FY 2008-09
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Adopted

April 17, 2008

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

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FY 2008-09
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 three counties (see map following this overview). It is Metro's responsibility to meet the requirements of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), 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 that is integrated with the region's land use plans, and meets federal and state planning requirements.

The Unified Planning Work Program (UPWP) includes the transportation planning activities of Metro and other area governments involved in regional transportation planning activities for the fiscal year of July 1, 2008 through June 30, 2009.

DECISION-MAKING PROCESS

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

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

JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

BI-STATE COORDINATION COMMITTEE

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, the 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 these requirements, the transportation plan is developed to meet not only SAFETEA-LU, but also the LCDC Transportation Planning Rule and Metro Charter requirements, 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 and also includes six citizen members. TPAC makes recommendations to JPACT.

METRO TECHNICAL ADVISORY COMMITTEE

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

PLANNING PRIORITIES FACING THE PORTLAND REGION

SAFETEA-LU, 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 together have created a comprehensive 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:

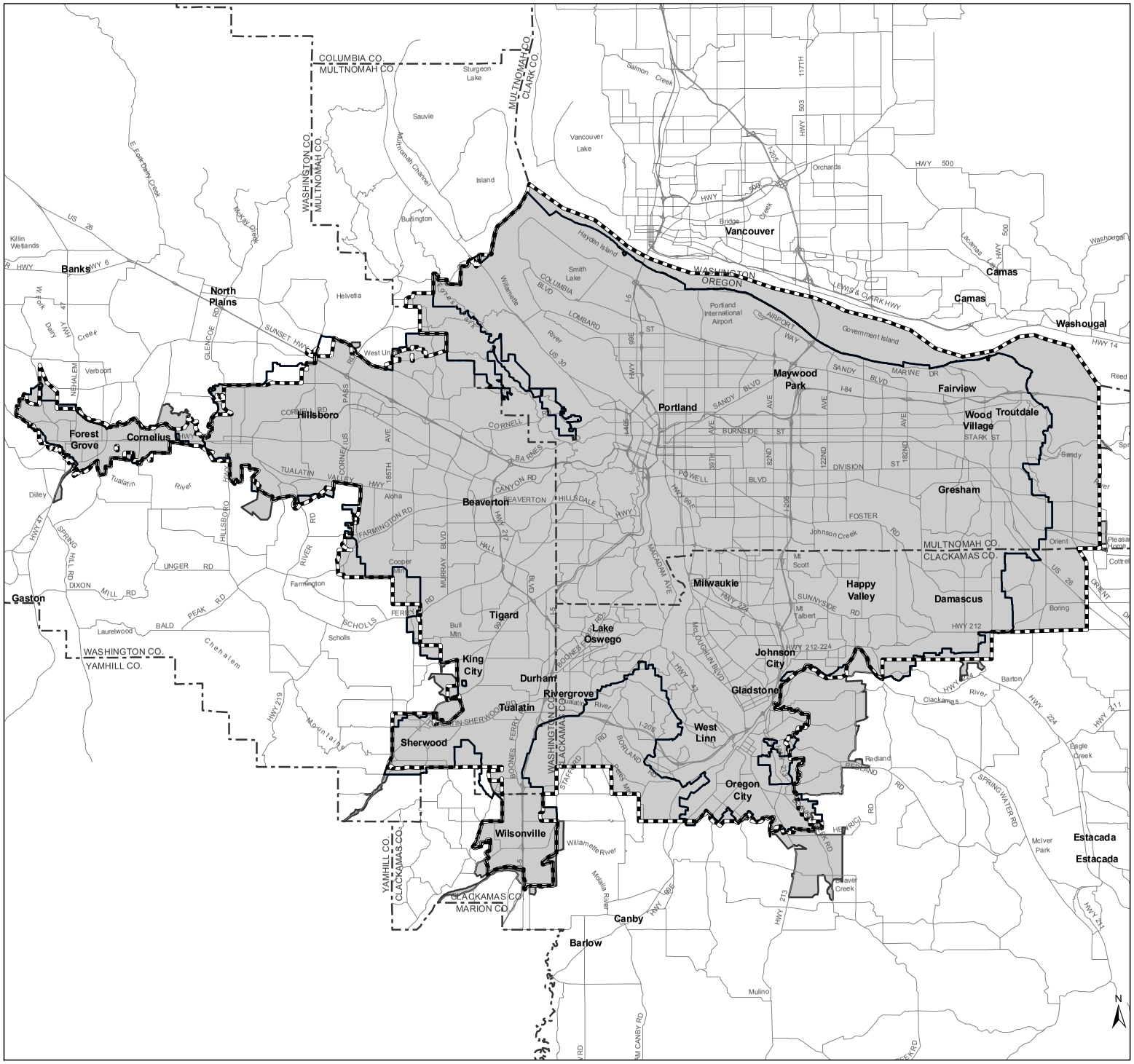
- The "Making the Greatest Place" update to the 2040 Growth Concept;
- Urban and Rural Reserves planning for long-term UGB management; and,
- Planning for UGB expansion areas, especially in Damascus and industrial areas.

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 2008-2011;
- Implementation of projects selected through the STIP/MTIP updates; and,
- Multi-modal refinement studies in the South Transit Corridor, I-5/99W Corridor, Sunrise Corridor and Columbia River Crossing.

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

- The Oregon 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;
- An updated five-year strategic plan for Regional Travel Options; and,
- Chartering of a new TPAC subcommittee, TRANSPORT, to oversee an expanded regional program for transportation systems management and operations.



R L I S

REGIONAL LAND INFORMATION SYSTEM

Metropolitan Portland

Metro Jurisdictional Boundary

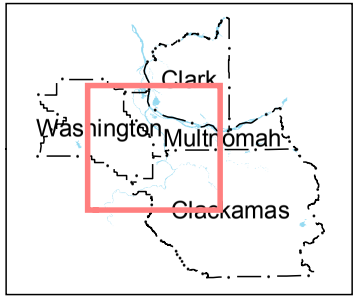
Urban Growth Boundary

Metropolitan Planning Organization Boundary, 2004

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

1 inch equals 5.15 miles

0 1 2 4 6 8 Miles



Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@metro.dst.or.us | www.metro-region.org

Project Date: Feb 14, 2007

Please recycle with mixed paper

JOINT RESOLUTION OF THE
METRO COUNCIL
AND
OREGON DEPARTMENT OF TRANSPORTATION

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 08-3928 Introduced by Michael Jordan, Chief Operating Officer with the Concurrence of Council President Bragdon

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, by the Metro Council that the Council adopts the findings contained in Exhibit A and certifies 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, Parts 450 and 500, and Title 49 Code of Federal Regulations, Part 613.

BE IT RESOLVED, by the Oregon Department of Transportation 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, Parts 450 and 500, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this 17th day of April 2008.

David Bragdon, Council President

Officially Approved
Approvato Ufficialmente
Consiglio Metropolitano
METRO COUNCIL
Metro Council

Approved as to form:

Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation this 5 day of June 2008.

Jerri L. Bohard
Transportation Development Administrator

Metro Projects

REGIONAL TRANSPORTATION PLAN

The RTP is the long-term blueprint that guides investments in the region's transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian – and the movement of goods and freight. The RTP is updated regularly to ensure compliance with state and federal regulations and address changing demographic, financial, travel and economic trends and any subsequent changes in the region's transportation needs. The plan also carries out a broad range of regional planning objectives for implementing the 2040 Growth Concept – the region's long-range growth management strategy for the Portland metropolitan region. Electronic copies of the plan are available on Metro's website at www.metro-region.org/rtp. Printed copies are available upon request.

An update began in Fall 2005, with completion of federal requirements in late 2007, prior to the March 5, 2008 lapse date for the current RTP. The update reflects the continued evolution of regional transportation planning from a primarily project-driven endeavor to one that is framed by the larger set of outcomes that affect people's everyday lives, the economy and the quality of life in this region. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR).

The RTP program provides support to land use planning activities in the region, including urban growth boundary expansion area planning and the Making the Greatest Place planning process, to ensure adequate coordination of land use and transportation planning and implementation efforts. The RTP Program also coordinates with the regional mobility program, bicycle and pedestrian user representatives, freight shippers and service providers, special needs transportation planning efforts and organizations and corridor studies conducted in cooperation with the state, transit providers and local jurisdictions for highways, roads and transit. Recommendations from these studies are amended into the RTP as appropriate.

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:

2035 RTP Update: The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the federal component of the 2035 RTP update on December 13, 2007. The planning process focused on updating policies and projects to address planning provisions in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). Amendments identified in local and regional corridor planning efforts were incorporated as well as a new horizon year of 2035 for project planning and systems analysis. This included development of an updated revenue forecast and new financially constrained transportation system of investments that will serve as the basis for future funding allocations through the Transportation Priorities process and amendments to the Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP). Finally, the process reestablished 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. The U.S. Department of Transportation approved the RTP conformity determination and related documentation on February 29, 2008, formally concluding the federal component of the 2035 RTP update.

The current update to the RTP will continue into the next fiscal year to address state planning requirements. The state component will address unresolved issues identified during the federal component of the 2035 RTP, including compliance with 2006 amendments to the Oregon Transportation Planning Rule and Oregon Transportation Plan, development of performance measures, prioritization of investments, and development of a transportation finance strategy to fund needed investments. All chapters of the federal component of the 2035 RTP will be subject to refinement during the state component of the update. In addition, the process will re-establish conformity with air quality regulations and all other federal planning requirements.

A *Regional Freight and Goods Movement Plan*, a *Regional Transportation System Management and Operations* Plan and a *Regional High Capacity Transit System Plan* will also be developed as part of the RTP update. Recommendations from these planning efforts will be integrated into the 2035 RTP. To the extent possible, this update will also implement policies recommended by the "Making the Greatest Place" planning process to better implement and achieve the 2040 Growth Concept vision for the Portland metropolitan region. Making the Greatest Place recommendations developed after adoption of the 2035 RTP will be addressed through future updates to the RTP.

Metro Policy Advisory Committee (MPAC), JPACT, and the Metro Council are scheduled to consider adoption of a final 2035 RTP that meets state and federal requirements in Winter 2009. Additional opportunities for public comment on the state component and updated federal component will be provided. The updated plan will prioritize critical transportation investments to best support the region's desired economic, environmental, land use, and transportation outcomes and, as a result, better implement the 2040 Growth Concept vision.

