range of needs.
- **Support RTP Updates:** ODOT staff works closely with Metro to update the RTP to accommodate UGB amendments and industrial lands.
- **Support RTP Implementation:** ODOT staff works closely with Metro and local governments to assure that the implementation accurately reflected ODOT projects and incorporate the State's interest into regional policy making. ODOT staff participates in development of the Corridor Initiatives Program, PTP Business Partnership, Model Refinement and Local Plan Coordination.
- **Support Metro Transportation/Land Use Integration Efforts:** ODOT staff works with Metro to implement the 2040 Growth Concept Plan. ODOT staff will participate in the Governor's Economic Revitalization Team (ERT) process to assist in the selection of projects to implement the Plan. The ERT will collaboratively solve transportation and community issues that affect the Portland MPO area. ODOT works closely with Metro to assure that regional growth management policy does not adversely impact the State's transportation system.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Support Regional High Capacity Transit (HCT) Studies: ODOT staff works with Metro to assess the utility of HCT and propose regional policy response. HCT is responsible for analysis of alternative transportation modes and the completion of project planning for major fixed guideway transit facilities including commuter rail, light rail (LRT), and busways.
- Support the Analysis of Alternative Funding: ODOT is a project partner in the Traffic Relief Options (TRO) study to assure that the study adequately addresses issues and concerns of ODOT and FHWA. ODOT will develop a policy response to the finding of congestion pricing study and continue to investigate alternative sources of funding.
- Assist Green Corridor Implementation Strategy: ODOT staff will assist in the development of a strategy for assuring that ODOT facilities on the fringe of the UGB can function as a green corridor as envisioned in the 2040 Growth Concept Plan.
- Assist in Transportation Model, Traffic Analysis and Methodology: ODOT staff provides assistance with traffic input and analysis. ODOT staff, Metro and local governments will develop traffic analysis methodology to identify new land use patterns. Traditional methods of analysis of traffic impacts are inadequate for these new patterns.

Coordinate Transportation Planning Activities

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

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

Conduct Transportation Planning Studies.

The major activities to be undertaken are those necessary to produce and implement corridor plans and studies, transportation conditions reports, refinement plans, TSPs and amendments to comprehensive plans and ordinances necessary to implement transportation plans and other long range planning documents. These tasks are aimed at meeting federal regulations, the Transportation Planning Rule, the OTP, the OHP policies and other modal plans and Oregon's local plans and regulations. Tasks include engineering, population, economic, environmental, traffic and land use studies, travel demand modeling and analysis, and public involvement activities such as newsletters, opinion polls, public meetings and other mechanisms that involve the public in transportation decisions.

Specific activities may include:

Concept plans, subarea plan

- Damascus/Boring Concept Plan
- Other unspecified plans

Corridor Strategies

- US 26 Sunset
- OR 43 Corridor

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- OR 212 Corridor
- North Willamette River Crossing Study (St. Johns)
- Other unspecified corridors

Tolling and Managed Lane Feasibility Studies:

- Highway 217
- I-5 South of Portland
- US 26 Sunset
- Other unspecified studies

Refinement Plans:

- I-5 / Wilsonville Road IC
- US 26 Access for Gresham Springwater UGB expansion
- I-84 / 181st IC – Gresham
- Other unspecified interchange/intersection, highway segment (e.g., STA, UBA), urban arterial and boulevard plans

Other Plans/Studies

- Regional Truck Freight Origin/Destination Study
- TDM plans
- Other unspecified plans and studies

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

ODOT will continue work on the updating and implementation of the RTP.

BUDGET SUMMARY

Requirements:		Resources:	
Personal Services	\$ 3,526,400	SPR Program	\$ 3,526,400
TOTAL	\$ 3,526,400	TOTAL	\$ 3,526,400

Total Region 1 SPR Program	\$4,408,000
80 percent MPO SPR Program	\$3,526,400
20 percent Rural SPR Program	\$ 881,600