Modal policy development and implementation: Metro will continue development of regional bicycle, pedestrian, freight, motor vehicle, and transit policies as part of the RTP update. Metro also provides technical assistance on implementation of current policies through participation in the Regional Trails Working Group, transportation system plan updates, and multi-modal corridor studies. This work element will include the following specific activities:

- General coordination with local transportation and trail planners, transportation-related advisory committees, and transit providers;
- Organization and facilitation of the regional bicycle work team, composed of local bicycle planners, to develop recommendations for refinements to the regional bicycle policy, including the Regional Bicycle System Map; and
- Using preliminary products of regional bicycle model / trip planner project to inform regional bicycle policy update and evaluation of proposed RTP bicycle projects.

Congestion Management Process: The federally mandated Congestion Management Process (CMP) was first incorporated into the RTP in 2000. In 2005, staff developed a roadmap for implementation of the CMP to respond to federal corrective actions identified during the 2004 triennial review. CMP implementation was expanded as part of the current RTP update to incorporate new recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Local Transportation System Plan (TSP) Support: Metro provides ongoing technical and policy support for local transportation planning activities. 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; and
- Providing 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.

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups, and other stakeholders interested in the RTP as well as public agencies involved in local plan updates. The adopted public participation plan for the RTP update includes a number of best practices for effective involvement of stakeholders throughout the process. To ensure ongoing and effective engagement during the current RTP update in FY 2008-09, a number of targeted outreach activities will be utilized:

- Ongoing public involvement efforts will include an integrated electronic web site, including web survey instruments and other online tools to ensure easy access to information about key

milestones and decision points, reports and documents and other relevant process and planning issues.

- Ongoing Metro Council and advisory committee meetings.
- Ongoing presentations and speaking engagements with neighborhood, business and community groups to inform stakeholders about the RTP update process and opportunities for input.
- Provide regular updates to interested parties through the transportation e-newsletter.
- Send updates periodically to be included in neighborhood association, CPO, and CBO newsletters tied to key milestones and decision points.
- Stakeholder workshops to gather input on funding strategy and prioritization of investments.
- A 45-day comment period is planned in Winter 2009 to provide an opportunity for public input on a discussion draft 2035 RTP. A 30-day comment period is planned for the Air Quality Conformity Determination report. Opportunities for comment will be provided through Metro's website, at public hearings and by mail, email and fax. Open houses and public hearings will be held during the comment period. In addition, staff will prepare public comment reports documenting all comments received during the comment period and recommendations for refinements to the draft plan to respond to comments received.
- Consultation on environmental mitigation activities identified in the RTP update will occur with the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), a committee comprised of ODOT and ten state and federal transportation, natural resource, cultural resource, and land-use planning agencies. The agencies include Oregon's Department of Land Conservation and Development (DLCD), EPA, FHWA, National Marine Fisheries Service (NMFS), Oregon Department of Environmental Quality (ODEQ), Oregon Department of Fish and Wildlife (ODFW), Oregon State Historic Preservation Office, Oregon Division of State Lands (ODSL), Army Corps of Engineers, and U.S. Fish and Wildlife Service (USFWS).

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (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)
- Area transit providers, including TriMet, South Metro Area Rapid Transit (SMART) and C-TRAN
- Port districts, including Port of Portland and Port of Vancouver
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- Oregon Transportation Commission (OTC)
- Department of Land Conservation and Development (DLCD)
- Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) Committee
- Metro Regional Freight Technical Advisory Committee
- Metro Regional Freight Task Force
- Organizations serving minority, elderly, disabled and non-English speaking residents needs
- Organizations and advisory committees serving regional bicycle, pedestrian and transit needs

OBJECTIVES

- Develop regular RTP updates or amendments to reflect changing conditions, including demographic and economic trends, new regulations and study results and to maintain consistency between state, regional and local plans. (ONGOING)
- Improve community awareness and understanding of regional transportation system needs and funding issues. (ONGOING)
- Expand the web presence of the RTP to include a public forum and implementation tools. (ONGOING)
- Actively engage and consult with transportation system providers, public agencies, local governments, business groups, community organizations, advocacy groups, state and federal resource agencies, and the general public (including traditionally under-represented groups) in plan development through the use of targeted, outreach techniques. (ONGOING)
- Develop and maintain a project and financial plan database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost (including operations and maintenance) and revenue estimates, and amendments to local comprehensive plans. (ONGOING)
- Coordinate with planning efforts to update the Region 2040 Growth Concept implementation tools *(Making the Greatest Place)* and develop the *Regional Freight and Goods Movement Plan,* the *Regional High Capacity Transit System Plan*, and the *Regional Transportation System Management and Operations (TSMO) Plan.* (ONGOING)
- General coordination with local transportation planners, advisory committees, and trail planners and other relevant Metro activities, including, Regional Mobility Program, 2040 Performance Indicators, the Regional Travel Options Program, Elderly and Disabled Transportation Planning and the Metropolitan Transportation Improvement Program. (ONGOING)
- Comply with Oregon's Statewide Planning Goals and the Federal SAFETEA-LU provisions. (ONGOING)
- Manage consultant team in accordance with the defined work program, budget, and schedule for the 2035 RTP. (ONGOING)
- Manage bicycle model/trip planner project. (ONGOING)
- Coordinate and provide technical assistance in local transportation system plan and corridor studies development and adoption to implement RTP policies and requirements. (ONGOING)
- Support Metro Council's Connecting Green effort, including a Blue Ribbon Committee that will be identifying a funding strategy for regional trails package. (FIRST QUARTER)
- Develop an outcomes-based evaluation approach and performance measures to assess new regional transportation goals and objectives and identify regional transportation needs and deficiencies. (FIRST QUARTER)
- Develop transportation investment scenarios to evaluate performance of regional mobility corridors and community-building investments and RTP policy implementation to inform recommendations for policy and performance measures refinements, capital and management investments, and implementation strategies pertaining to the regional transportation system. (FIRST QUARTER)
- Update regional bicycle policy to respond to comments on federal component of the 2035 RTP (FIRST QUARTER)
- Analyze transportation funding trends and options to develop recommended funding framework and strategy for state component of RTP. Update *financially constrained* revenue forecast as appropriate. (SECOND QUARTER)
- Prioritize infrastructure, system management and demand management projects and programs for all travel modes to meet the desired outcomes and implement the Making the Greatest Place policy direction. (THIRD QUARTER)
- Plan for and facilitate 45-day comment period for affected stakeholders and the general public to provide input on a discussion draft 2035 RTP. (SECOND QUARTER FY 09-10)

- Plan for and facilitate a 30-day comment period for affected stakeholders and the general public to provide input on the Air Quality Conformity Determination report. (THIRD QUARTER FY 09-10)
- Provide technical assistance on local implementation of final 2035 RTP and data collection needs for on going monitoring of RTP implementation. (FOURTH QUARTER FY 09-10)

PRODUCTS/DELIVERABLES

- Monthly progress reports and quarterly reports. (ONGOING)
- Maintenance of a project website for the update process at www.metro-region.org/rtp. Background materials and draft documents will be available to download. The website will be updated on a regular basis to include a timeline with key decision points, fact sheets, newsletters and other pertinent information about the process. (ONGOING)
- Consultation with ODOT, OTC, DLCD, LCDC, FHWA, and FTA to certify 2035 RTP meets applicable federal and state planning provisions and mandates. (ONGOING)
- Respond to information requests from citizens and organizations and make presentations to business and community groups. (ONGOING)
- Documentation of stakeholder meetings and other ongoing outreach. (ONGOING)
- Documentation of draft outcomes-based methodology and performance measures for analyzing the regional mobility corridors and community-building investments. (FIRST QUARTER)
- Documentation of transportation funding framework. (FIRST QUARTER)
- Documentation of transportation investment scenarios analysis. (SECOND QUARTER)
- Participation in updates to Metro's Bike There map and Regional Sidewalk Inventory. (FIRST QUARTER)
- Documentation of RTP Systems analysis results and recommended refinements to RTP policies, projects, programs, and performance measures as needed to respond to environmental impacts, system performance, and desired outcomes. (THIRD QUARTER)
- Documentation of elements to be included in discussion draft 2035 RTP that meets state and federal planning mandates, includes an updated financially constrained system of project and program investments, recommends RTP funding strategies, and includes local government requirements and strategies for implementation. (FOURTH QUARTER)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the current fiscal year the following accomplishments were made:

- Prepared progress reports.
- Prepared quarterly reports.
- Managed consultant team and work program, budget and schedule for 2035 RTP update process.
- Responded to information requests from citizens and organizations and made presentations to business and community groups.
- Coordinated regional corridor planning efforts, Making the Greatest Place (formerly New Look) planning process, and development of a Regional Freight Plan.
- Identified concentrations of low-income, minority, elderly and non-English speaking residents in the region to target public involvement activities.
- Conducted research and prepared a series of nine reports on current regional transportation system conditions and land use, demographic, environmental, safety, security, and financial trends to identify implications for the movement of people and goods in the region.
- Solicited input on transportation needs, issues, and public priorities for transportation investments through an online questionnaire on the project website and postcards, a workshop with bicycle and pedestrian planning professionals, a series of five stakeholder workshops, a scientific public opinion survey, regional forums, and other methods. Two workshops focused on low-income, minority, elderly and non-English speaking residents in the region.

- Prepared financial plan and financially constrained revenue forecast documenting road and transit capital, operations, maintenance and preservation costs, and anticipated revenues to inform development of updated financially constrained forecast. The analysis responds to federal corrective actions identified during the 2004 triennial review.
- Prepared an updated transportation plan in consultation with Metro advisory committees to guide development of state component of the 2035 RTP. JPACT and the Metro Council approved this on December 13, 2007. The U.S. Department of Transportation approved the RTP conformity determination and related documentation on February 29, 2008.
- Planned for and facilitated a 30-day comment period for affected stakeholders and the general public to provide input on a discussion draft 2035 RTP.
- Worked with ODOT to link the 2035 RTP update planning process with the requirements of the National Environmental Policy Act (NEPA). Discussed environmental mitigation activities in the RTP update as required by SAFETEA-LU and consulted with the CETAS, a committee comprised of ODOT and ten state and federal transportation, natural resource, cultural resource, and land-use planning agencies. The agencies include DLCD, EPA, FHWA, NMFS, DEQ, ODFW, Oregon State Historic Preservation Office, ODSL, Army Corps of Engineers, and USFWS.
- Prepared Air Quality Conformity Determination report and facilitated 30-day comment period for affected stakeholders and the general public to provide input.
- Prepared summary report to document public involvement activities conducted to date and key findings.
- Coordinated and provided technical assistance in local transportation system plan development and adoption to implement RTP policies and requirements.
- Coordinated with other relevant Metro activities, including Regional Freight and Goods Movement Plan, Regional Mobility Program, 2040 Indicators Project, and Making the Greatest Place (formerly New Look) effort.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	527,672	PL	$	369,813
Interfund Transfers		$	211,811	STP	$	130,869
Materials & Services		$	115,551	ODOT Support	$	68,657
Printing/Supplies	$40,000			Section 5303	$	172,226
Postage	$24,000			TriMet	$	54,114
Ads & Legal Notices	$20,000			Metro	$	69,035
Miscellaneous	$31,551					
Computer		$	9,680			
TOTAL		**$**	**864,714**	**TOTAL**	**$**	**864,714**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.46
TOTAL	**5.46**

BEST DESIGN PRACTICES IN TRANSPORTATION

The Best Design Practices in Transportation Program implements Regional Transportation Plan (RTP) design policies for major streets and includes ongoing involvement in local transportation project conception, funding, and design. This program addresses federal context-sensitive design solutions initiatives and SAFETEA-LU requirements to develop mitigation strategies to address impacts of the transportation projects.

Metro encourages environmental mitigation through its Best Design Practices in Transportation program. The program encompasses the previously separate Livable Streets, Green Streets, and Designing for Wildlife programs. Metro anticipates developing future design guidelines to complement these programs.

- Livable Streets: Metro created the Livable Streets program in 1996 to encourage local jurisdictions to design streets that better support the 2040 Growth Concept. The first handbook, *Creating Livable Streets*, was published in 1997 to provide street design guidelines that support 2040's land use and transportation goals.
- Green Streets: Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* and *Trees for Green Streets* handbooks, published in 2002, serve as companion publications to *Creating Livable Streets*. The handbooks take a watershed-based approach to transportation planning by providing methodologies and design solutions to minimize the negative impacts of stormwater runoff caused by the impervious surfaces of streets.
- Designing for Wildlife: Designing for Wildlife is an emerging program that seeks to minimize the impacts of roadway projects on wildlife populations. Wildlife-vehicle conflict creates significant costs to both human safety and ecological integrity. Wildlife-vehicle collisions are a direct impact of transportation infrastructure cutting across wildlife habitat corridors. These conflicts can be minimized through engineered solutions, such as wildlife-crossing devices/structures, as well as a more holistic approach of calling out wildlife corridor needs as part of transportation project development. In 2003, a Portland State University team developed a draft Wildlife Crossings handbook intended to provide the necessary tools for understanding and minimizing wildlife-vehicle conflicts. In 2006, Metro Transportation and Parks worked with University of Oregon Landscape Architecture interns to update and enhance the document.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2008-09, the Best Design Practices in Transportation Program will continue to focus those activities on projects that directly relate to implementation of Region 2040 land use components, including "boulevard" projects funded through the Metropolitan Transportation Improvement Program (MTIP). Current RTP policies require consideration of the design guidelines during project development activities and for local plans to be updated to allow for consideration of these design treatments. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

The enhanced Best Design Practices in Transportation Program will include more extensive public outreach, special workshops and tours, an 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. In addition, Metro's Transportation Priorities process encourages implementation of green streets through the provision of bonus points for project designs that include street trees and other design elements to reduce stormwater runoff. Emerging areas within the program include designing for safety and security, and providing for effective freight and goods movements in multi-modal environments. These themes will be reflected in a comprehensive update to the published documents in 2009-10.

The Designing for Wildlife Program grew out of the Greens Streets and Culvert programs which were initiated in response to the Endangered Species Act (ESA) listing of Salmon and Steelhead in the late 1990s. As the Metropolitan Planning Organization (MPO), Metro needs to ensure that distribution of federal transportation funds addresses and complies with the ESA. Metro's culvert

program has ranked the culverts in the region to identify those needing repair or replacement to accommodate endangered or threatened fish species. While the focus of Metro's culvert program is directed at fish passage, the redesign of problem culverts presents an opportunity to develop complementary wildlife crossings that accommodate other wildlife as well as fish.

In 2005 the Metro Council adopted Title 13, which builds upon the Title 3 regional standards for water quality and erosion control, and upon local provisions for habitat under city and county comprehensive plans. Metro's Title 13 is the regional implementation tool for State Goal 5, Open Spaces and Natural Resources. Its purpose is to conserve, protect, and restore a continuous ecologically viable streamside corridor system in a manner that is integrated with upland wildlife habitat and with the surrounding urban landscape. Title 13 provides performance standards and a Model Code to address tree canopy retention, use of habitat-friendly development practices, and mitigation. Wildlife crossings that are designed to protect habitat by restoring or maintaining habitat connectivity may help satisfy Title 13 policy requirements.

Due to competing demands for project resources, it will be necessary to defer until the FY 2009-10 MTIP allocation the following handbook updates: revisions to *Creating Livable Streets* including freight considerations based on recommendations of the Regional Freight Technical Advisory Committee; and updates to *Green Streets* and *Trees for Green Streets* handbooks. In 2008-09, staff will work with the Metro Parks Department and Oregon Zoo to produce the first edition of *Wildlife Crossings*, including peer review of the existing draft document by biologists and engineers.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Environmental Protection Agency (EPA)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Environmental Community

OBJECTIVES

- 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. (ONGOING)
- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process. (ONGOING)
- Provide leadership in the professional engineering community on innovative designs and the transportation/land use connection. (ONGOING)
- Develop best practices for accommodating wildlife crossings in transportation project development and design. (ONGOING)
- Increase awareness of wildlife crossings best practices amongst design professionals via distribution of available information. (ONGOING)

PRODUCTS/DELIVERABLES

- Print the first edition of Designing for Wildlife in 2008-09; reprint handbooks *Creating Livable Streets*, *Green Streets*, and *Trees for Green Streets* in 2009-10. (SECOND QUARTER)

- 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. (FOURTH QUARTER)
- Organize meeting with Transportation and Parks staff to discuss availability of Parks staff with biological expertise to lead completion of *Wildlife Crossings* handbook. (FOURTH QUARTER)
- Advance *Wildlife Crossings* handbook for eventual publication. (2009)
  - Review current draft for needed updates and new research needs.
  - Create summary table of species type versus crossing type based on most recent research.
- Hire illustrator to complete drawings of crossing types (with dimensions) based on summary table.
  - Complete Policy Implications chapter. Discuss with managers from Transportation Planning, Nature in Neighborhoods, Parks & Greenspaces and Planning Director.
  - Organize Peer review committee and incorporate their edits to the document.
  - Work with Creative Services to refine document.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2007, Metro added engineering staff to enhance technical outreach and advocacy for the program. In FY 2007-08, staff worked with the Regional Freight Technical Advisory Committee to develop recommended changes and additions to the *Creating Livable Streets* handbook to better accommodate freight movement in urban street design standards. Throughout the life of the program, staff has focused on implementation of regional street design policies and objectives at the local project-development level.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	66,658	PL	$	900
Interfund Transfers		$	25,652	STP	$	130,360
Materials & Services		$	71,690	ODOT Support	$	17,820
Consultant	$5,000			Metro	$	14,920
Printing/Supplies	$66,000					
Miscellaneous	$690					
TOTAL		**$**	**164,000**	**TOTAL**	**$**	**164,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.66
TOTAL	**0.66**

2040 PERFORMANCE INDICATORS

The 2040 Performance Indicators program is the ongoing effort to track and evaluate performance of Metro's regional land use and transportation policies, especially the 2040 Growth Concept. The program tracks a series of outcome measurements and produces periodic "how are we doing" updates for policy makers and the general public. The 2035 Regional Transportation Plan update builds on this program through its "outcome-based" policy construct.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro is required by state law (ORS 197.301) and by Title 9 of Metro's Urban Growth Management Functional Plan to complete performance measures. These measures are intended to gauge progress towards implementation of 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 2040 performance measures were completed in 2002. These measures included those mandated by the state and those related primarily to factors assessing the region's Urban Growth Boundary (UGB). The Regional Mobility Program supports ongoing refinement of outcome transportation-related measures and development of a monitoring and data-collection system, including expanded monitoring of congestion measures as part of Metro's Congestion Management Process (CMP), as part of the comprehensive set of indicators.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Environmental Protection Agency (EPA)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES

- Ensure a broad and comprehensive understanding of progress towards implementation of the 2040 growth concept. (ONGOING)
- Implement a program for monitoring and updating transportation performance measure data the can support the 2040 indicators work and the CMP. (ONGOING)
- Continue to meet federal CMP requirements for monitoring transportation system performance, as described in the Regional Mobility Program narrative. (ONGOING)

PRODUCTS/DELIVERABLES

- Support development of a Metro-wide performance measure system. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Supported transportation element of the *Portland Metropolitan Region – How Are We Doing?* performance measures report, published in 2004.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	1,809	Metro	$	2,500
Interfund Transfers	$	672			
Materials & Services	$	19			
TOTAL	**$**	**2,500**	**TOTAL**	**$**	**2,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.01
TOTAL	**0.01**

REGIONAL MOBILITY PROGRAM – CONGESTION MANAGEMENT - ITS

Growing congestion drains the economy and diminishes community livability. The Regional Mobility Program seeks to monitor both recurring (chronic) and non-recurring congestion and its effects on the regional economy and livability. The program coordinates the development, implementation, and monitoring of regional transportation system management and operational strategies to improve mobility for people and goods. The work of this program is tied closely with work being completed in other Metro program areas. The 2035 RTP Update, described in the Regional Transportation Plan narrative, is developing 3 tiered performance measures framework that will be the basis for the system monitoring element of the region's Congestion Management Process (CMP). The establishment of an on-going truck count program described in the Regional Freight Program narrative supports data needs for CMP monitoring. The System Monitoring Program collects and maintains the data to support the CMP. Lastly, the Regional Travel Options Program is a "sister" program. Federal, state, and regional transportation policy via SAFETEA-LU, Oregon Transportation Plan, the 2035 RTP, view both demand management and operations as elements of a comprehensive transportation system management strategy.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Congestion Management Process: The federally mandated Congestion Management Process (CMP) was first incorporated into the RTP in 2000. In 2005, staff developed a roadmap for implementation of the CMP to respond to federal corrective actions identified during the 2004 triennial review. CMP implementation was expanded as part of the current update to incorporate new recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Regional Mobility Program: The Regional Mobility Program encompasses the federal mandates to maintain a CMP and promote transportation system management and operations (TSMO), including intelligent transportation systems (ITS). Key activities for this fiscal year include:

- Regional Mobility Corridors: As part of the 2035 RTP Update, Metro will work with its regional partners, including Transportation Policy Alternatives Committee (TPAC), FHWA, Oregon Department of Transportation (ODOT), the Port of Portland, Portland State University, and local jurisdictions, to develop a construct for using empirical and modeled data to diagnose congestion/mobility issues, assess solutions and monitor performance in its mobility corridors, in support of the regional CMP road map implementation. Working with the aforementioned partners, Metro has identified 23 mobility corridors for the region, defined as a segment of throughway (freeway or key highways) connecting key 2040 design types, and including supporting arterials, high capacity and frequent transit service, and regional trails.
- Transportation System Management and Operations (TSMO) Refinement Plan: Working with TransPort, TPAC, JPACT, and Metro Council, Metro will develop a regional vision for TSMO and a prioritized set of system management (ITS) investments. This planning process will be highly coordinated with the 2035 RTP work program. Recommendations from this plan will be incorporated into the 2035 RTP. Additionally, the TSMO plan will also be coordinated with the Regional Travel Options Strategic Plan.
- Public Involvement: All activities require early, ongoing and responsive public involvement techniques, consistent with Metro public involvement policies. Public involvement activities related to the work programs conducting jointly with the 2035 RTP Update including performance measures and the mobility corridor atlas, will be coordinated under that program. Newly developed procedures to address environmental justice issues will be applied to this effort, as described in the Regional Transportation Plan narrative on page 3, in coordination with the 2035 RTP. On-going public outreach and education will occur within the Regional Mobility Program and includes a web page to share CMP information with the general public and presentations to stakeholder groups and conferences.