Metro
FY 2006 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

METRO	Carryover													Local Match	TOTAL		
	06PL ODOT (1)	key 134783 06 STP* Metro H230 (2)	04 STP ODOT Match (2)	FY06 ODOT Support Funds	FY06 Sec5303* 80X015	FY06 Local TriMet	FY06 TriMet	FY06 Eastside Streetcar	FY05 ODOT RTO STP/Match	FY05* PTA Willamette Shoreline(a) OR90-K115	FY04* TriMet CMAQ	key 13293 FY04* Damascus STP Q230	FHWA TRANSIMS 66-01*			Other Funds (3)	
Transportation Planning																	
1. Regional Transportation Plan	304,378	177,346	4,730	73,527	16,600	31,133										27,286	635,000
2. Green Streets Program	6,710	19,836														2,454	29,000
3. Livable Streets Program	4,710	20,899	359													2,032	28,000
4. 2040 Performance Indicators	14,320	49,725	2,159	1,000	1,000	1,000										4,796	74,000
5. Regl Mobility Program/CMS/ITS	5,591	20,652	1,182	18,643	3,000	2,000										2,932	51,000
6. Urban Growth Boundary Planning					5,600											1,400	7,000
7. 2040 Re-Evaluation - Trans Support	368,113	57,229	2,813	4,000	32,456	1,000										12,389	478,000
8. Bike Therat Walk There		34,636	1,983													1,981	38,600
9. Metro Transportation Imprv Prog	55,340	131,403	360	33,866	13,307	64,100										15,624	314,000
10. Damascus Area Planning Program												213,206				8,832	222,038
Research & Modeling																	
1. Trans Model Improvement Prog													188,000			47,000	235,000
2. Model Development Program	192,037	111,293	3,738	4,000	21,418	2,851										27,663	323,000
3. Trans System Monitoring	20,422	55,254	3,057		20,000											8,267	107,000
4. Technical Assistance Program		38,192		27,500		8,300										4,370	78,362
5. Data, Growth Monitoring	86,373			15,000	63,336	37,500								514,684	871,634	1,588,522	
Administrative Services																	
1. Mgmtnt & Coord/Grants Mgmtnt	344,132	211,712	2,466	16,027	30,800	8,000										51,581	664,718
2. Environmental Justice/Title VI		4,487		5,134	2,947	6,316										12,116	31,000
Corridor Planning																	
1. I/205/Portland Mall Light Rail Proj							50,000										50,000
2. Milwaukie Light Rail SDEIS							255,000										255,000
3. Willamette Shoreline AA									165,000				688,000			97,629	950,629
5. Eastside Transit AA								674,000								6,000	680,000
4. Transit Planning						16,800										-	16,800
6. Project Development				2,000	25,000	17,750										6,250	51,000
7. Next Corridor	123,204	519,378	843	5,000	2,325	15,402										70,658	736,812
8. Hwy 217 Corridor Refinement Plan	9,673	86,883	4,970		9,200											7,274	118,000
9. Bi-State Coordination	33,044	4,058		5,000	5,000	7,484										1,914	56,500
10. Regional Freight Plan	46,871	92,049	500		20,000									15,000		16,500	191,000
11. RegionalTrans Planning Financing	59,500	19,515		17,303	31,667	5,364										18,151	151,500
12. Regional Travel Options									450,000		356,128					40,772	847,000
Metro Subtotal	1,634,418	1,654,547	29,160	225,000	303,656	225,000	305,000	674,000	450,000	165,000	356,228	213,206	188,000	1,217,684	1,367,585	9,008,481	

GRAND TOTAL 1,634,418 1,654,547 29,160 225,000 303,656 225,000 305,000 674,000 450,000 165,000 356,228 213,206 188,000 1,217,684 1,367,585 9,008,481

* Federal funds only, no match included

(1) The full \$1,634,418 shown is based on assumption of 1,126,046.89 (fed) new PL plus \$128,881.11 ODOT match and \$340,516.37 carryover PL and \$38,973.63 ODOT match
 (2) FY 06 STP is comprised of \$770,000 federal plus FY04 (Key 12465(Q23)) carryover of \$509,548 federal + 29,160 ODOT (1/2 match) freight study + \$300,000 Next Corridor Study +75,000

Federal Aid Numbers:
Damascus: STP-C000(015)

(3) See narratives for anticipated funding sources

9,008,481

01/24/05
revised 3/23/05

FY 2006 UNIFIED PLANNING WORK PROGRAM
OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FUNDING SUMMARY

Federal Aid Number	Project	Jurisdiction	STP	CMAQ	37-x00101 JARC	Section 1118	Section 5309	SPR	Funds/ Match	TOTAL
X-STP5900(144)	<i>Red Electric</i>	<i>Portland</i>	135,000						15,000	150,000
	<i>Division Street</i>	<i>Portland</i>	303,000						34,680	337,680
	<i>Interstate TravelSmart SMART</i>	<i>Portland Wilsonville</i>	500,365		91,000				52,935 10,415	553,300 101,415
X-HPPC067(043)	<i>I-5/99W Corridor</i>	<i>Washington Co</i>	2,100,000						1,850,000	3,950,000
	<i>Regional Freight Data Streamline/ Bus Stop Development</i>	<i>Port of Portland TriMet</i>	500,000	1,233,788					164,000 141,121	664,000 1,374,909
	<i>Job Access/JARC</i>	<i>TriMet</i>			1,678,800				1,678,800	3,357,600
	<i>Interstate Max Eval</i>	<i>TriMet</i>					295,539		75,461	371,000
NCPD S000(197)	<i>I-5 Columbia Riv Crosng Planning Assistance</i>	<i>ODOT ODOT</i>				6,500,000		3,526,400	400,000	6,900,000 3,526,400
	GRAND TOTAL		3,538,365	1,324,788	1,678,800	6,500,000	295,539	3,526,400	4,422,412	21,286,304
	Division - STIP-13529									21,286,304
	Red Electric - STIP Key #11443									
	I-5/99W -STIP Key #09788									