The TransPort Committee, a sub-committee of TPAC, guides the region's intelligent transportation activities. The committee is a multi-agency group of system providers, including FHWA representation, involved in implementing intelligent transportation policy and operations as recommended by SAFETEA-LU.

STAKEHOLDERS

- Metro Council
- Regional partner agencies
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Research and Education Consortium (OTREC)
- Oregon Transportation Commission (OTC)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- TriMet
- Portland State University
- Businesses and trade associations related to transportation/economy
- Traveling public

OBJECTIVES

- Begin development of the Regional System Management and Operations (TSMO) Refinement Plan to include IGA approval, consultant selection, formation of advisory committees, and advancement of technical analysis (Anticipated start: FIRST QUARTER)
- Coordinate with 2035 RTP program to develop a Regional Mobility Corridor Atlas and performance measures. (FOURTH QUARTER)
- Develop a region wide inventory of ITS installations in GIS. (SECOND QUARTER)
- Create a regional directory for signal operations (FIRST QUARTER)
- Conduct literature review of effects of TSM and TDM strategies on travel demand model assumptions. (FIRST QUARTER)
- Initiate and maintain a Regional Mobility Program outreach component including web page, presentations, and informational materials (FIRST QUARTER - ONGOING)
- Continue to work with TriMet and PSU on the archiving of bus system data for use in arterial congestion assessment; work with PSU, PDOT and other municipalities on the archiving and use of traffic signal system data for arterial congestion assessment. (SECOND QUARTER)
- Maintain ongoing communication with counterparts at FHWA and ODOT regarding the CMP implementation. (ONGOING)
- Conduct background research on the evolution of congestion management in the region since 1980, with lessons identified for further development of regional strategies (SECOND QUARTER).
- Work with ODOT, TriMet, PDOT, PSU, and others to develop a strategy to expand the generation, collection, archiving and use of operations data in a way that will enhance Metro's ability to diagnose and address congestion, especially on the arterial system. (ONGOING)
- Continue to strengthen TPAC's institutional capacity regarding TSMO and ITS, including TransPort and/or other relevant subcommittees. (ONGOING)

PRODUCTS/ DELIVERABLES

- Regional TSMO Refinement Plan startup including approved scope of work, advisory committee schedules/agendas/summaries, TSMO vision, and supporting technical reports. (ONGOING)

- Regional Mobility Corridor Atlas and implementation of web-based outreach materials. (FOURTH QUARTER)
- As "Regional Concepts of Transportation Operations" grant is concluded at the end of FY 2008, identify additional system management topics for which regional collaboration is vital and in which areas Metro might serve as a catalyst for collaboration. (JUNE 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Created a principal transportation planning position to manage the regional mobility program, including the congestion management process and related system management activities.
- Awarded a Transportation & Growth Management grant to complete a Regional Transportation System Management and Operations Refinement Plan.
- Completed the Regional Concept of Transportation Operations grant and final report.
- Coordinated the Vehicle Infrastructure Integration demonstration event.
- Coordinated and participated in several FHWA system management workshops including Traffic Signal Systems, Travel Time Reliability, ITS Architecture, and Traffic Incident Management.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	75,802	PL	$	41,760
Interfund Transfers		$	28,913	STP	$	19,866
Materials & Services		$	1,785	ODOT Support	$	19,000
Printing/Supplies	$1,000			Section 5303	$	10,080
Miscellaneous	$785			TriMet	$	11,000
				Metro	$	4,794
TOTAL		**$**	**106,500**	**TOTAL**	**$**	**106,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.70
TOTAL	**0.70**

MAKING THE GREATEST PLACE – TRANSPORTATION SUPPORT

Metro completed 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.

In 2006, the region initiated a "New Look" (now called Making the Greatest Place) effort to update the 2040 Growth Concept. During the next fiscal year, Metro will complete the update to the plan that revisits critical 2040 provisions and updates regional growth management policy and strategies accordingly. Like the 2040 Growth Concept, Making the Greatest Place will establish a long-term blueprint for urban growth in the region that shapes future Urban Growth Boundary (UGB) decisions and all other planning activities that follow.

To support this activity, Metro will conduct an analysis that evaluates the relative merits of different transportation investment scenarios and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work is anticipated to begin in Spring 2008 as part of the state component of the Regional Transportation Plan (RTP) and will be coordinated with the Performance-Based Growth Management track of the Making the Greatest Place effort. Recommendations from this analysis will be forwarded to the Making the Greatest Place planning activities for consideration.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The transportation component of the Making the Greatest Place project will be conducted concurrent with the state component of the RTP update. The project includes:

- Developing conceptual future transportation networks for varying growth scenarios;
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation;
- Evaluating the effects of varying growth patterns on the ability to protect the region's mobility corridors, and the effect of mobility investments on urban form;
- Identifying major improvements to the regional transportation system needed to serve varying growth scenarios and a preferred future growth scenario; and
- Conducting a concurrent update to the RTP that draws from the Making the Greatest Place work to the extent possible, and identifies improvements needed to implement the first twenty years of the new 50-year vision.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Oregon Department of Transportation (ODOT)
- Oregon Department of Land Conservation and Development (DLCD)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington
- Area transit providers, including TriMet, South Metro Area Rapid Transit (SMART) and C-TRAN
- Port districts, including Port of Portland and Port of Vancouver
- Northwest Area Commission on Transportation (NWACT)
- Mid-Willamette Area Commission on Transportation (MWACT)
- Salem-Keizer Metropolitan Planning Organization (MPO)
- SW Regional Transportation Council (RTC)
- Metro area neighbor cities

- Organizations involved with minority and non-English speaking residents

OBJECTIVES

- Coordination between the concurrent RTP update and Making the Greatest Place planning. (ONGOING)
- Complete the development, analysis, and reporting on transportation issues and effects on growth for the other Making the Greatest Place scenarios. (FIRST AND SECOND QUARTERS)

PRODUCTS/DELIVERABLES

- Documentation of the development of transportation investment scenarios to illustrate different policy and investment choices. (FIRST AND SECOND QUARTERS)
- Documentation of RTP Systems analysis results and recommended refinements to RTP policies, projects, programs, and performance measures as needed to respond to environmental impacts, system performance and Making the Greatest Place planning process. (FIRST AND SECOND QUARTERS)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY 2007-08, Metro completed background work to update regional models to cover the expanded area that will be considered in the Making the Greatest Place (formerly known as New Look), and to test new transportation models that will be used for the first time on this project and the RTP update. Metro also developed detailed, coordinated work plans for the RTP update and Making the Greatest Place that fully integrate these complex efforts. In Spring 2008, Metro is scheduled to develop and model RTP transportation investment scenarios.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	79,773	PL	$	50,593
Interfund Transfers	$	30,188	ODOT Support	$	2,241
Materials & Services	$	839	Section 5303	$	32,956
			TriMet	$	16,771
			Metro	$	8,239
TOTAL	**$**	**110,800**	**TOTAL**	**$**	**110,800**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.81
TOTAL	**0.81**

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan (RTP) and 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 Oregon Department of Transportation (ODOT), TriMet, South Metro Area Rapid Transit (SMART) and other regional, county and city agencies as well as significant public-involvement efforts, consistent with Metro's public involvement plan.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The MTIP program works in a cooperative, continuous and comprehensive process to prioritize projects from the Regional Transportation Plan for funding. A major reorganization of both the policy and database components will be carried out in FY 2008-09. The objective of the MTIP reorganization is to emphasize prioritizing projects that implement the new outcome-based Regional Transportation Plan. This will be accomplished through a system of technical evaluation and extensive public comment opportunities and a transparent decision-making process.

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) and Federal Transit Administration (FTA) monitors this process closely, to ensure that federal funds are being spent responsibly, and in keeping with federal mandates for transportation and air quality. Metro also partners closely with the State of Oregon to coordinate project selection and database management with the State Transportation Improvement Program (STIP).

In 2008, Metro will continue to transition into a new role of guiding project development for planning activities funded through the MTIP, at the direction of ODOT. Metro has expanded its professional capabilities to include a licensed professional engineer and has trained planning and administrative staff in project oversight protocols to guide our review of project development agreements and consultant contracts.

STAKEHOLDERS

- Metro Council
- Local partner agencies and members of the public
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- TriMet
- South Metro Area Rapid Transit (SMART)
- Metro Committee for Citizen Involvement (MCCI)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon DEQ
- US Environmental Protection Agency (EPA)
- Organizations involved with minority and non-English speaking residents

OBJECTIVES

The following are MTIP program objectives for FY 2008-09:

MTIP/STIP Update: Provide a transparent and technically rigorous process to prioritize projects and programs from the 2035 RTP to receive transportation funding to be programmed in the 2010-13 TIP. This includes regional flexible funds and funds administered by ODOT, TriMet and SMART.

Database Maintenance: Metro will track essential project programming, amendment, and obligation information as well as revenue information to better schedule project implementation activities and ensure a fiscally constrained MTIP is maintained. As components of Transportation Tracker (the new database) are launched the ability to electronically track project eligibility will be established and the ability to monitor and report on projects and fiscal constraint will be improved.

2008-11 MTIP: Effectively administer the existing MTIP, including:

- Programming of transportation projects in the region consistent with federal rules and regulations. (ONGOING)
- Ensure funding in the first two years of the MTIP are available or committed and that costs are programmed in year-of-expenditure dollars (ONGOING)
- Continue to coordinate inter-agency consultation on air quality conformity. Conduct public outreach, reports and public hearings required as part of the conformity process. (AMENDMENTS: ONGOING)
- Maintain a financial plan to balance project costs with expected revenues. (ONGOING)
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process. (ONGOING)
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process. (ONGOING)

PRODUCTS/DELIVERABLES

MTIP deliverables for FY2008-09:

- Provide a cooperative decision process to allocate available regional flexible transportation funds (Urban-STP and CMAQ), with an extensive technical evaluation, public review and comment (MARCH 2009)
- A defined list of projects and programs prioritized from the Regional Transportation Plan and developed through a cooperative decision process between JPACT, Metro Council, the Oregon Department of Transportation and the TriMet and SMART transit service providers to receive federal transportation funds to be programmed and analyzed for air quality conformity in the 2010-13 MTIP (MARCH 2009)
- Launch the MTIP and Funding elements of Transportation Tracker, a new database tool to track MTIP project and transportation revenue information (NOVEMBER 2008)
- Conduct a project selection process to advance programmed projects eligible to obligate available funds (OCTOBER 2008)
- Publish an annual obligation report utilizing visualization techniques (DECEMBER 2008)
- Report on CMAQ project progress and resultant emission reduction benefits (DECEMBER 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2002, a major update of MTIP policies and review criteria was launched 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. This policy framework has since been implemented through the 2004-07, 2006-09, 2008-11 MTIP project selection processes.

With the update of the 2035 Regional Transportation Plan, a second major update of MTIP policies and review criteria is underway for the 2010-13 MTIP. The MTIP policy update and process to

prioritize projects from the RTP for funding within the 2010-13 MTIP will be defined and ready for implementation in FY 2008-09.

FY2007-08 saw adoption of the 2008-11 MTIP including the programming and approval of air quality conformity findings for projects funded with $63 million in regional flexible transportation funds, ODOT Administered funds, and TriMet and SMART administered funds in the Metro area. This programming was adopted into the 2008-11 STIP without change. Metro also published an accompanying MTIP brochure illustrating the projects funded with regional flexible funds through the 2008-11 program for general public education.

FY2007-08 accomplishments included further work on improvements in the on-time, on-budget delivery of local projects funded with urban Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, stemming from recommendations of a 2006 TPAC analysis. This includes improved outreach and communication with implementing agencies and ODOT local program staff on project delivery expectations and, in cooperation with ODOT, education on the federal-aide process. Implementation of the remainder of recommendations will be sought this fiscal year pending allocation of additional resources.

Improved CMAQ eligibility and annual reporting processes have been developed in cooperation with the ODOT environmental division, FHWA and FTA staff.

Design of an improved project and financial plan database has been completed, ready for implementation in the upcoming fiscal year. MTIP staff has also been participating in the update to the Regional Transportation Plan in order to ensure strong linkages between the plan and programming of funds through the MTIP.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	565,607	PL	$	533,664
Interfund Transfers		$	220,995	STP	$	128,946
Materials & Services		$	32,950	ODOT Support	$	41,528
Printing/Supplies	$20,000			Section 5303	$	16,563
Ads & Legal Notices	$6,000			TriMet	$	91,399
Miscellaneous	$6,950			Metro	$	18,899
Computer		$	11,447			
TOTAL		**$**	**830,999**	**TOTAL**	**$**	**830,999**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.895
TOTAL	**5.895**

ENVIRONMENTAL JUSTICE AND TITLE VI

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 and low-income populations;
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Title VI of the 1964 Civil Rights Act and related regulations; the President's Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; and Goal 1 of Oregon's Statewide Planning Goals and Guidelines.

Under FHWA and Federal Transit Administration (FTA) guidelines, Metropolitan Planning Organizations (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; and
- Evaluate and, where necessary, improve their public-involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

Metro addresses compliance agency-wide as well within the transportation-planning department and program-by-program. Agency-wide activities include establishment of a diversity action team to promote diversity through trainings and initiatives across and throughout the agency. A diversity action plan with goals, objectives, and progress measures was developed and adopted by resolution of the Metro Council in August 2006. The diversity plan focuses mainly on three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

Departmental work to ensure compliance includes developing a Title VI plan with annual reporting to FHWA and FTA, demographic data collection and mapping, and trainings provided to staff on Title VI compliance requirements.

Program work on compliance concentrates in two main areas of transportation planning in Metro's role as the MPO for the Portland metropolitan region – developing the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), particularly in selecting projects and programs to receive flexible Congestion Management/Air Quality and Surface Transportation Program funding in the region. In these key program areas, Metro has an explicit goal for promoting equity and environmental justice, in addition to standing requirements for conducting public outreach that seeks to engage underrepresented populations throughout the planning and decision-making process.

STAKEHOLDERS

Specific stakeholders are identified by program or project area. For long-term regional plans, such as the RTP, stakeholders also include FHWA and FTA, community representatives and/or organizations, the general public, business groups including minority enterprise organizations, and individuals and groups representing the interests of low-income, elderly, non-English speaking, or minority populations.

For the MTIP, stakeholders include local jurisdictions, state and regional transportation/transit agencies, business and community organizations, and businesses and residents proximate to or potentially affected by policies, projects, or programs.

OBJECTIVES

- Identify communities and populations that are traditionally under-represented in decision-making processes using the most current federal and state census information and supplemented by more granular information. Examples of supplemental information include HUD data on Section 8 housing voucher distribution, school lunch participation statistics, local real estate value data, job/income distribution data from the Bureau of Labor Statistics, Portland State University's Population Research Center, and interviews with leaders of local immigrant groups and other community-based organizations. (ONGOING)
- Engage minority and low-income people in the decision-making process through (1) use of community-based organizations and schools and minority business organizations as points of contact; (2) representation on key policy advisory committees that have seats for community members; (3) development of outreach and engagement activities that minimize barriers to participation; and (4) development of communication techniques that increase the accessibility of information. (ONGOING)
- Incorporate information gathered from targeted outreach and focus groups on transportation needs, issues, and priorities for traditionally under-represented groups into the 2035 RTP. (ONGOING)

PRODUCTS/DELIVERABLES

- Engage underrepresented communities in activities as outlined in the Public Participation Plan for the MTIP. (FIRST QUARTER)
- Engage underrepresented communities in activities as outlined in the Public Participation Plan for the second half of the RTP update. (FIRST QUARTER AND FOURTH QUARTER)
- Prepare and submit annual Title VI update to ODOT to meet FHWA requirements. (THIRD QUARTER)
- Implement Metro's diversity action plan to promote diverse representation of citizen representatives on Metro advisory committees. (ONGOING)
- Maintain a list of interpreters and translators to call upon when needed. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro updated its sign-in sheets to begin collecting voluntary data from attendees at public transportation open houses and hearings. The data will help staff evaluate the reach and effectiveness of public notification processes. Metro also began developing performance measures to monitor equity of the transportation system.

Metro held four public open houses and public hearings to gather input on a review draft of the federal component of the RTP. Display ads were published in all major newspapers in the region, as well as in ethnic and community papers. A report presenting all public comments was published prior to JPACT and Metro Council approval of this component of the RTP.

Metro updated and submitted a Title VI report to the FTA, detailing public involvement activities of the transportation-planning department over the past three years. Improved recruiting practices that were put in place as a result of Metro's diversity action plan and recommendations by Metro's Committee for Citizen Involvement resulted in more diverse membership on Metro's Transportation Policy Alternatives Committee (TPAC). Finally, Metro began developing the Public Participation Plans for the second half of the 2035 RTP update and for the 2010-13 MTIP by identifying key touch points where public input – especially that from underrepresented populations – will be particularly important. That work will continue into the next fiscal year.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	18,912	PL	$	27,500
Interfund Transfers	$	8,392			
Materials & Services	$	196			
TOTAL	**$**	**27,500**	**TOTAL**	**$**	**27,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.20
TOTAL	**0.20**

ELDERLY & DISABLED TRANSPORTATION PLANNING

Elderly and disabled transportation planning work is carried out at Metro as a function of the Regional Transportation Plan (RTP) in response to direction in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA LU), which defines the Metropolitan Planning Organization (MPO) role to ensure that elderly and disabled plans are coordinated with the RTP and Metropolitan Transportation Improvement Program (MTIP). Metro includes policies derived from the regionally developed coordinated public transit/human service transportation plan in the RTP and ensures federally funded elderly and disabled projects are included in the MTIP. Metro staff regularly participate in committees that work on elderly and disabled transportation and periodically participate in planning efforts to ensure consistency with the RTP and federal requirements.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

SAFETEA LU states that Section 5310, Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed coordinated public transit/human services transportation plan. The guidance encourages a collaborative process for developing the coordinated plan that includes key stakeholders such as the MPO and the designated recipients of funds. The MPO is also required to include projects derived from the plan and funded with 5310, JARC, and New Freedom funds to be included in the MTIP. There is no federally mandated timeline for updating the coordinated public transit/human services transportation plan.

Metro participated in development of the coordinated plan for the Portland Metropolitan region and will participate in future updates. Projects derived from this plan are included in the current MTIP.

Most elderly and disabled transportation planning work is carried out by other agencies and non-profit transportation providers. Metro participates in these efforts through committees to the degree warranted and complies with federal requirements. At this time, only minor expansions to this program are recommended. There are funding constraints for Metro to do additional work and there are no specific mandates at the state or federal level to catalyze further efforts to expand the program at Metro at this time.

STAKEHOLDERS

- Metro Council
- Regional Transportation Coordinating Council (RTCC)
- Special Transportation Fund Advisory Committee (STFAC)
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Area transit providers, including TriMet and South Metro Area Rapid Transit (SMART)
- Federal Highway Administration (FHWA)
- Federal Transportation Administration (FTA)
- Oregon Department of Transportation (ODOT)
- Oregon Transportation Commission (OTC)
- Organizations serving elderly and disabled residents needs

OBJECTIVES

- Best practices research on elderly and disabled policy development and design considerations.
- Coordination to implement coordinated planning elements.
- Coordination with RTCC, STFAC.
- Establish project design considerations for elderly and disabled issues.
- Staff participation in regular committees and planning efforts with elderly and disabled components.

PRODUCTS/DELIVERABLES

- Updated Elderly & Disabled policy and implementation strategy as part of completing the state component of the RTP.
- Evaluation of local projects and programs applying for regional flexible funds for their consistency with universal access design guidelines.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Prepared progress reports.
- Staff participation in RTCC.
- Coordination on regional elderly and disabled planning efforts with RTP.
- Coordination to implement coordinated plan elements.
- Established "Livable Streets" design best practices, including universal access design guidelines as a screening criteria for the awarding of regional flexible funds.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	8,420	ODOT Support	$	7,335
Interfund Transfers	$	3,493	TriMet	$	4,665
Materials & Services	$	87			
Computer	$				
TOTAL	**$**	**12,000**	**TOTAL**	**$**	**12,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.10
TOTAL	**0.10**

REGIONAL TRANSPORTATION PLAN FINANCING

The Regional Transportation Plan Financing program works with the business community, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council to develop expanded funding for transportation improvements to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. This program includes refining transportation financing needs and recognizing any actions taken by the Oregon Legislature, as well as considering presenting a regional ballot measure to voters in 2009.

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

- Work with the RTP update and Making the Greatest Place efforts to identify projects that are important to the region's economy, environmental health, and energy goals;
- Create linkage between the long-term vision for Metropolitan Transportation Improvement Program (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; and
- Work with the business community and local governments to determine the viability of a regional transportation ballot measure, legislative strategy, and federal funding policy emphasis.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- Federal regulations require RTPs to be financially constrained;
- A constrained plan must meet federal air quality regulations; and
- A broader regional plan that reflects long-term goals should have a funding strategy that accompanies it.

STAKEHOLDERS

- Metro Council
- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)
- Business Community
- General Public
- Association of Counties (AOC)
- League of Cities (LOC)
- American Automobile Association (AAA)
- Bicycle Transportation Alliance (BTA)
- Oregon Trucking Association

OBJECTIVES

- Work with key stakeholders to develop a regional funding measure that will be supported by the business community and local governments. (DECEMBER 2008)
- Develop regional priorities for funding from federal sources. (FEBRUARY 2009)
- Coordinate with funding strategies for TriMet's Transit Investment Plan. (ONGOING)
- Work with state and local partners, the public, and the business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional, and local level. (ONGOING)

PRODUCTS/DELIVERABLES

- Evaluation of Funding Options (SEPTEMBER 2008)
- Draft Regional Funding Priorities for ballot measure. (NOVEMBER 2008)
- Adopt Regional Funding Priorities for ballot measure. (FEBRUARY 2009)
- Ballot measure language and supporting materials. (MARCH 2009)
- Adopt regional position on state funding legislation (SEPTEMBER 2008)
- Adopt regional position on federal reauthorization (JANUARY 2009)

ACCOMPLISHMENTS

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. The Regional Transportation Plan Financing program provided Metro staff support in FY 2008 for efforts oriented toward implementing key elements of the RTP. These efforts do not include lobbying activities of any kind. A nationally recognized consultant has recently completed an analysis of the cost of congestion in the Portland Metro region. This work is fostering renewed interest in seeking additional funds for projects at the Oregon Legislature.

Additionally, in FY 2008, Metro concluded a process that determined that advancing a ballot measure to voters in 2008 should not be pursued. Consultation with state and local government and the business community is continuing to develop a transportation proposal for the 2009 legislative session and the Fall 2009 ballot.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	22,439	PL	$	41,000
Interfund Transfers		$	10,325	Metro	$	123,700
Materials & Services		$	131,936			
Consultants	$116,700					
Pmts to Other Agencies	$15,000					
Miscellaneous	$236					
TOTAL		**$**	**164,700**	**TOTAL**	**$**	**164,700**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.11
TOTAL	**0.11**

REGIONAL FREIGHT PLAN

The safe and efficient movement of freight and goods is critical to the region's continued economic health. The Regional Freight Plan program manages the implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and provides guidance to affected municipalities in the accommodation of freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. It ensures that prioritized freight requests are competitively considered within federal, state, and regional funding programs. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires Metropolitan Planning Organizations (MPOs) to meet eight 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 (TPR) requires that Transportation System Plans (TSPs) *"facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail, and marine transportation"* and identify the *"needs for movement of goods and services to support industrial and commercial development."*

The 2035 RTP includes several goals that provide policy direction for freight transportation system investments and activities. Goal 2, Sustain Economic Competitiveness and Prosperity, directs the region to work towards an efficient and reliable multimodal transportation system to support the state and region's global economic competitiveness. Goal 3, Expand Transportation Choices, supports investment in multimodal freight transportation to facilitate competitive choices for goods movement for all businesses in the region. Goal 4, Emphasize Effective and Efficient Management of the Transportation System, puts a great emphasis on transportation system management strategies to improve mobility and reliability for freight movement. Goal 5, Enhance Safety and Security, provides direction for investing in transportation safety projects and increased security measures. Finally, Goal 6, Promote Environmental Stewardship, supports public investment in technologies that reduce diesel emission.

Further, the region's 2040 Growth Concept identifies industrial areas as a primary land use component and acknowledges the importance of maintaining these areas as sanctuaries for long-term industrial activities that include good transportation accessibility.

As referenced in the Regional Transportation Plan narrative, *The Regional Freight and Goods Movement Action Plan* is being developed as part of the RTP update. This planning effort will identify policies, actions, and investments specific to the multimodal freight system and its recommendations will be integrated into the 2035 RTP. Two stakeholder groups guide the planning process. The policy advisory group, Regional Freight and Goods Movement Task Force, is composed of private and public sector stakeholders. It is a limited-term advisory group that is providing input to both the freight plan and the 2035 RTP update through Winter 2009. Metro also relies on a technical advisory group, the Regional Freight Technical Advisory Committee (TAC), composed of staff from Metro's partner agencies. The Regional Freight TAC is an on-going regional coordinating committee for freight issues and advises the Transportation Policy Advisory Committee (TPAC). The advisory groups make recommendations to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro Council.

STAKEHOLDERS

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Regional Freight and Goods Movement Task Force

- Regional Freight Technical Advisory Committee
- Cities and counties within the region including Clark County, Washington
- Federal Highway Administration (FHWA)
- Oregon Department of Transportation (ODOT)
- Ports of Portland and Vancouver
- 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

- Complete work required for the adoption of the Regional Freight and Goods Movement Action Plan, including recommendations regarding policy, key multimodal infrastructure investments, implementation strategies, and street design; coordinate with 2035 RTP Update adoption process. (ONGOING)
- Serve as Metropolitan Transportation Improvement Program (MTIP) grant manager for City of Portland's *NE Columbia/Martin Luther King Jr. Blvd Project Development Plan*. (ONGOING)
- Participate in development of Oregon State Freight Plan. (ONGOING)
- Participate in the City of Portland's Airport Futures planning process. (SPRING 2010)
- Work with state, regional, and local agencies and private interests to implement the Regional Freight and Goods Movement Action Plan, including the advancement of key multimodal freight investment priorities, securing appropriate private matching funds, and ensuring investments are competitively considered under state freight funding programs such as Connect Oregon II. (ONGOING)
- Coordinate with the Port of Portland, Port of Vancouver, ODOT, and Portland State University to implement the Regional Freight Data Collection Study findings, with particular focus on the formation of a truck count program that can provide data for travel forecast model calibration and congestion management process monitoring. (ONGOING)
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities. (ONGOING)
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting new SAFETEA-LU provisions for coordination of freight movement. (ONGOING)
- Participate in the West Coast Corridor Coalition to promote efficient and environmentally sustainable movement of freight in the I-5 corridor. (ONGOING)
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing, I-205, and the Sunrise Corridor projects. (ONGOING)
- Participate in the Port of Portland led Oregon Rail Users League that is identifying key rail priorities and advocating for funding with the State Legislature. (ONGOING)
- Coordinate information regarding freight needs in support of freight funding proposals being developed by the State Legislature. (ONGOING)
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials. (ONGOING)

PRODUCTS/DELIVERABLES

- Regional Freight and Goods Movement Action Plan. (FALL 2008)
- Work with regional partners to establish a regional truck count program. (SPRING 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Updated regional freight transportation network and policies as part of 2035 RTP. (2007)
- Partnered with Port of Portland on 1997 Commodity Flow Study and Updates in 2002 and 2006.
- Developed regional truck model and incorporated updates to reflect new commodity forecasts and results of the Regional Freight Data Collection Study. (2007)
- Active member of Oregon Freight Advisory Committee, Freight Data Users Group, Portland Freight Committees, and West Coast Corridor Coalition. (ONGOING)
- Established and led the Regional Freight Technical Advisory Committee, comprised of fifteen local, regional, state, and federal agencies with an interest in regional freight transportation. (ONGOING).
- Developed the freight category and criteria for MTIP. (2006)
- Led the regional freight project prioritization effort, as part of OTIA III, which resulted in the region obtaining significant funding for freight projects. (2003-04)
- Participated in the ConnectOregon II – Region 1 project selection process that resulted in $27.2 million to the region for non-highway freight and transit investments. (2006)
- Active participant in freight planning efforts such as the Columbia River Crossing Project. (ONGOING)
- Prepared technical reports on existing national and regional trends impacting freight movement, existing conditions in the system, policy analysis, and infrastructure investment priorities in support of the Regional Freight and Goods Movement Action Plan. (2006-07).
- Organized presentations and outreach events in support of the Regional Freight and Goods Movement Action Plan. (2006-07)
- Completed Transportation Growth Management grant for Regional Freight and Goods Movement Action Plan that supported technical work and outreach in conjunction with the 2035 RTP Update. (2007)
- In 2006, established the Regional Freight and Goods Movement Task Force, a private and public freight stakeholders committee to guide the development of the region's action plan for freight.
- Assessed the economic impacts of congestion on the Portland-Vancouver Region, publishing and presenting *The Cost of Congestion to the Economy of the Portland Region* study. (2005)
- Conducted an evaluation of the region's air, rail, water, and industrial lands capacity, publishing and presenting the *Portland and Vancouver International and Domestic Trade Capacity Analysis.* (2006)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	72,774	PL	$	1,157
Interfund Transfers	$	30,073	STP	$	92,730
Materials & Service	$	1,653	Metro	$	10,613
TOTAL	**$**	**104,500**	**TOTAL**	**$**	**104,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.73
TOTAL	**0.73**

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Transit has a significant role in supporting the 2040 Regional Growth Concept. The 2040 Growth Concept calls for focusing future growth in the Central City, regional and town centers, station communities, and 2040 corridors. The regional street system has carried public transit for more than a century, beginning with the streetcars in 1872 and evolving into a combination of vans, buses, streetcars, an aerial tram, light rail and commuter rail today.

The regional transit system concept presented in the 2035 Regional Transportation Plan (RTP) responds to significant growth in population and jobs in the areas outside of the Portland Central City. The regional transit system concept calls for fast and reliable high capacity transit connections between the central city and regional centers that serves longer regional trips at a higher operating speed than regional bus service. In addition, the concept calls for convenient and reliable regional transit bus service on the majority of the regional arterial system. Streetcars are also being considered within the City of Portland through a separate Streetcar System Plan. All of these services require passenger infrastructure at stops and stations and a pedestrian system that connects to adjacent streets and neighborhoods.

The Regional High Capacity Transit System Plan is designed to guide future regional high capacity transit capital investments, which could include bus rapid transit, streetcar, light rail, and commuter rail, by evaluating and prioritizing new projects and extensions to existing lines using the RTP as a base. Although streetcar is not considered to be HCT in the RTP, this planning process will analyze streetcar based on HCT performance criteria. An amendment to the RTP may result. The plan will analyze HCT cost and ridership, transit markets, safety and security, land use, financial feasibility, traffic/freight impacts, and include a public and jurisdictional involvement process. This study will be conducted as part of the state component of the 2035 Regional Transportation Plan update and will be closely coordinated with a Streetcar System Plan that is under development by the City of Portland.

A technical committee will be established that includes members of the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Several community forums will be held. A community resource group will be selected through a formal process. Meetings of the groups will be open to the public.

The process for developing performance measures and evaluation criteria and for developing and evaluating specific HCT Corridor recommendations will be coordinated with the RTP Performance Measures and Mobility Corridors work that is also underway. HCT Planning staff will advance recommendations for discussion and approval by the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), and Metro Council.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- This project implements the 2040 Growth Concept and the Regional Transportation Plan (RTP), which include policies to connect the Central City and regional centers together with high capacity transit, which is typically light rail, but could also be commuter rail or bus rapid transit.
- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. An intergovernmental agreement outlining Metro's planning responsibilities and relationships with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for the federal high-capacity transit planning projects, particularly New Starts projects.

STAKEHOLDERS

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Metro Council
- Cities within Metro's boundaries
- Citizens of the region
- Clackamas, Multnomah, Washington, and Clark Counties
- Oregon Department of Transportation (ODOT)
- TriMet/SMART and neighboring transit districts
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES

- Test HCT policies defined in federal 2035 RTP to determine effect on transit performance, and ability to support broader mobility, land use, and urban form objectives.
- Develop and test new HCT and complementary bus service expansion concepts, including HCT to town centers, defined through HCT system plan.
- Recommend refinements and/or amendments to 2035 RTP transit policies and projects through the HCT development of concepts.
- Prioritize regional HCT projects for future investment and recommend funding strategies to implement needed investments.

PRODUCTS/DELIVERABLES

- With the Metro Council's guidance, develop a methodology to assess system-wide needs for high capacity transit investments, including technical, political and financial analyses, as well as public involvement, and coordinate with the City of Portland Streetcar System Plan effort. (MARCH 2008)
- Establish Technical Committee comprised of members of TPAC and MTAC, and consult with community members to develop performance measures and evaluation criteria for prioritizing HCT projects. (MAY 2008)
- Prepare technical analyses and undertake public involvement program coordinated with the 2035 RTP update and City of Portland. (MAY 2008)
- Draft Regional High Capacity Transit Strategy. (OCTOBER 2008)
- Develop priority rankings and funding strategies for projects and review with MPAC, JPACT and the Metro Council. (NOVEMBER 2008)
- Draft Regional High Capacity Transit System Plan and proposed refinements to 2035 RTP transit policies and projects based on analysis of HCT concepts. Include draft priority projects and corridors in RTP Hybrid Analysis to be conducted in RTP System Development phase. (JANUARY-MARCH 2009)
- Adopt Regional High Capacity Transit System Priorities. (MARCH 2009)
- Integrate appropriate HCT System Plan investments and actions in discussion draft 2035 RTP. (SUMMER 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

October 2006 – Metro Council directed staff to undertake a Regional High Capacity Transit System Plan in place of the next multi-modal corridor plan for the period of FY 2007-08, immediately following completion of the Lake Oswego to Portland Transit and Trail Alternatives Analysis. Staff began to develop a scope of work for the project and held discussions with TPAC, JPACT, and MTAC in January 2008.

BUDGET SUMMARY

Requirements:				Resources:		
Personal Services		$	458,023	FTA Streetcar grant*	$	100,000
Interfund Transfers		$	149,492	Next Corridor STP*	$	509,228
Materials & Services		$	344,220	STP	$	22,434
Consultant	$300,000			Section 5303	$	86,871
Printing/Supplies	$8,500			Other Grants**	$	100,000
Postage	$1,000			Metro	$	137,329
Miscellaneous	$34,720					
Computer		$	13,627	Other Local Funds	$	9,500
TOTAL		**$**	**965,362**	**TOTAL**	**$**	**965,362**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.635
TOTAL	**4.635**

*Includes local match.
**Section 5339 grant for Travel Forecasting Model Improvements.

TRANSPORTATION MODEL IMPROVEMENT PROGRAM (TRANSIMS)

The TRANSIMS project is a US Department of Transportation (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 the model development activities and test applications. Metro has served on the research team with Federal Highway Administration (FHWA) and other consulting firms since the project conception.

The next phase of the project will focus on the development of the transit simulation. The key in this effort will be the linkage of the transit path builder to the mode choice decision process. Metro will continue to serve as a resource to provide local data to the project consultant team and to review periodic model results during the calibration efforts.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- USDOT (Federal Highway Administration [FHWA] and Federal Transit Administration [FTA])
- Project consulting firms
- Metro Planning Department
- Agencies involved in modeling in the U.S. have an interest in this work, as the results will potentially influence future model specifications

OBJECTIVES

- Serve as a resource to review intermittent model results prepared by the consulting team and assess their reasonableness. (ONGOING)

PRODUCTS/DELIVERABLES

- Provide local data to the consultant team, as necessary. (ONGOING)

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;
- Preliminary demand model forms were developed and tested; and
- Transit itineraries and headway information were provided to the project consultant.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	6,832	TRANSIMS – FHWA	$	7,792
Interfund Transfers	$	2,084	Metro	$	1,948
Materials & Services	$	72			
Computer	$	752			
TOTAL	**$**	**9,740**	**TOTAL**	**$**	**9,740**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.055
TOTAL	**0.055**

MODEL DEVELOPMENT PROGRAM

The Model Development Program 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, new models, 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 Federal Highway Administration (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

- Metro Planning Department
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- TriMet
- Port of Portland
- Cities and counties of this region
- Private sector clients

OBJECTIVES

New Models

- Linkage between the Travel Demand Model and MetroScope: Continue to enhance the data interfaces between the transport model and the land-use allocation model (MetroScope). (ONGOING)
- Network Assignment Software: The Visum/Vissim software was purchased in FY 2005-06. As new features become available, they will be integrated into the modeling procedures. (ONGOING)

Model Maintenance

- Travel Demand Model Computer Code: The review of the model code is an ongoing process. Changes are regularly made to make the code more efficient and easier to use. Software programs are written, as needed, to permit specialized analysis functions. $15,000 is defined for contractor programming assistance when needed. (ONGOING)

PRODUCTS/DELIVERABLES

Survey and Research

- Travel Behavior Survey: The Portland travel behavior survey has been postponed until 2010 due to the significant construction in the downtown transit mall. Other areas in the state were scheduled to begin their surveys in FY 2008. However, contractual delays have moved that start date to FY 2009. The non-Metro surveys are being coordinated by the other state MPOs and ODOT (Transportation Planning Analysis Unit). Metro staff will serve on the advisory panel for these surveys. (ONGOING)

New Models

- Personal Transport Model: A new dynamic activity-based model is being developed for the region. The work is being jointly conducted by Portland State University (using funds from an Oregon Transportation Research and Education Consortium [OTREC] grant) and Metro. The work on the framework design and the initial estimation of variable coefficients was completed in FY 2007-08. In FY 2008-09, the final model parameters will be validated.

  The model will focus on trip tours made by individuals (not households). Thus, this project will greatly enhance the capability of the analyst to ascertain more discrete travel characteristics. The new algorithms will build upon the model development work started earlier in the Traffic Relief Option Study and the Transportation Model Improvement Program TRANSIMS development work. (FIRST and SECOND QUARTERS)

- Airport Passenger Model: The Port of Portland and the City of Portland are cooperatively working on an Airport Futures analysis. One of the work tasks in the project calls for the development of a new Airport Passenger Model.

  The model development work was originally targeted for completion in FY 2008. However, the City of Portland and the Port of Portland delayed the anticipated start date due to the need to assess and coordinate other items in the Airport Futures project.

  The current passenger model was estimated prior to the opening of the Red line. The parameters of the model were based upon people's opinions – not real actions. For this reason, it is desirable to estimate a new PDX passenger model using actual passenger data collected by the Port of Portland. This tool is important for use in forecasting transit and vehicular access to the airport.

  The Port of Portland will hire a consultant to collect the necessary data and develop a new passenger model. Metro will partner with the Port and the City to provide oversight to the model development work. (FIRST, SECOND, and THIRD QUARTERS)

- Bicycle Analysis Tools – The region desires to improve its ability to assess investment decisions for bicycle projects. Funded through a prior year OTREC grant, PSU has already collected information with regard to the route that bicyclists use in their journey. This data is serving as a springboard to create several bicycle analysis tools.

  "ByCycle" is an interactive web-based tool that is designed to provide the user with optimum bike routing information between origins and destinations. Through statistical analysis, the PSU data will be used to improve the path-finding algorithm. The analysis can quantify the desirability of such items as bike paths, quiet streets, flat terrain, etc. in the path choice. These attribute measurements will be integrated into an updated "ByCycle" web site and made available to the bicycling community.

  Given the new path finding algorithm derived above, the desirability of a route can be measured. This information can be communicated to the regional travel demand model to assess the effect that bicycle infrastructure investments might have on demand.

  This project and its work elements are fully described in a scope of work between all the project partners. The work is jointly funded by OTREC (assuming grant approval) and Metro funds. The project partners include PSU (OTREC funds), the Regional Transportation Planning section (Metro funds), the Data Resource Center (Metro funds), and the Transportation Research and Modeling Services (TRMS) section (Metro funds - Model Development Program). The TRMS efforts will primarily focus on the model estimation work required to accept the new sensitivity defined by the bicycle accessibility measurements. The TRMS work element will occur near the end of FY 2009. (FOURTH QUARTER)

Model Maintenance

- Modeling Network Attributes: Review and update, as necessary, the modeling network assumptions (e.g., uncongested speeds, number of lanes, vehicle throughput capacities, transit line itineraries). (ONGOING)
- Travel Demand Model Zonal Input Data: The model input data is modified as warranted. Such things as the household/employment allocation, intersection densities, household and employment accessibility, and zonal transit accessibility percentages can potentially be adjusted. (ONGOING)

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee (OMSC): Participate on the OMSC. A key topic area for FY 2008-09 includes the preparation for the Oregon household surveys. (QUARTERLY)
- Transportation Research Board (TRB) Committees: Serve on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee and the Innovations in Transport Modeling Committee. (ONGOING)
- National Panels: Serve on national committees as warranted. Examples include service on the Association of Metropolitan Planning Organizations (AMPO) Modeling Technical Committee and participation on peer review panels that assess the functionality of the travel demand models used in other regions. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Survey and Research

- Travel Behavior Survey: Participated on a statewide committee to coordinate the implementation of a travel behavior survey in the non-Metro areas of the state.

New Models

- Personal Transport Model: Partner with Portland State University to initiate the development of a dynamic activity based model.
- Network Assignment Software: Transit assignment functionality was developed with regard to the equilibrium assignment processes.
- Linkage between the Transportation Demand Model and MetroScope: Updated networks reflecting the 2008 RTP project assumptions were imbedded into the MetroScope allocation tool.

Model Maintenance

- Modeling Network Attributes: Reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).
- Travel Demand Model Input Data: The model input data was modified as warranted. Such things as the intersection densities, household and employment accessibility, and parking cost assumptions were adjusted.
- Travel Demand Model Computer Code: Software programs were written, as needed, to permit specialized analysis functions.

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee: Staff served as the chair for the MPO Program Coordination subcommittee.
- TRB Committees: Served on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee.
- National Panels: Served on national committees. One significant committee included the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting. In addition, staff participated on a panel to assist New York on their next household survey.

BUDGET SUMMARY

Requirements:				Resources:		
Personal Services		$	429,500	PL	$	396,177
Interfund Transfers		$	148,373	STP	$	120,800
Materials & Services		$	70,718	ODOT Support	$	2,994
Consultant	$65,000			Section 5303	$	69,418
Postage	$100			TriMet	$	2,851
Miscellaneous	$5,618					
Computer		$	45,909	Metro	$	102,260
TOTAL		**$**	**694,500**	**TOTAL**	**$**	**694,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4,56
TOTAL	**4.56**

SYSTEM MONITORING

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 measurements (for example traffic counts, vehicle miles traveled-VMT) and transit patronage. This ensures 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.

In addition, the Metro Council desires to regularly produce a document that provides indicators to benchmark the performance of the regional goals and objectives. This program collects data that addresses some of the transportation elements.

The System Monitoring program collects data that supplements the efforts of the CMP (Congestion Management Program) to monitor both recurring and non-recurring congestion. The assembling of such items as traffic counts, VMT summaries, and transit patronage data are funded by the Monitoring program but are necessary to the CMP, as well.

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.

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 second 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

- Coordinate with Portland State University and the Intelligent Transportation System (ITS) Laboratory to ensure collection of ITS data that are meaningful and useful to Metro and its regional partners. (ONGOING)

PRODUCTS/DELIVERABLES

- Collect and compile regional system monitoring data (auto and truck counts, VMT, transit patronage, travel costs by mode, and parking costs). (ONGOING)
- Assemble data from reports that compare statistics from cities throughout the United States. (ONGOING)
- Provide response to system performance data requests (e.g., traffic counts, VMT, VMT per capita). (ONGOING)

- 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. (ONGOING)
- Support the Congestion Management Process through provision of traffic count data, VMT information, transit patronage data, and other data elements. (ONGOING).

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Coordinated collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and entered the data into a computerized database;
- Compiled Highway Performance Monitoring System (HPMS) vehicle counts from Oregon Department of Transportation (ODOT);
- Established a web site that summarizes VMT and VMT per capita;
- Compiled TriMet patronage information;
- Collected parking cost information for key areas within the central city;
- Reviewed and commented 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);
- Provided information to those seeking system performance data (e.g., traffic counts, VMT, VMT per capita); and
- Assembled transportation system performance data for inclusion into the next Metro Performance Measure document.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	109,649	PL	$	120,986
Interfund Transfers	$	39,125	STP/ODOT Match	$	14,369
Materials & Services	$	1,153	Section 5303	$	20,000
Computer	$	12,073	Metro	$	6,645
TOTAL	**$**	**162,000**	**TOTAL**	**$**	**162,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.10
TOTAL	**1.10**

TECHNICAL ASSISTANCE PROGRAM

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients of this program include regional jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses, and the general public. In addition, client agencies can use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds that is available to each regional jurisdiction for these services.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

US Department of Transportation (USDOT) protocols require the preparation of future year travel forecasts to analyze project alternatives. Similarly, modeling is required by the Environmental Protection Agency (EPA) in project analysis to quantify emissions in air quality analysis. Thus, the provision of modeling services must be available to clients for their project needs.

STAKEHOLDERS

- Regional jurisdictions (cities and counties)
- TriMet
- Oregon Department of Transportation (ODOT)
- Port of Portland
- Private sector businesses
- General public

PRODUCTS/DELIVERABLES

- Provide data and modeling services to regional jurisdictions and agencies. (ONGOING)
- Provide data and modeling services to private consultants and other non-governmental clients. (ONGOING)
- Provide funds to the local governmental agencies to purchase and pay maintenance on transportation modeling software. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Provided data and modeling services to regional jurisdictions and agencies (e.g., Gresham – 181st Avenue Alternative Study);
- Provided data and modeling services to private consultants and other non-governmental clients (e.g., future forecast volumes, trip distribution patterns, and mode share characteristics); and
- Modeling software has been purchased and maintained for seven governmental agencies (ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County, and Washington County).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	36,936	STP	$	31,759
Interfund Transfers	$	14,104	ODOT Support	$	19,482
Materials & Services	$	6,824	TriMet	$	6,700
Computer	$	4,067	Metro	$	3,990
TOTAL	**$**	**61,931**	**TOTAL**	**$**	**61,931**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.371
TOTAL	**0.371**

ECONOMIC, DEMOGRAPHIC & LAND USE FORECASTING

The Economic and Land Use Forecasting Section performs the following primary activities:

- Data Collection: Maintains an inventory of socioeconomic and land-related economic, demographic and geographic (associated with MetroScope – a real estate forecast and land use allocation model) datasets, which are the foundation for providing services to a wide array of clients, including local governments, business, and the public. Data is collected for regional economic forecasting purposes (including national and regional measures), transportation planning, solid waste management forecasting, performance measures, and the land use simulation model - MetroScope.
- Model Development: Responsible for development and maintenance of the regional econometric population and employment forecast model and the land-use simulation model – MetroScope.
- Forecasting: The section 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.
- Risk Analysis: Using the regional econometric model and monte-carlo simulation software, alternative growth scenarios are derived to estimate uncertainty in the regional forecast; Additionally, using MetroScope, alternative land use simulation scenarios are derived to estimate alternative land-use futures.
- Forecast and Land Use Peer Review: Stakeholder reviews of the regional forecast and land use allocation projections are included in the scope of responsibilities to ensure reasonableness and validity of the forecast and growth allocations.
- Client Services: On a fee-for-service basis, the section provides population and economic forecasting services to local and regional clients, including public and private interests.
- Performance measures: Databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metropolitan Planning Organization (MPO) mandates include long-range and detailed demographic and employment forecasts (Federal Highway Administration (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 Urban Growth Boundary (UGB) administrative mandates are a primary reason for the collection and maintenance of economic and demographic statistics for the UGB and other sub-regional geographic measurements. 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

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

OBJECTIVES

- Provide socio-economic information and research services to transportation projects as requested by transportation planners for corridor and transit projects.
- Employ the MetroScope land use simulation model and the regional macro-econometric models as requested for growth management scenarios and transportation projects.

- Provide sound employment and population growth projections and statistical analysis to Metro policy makers regarding management of Metro's UGB.

PRODUCTS/DELIVERABLES

- Use the 2035 forecast of population and employment to provide services for transportation modeling, such as corridor planning projects. (ONGOING)
- Apply MetroScope's forecasting capabilities to analyze the potential of induced economic growth from adding transportation facilities. (ONGOING)
- Apply MetroScope to a series of scenario analyses for policy testing and assist planners in developing economically sound UGB and land use policy alternatives. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Allocation of population/employment to census tract and Transportation Analysis Zone (TAZ) for the transportation demand model using MetroScope (ONGOING);
- Population and employment projections for the bi-state region to 2035, which is a primary land use input to the transportation demand model (ONGOING);
- Using the newly automated MetroScope to produce six alternative investment scenarios for 2035 (ONGOING);
- Update of population (2006) by census tract and block group to the current year from 2000 (ONGOING); and
- Update of employment to mapped locations for current year (2006) (ONGOING ON AN ANNUAL BASIS).

The following activities are conducted annually and have been or are being accomplished:

- Annually update key census items such as population by census tract;
- Annually update employment at the place of work with state Employment Division records;
- Periodically update building permit records by location;
- Periodically update regional economic and demographic growth statistics; and
- Periodically update national economic and demographic growth indicators.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	367,564	PL	$	133,583
Interfund Transfers		$	125,610	Section 5303	$	95,720
Materials & Services		$	39,933	Metro	$	328,474
Consultants	$35,000					
Printing/Supplies	$2,800					
Miscellaneous	$2,133					
Computer		$	24,670			
TOTAL		**$**	**557,777**	**TOTAL**	**$**	**557,777**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.535
TOTAL	**3.535**

GIS MAPPING AND LAND INFORMATION

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

- Data Collection: Maintains an inventory of 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.
- Client Services: Technical assistance and Geographical Information System (GIS) products and services to internal Metro programs, jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), 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: Geographic databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES

Provide:

- Up-to-date land information for GIS analysis and display to stakeholders;
- The GIS derived land information required by the land use simulation model (MetroScope); and
- GIS display and spatial analytical services for Metro's Growth Management Program.

PRODUCTS/DELIVERABLES

- Fulfill the needs of the urban/rural reserves and performance UGB projects for GIS services. (ONGOING)
- Use the Business Analyst data and software to support planning for centers and Transit Oriented Development (TOD). (ONGOING)
- Develop the capability to offer visualization services to DRC stakeholders. This includes organizing a consortium of governments to purchase oblique imagery of the region. (ONGOING)
- Organize a government consortium purchase of building footprints and accurate stream locations using the LiDAR imagery purchased in FY 2007-08. (WINTER 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Design for the MTIP web site which is under construction and Phase II is scheduled for completion in Spring 2008.
- Update of employment to mapped locations for current year.
- Update of vacant land to July 2006.

The following activities are conducted annually and have been or are being accomplished:

- Maintain the information in RLIS, providing quarterly updates to subscribers;
- Annually purchase aerial photography; and
- Purchase building permit records monthly.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	1,018,333	PL	$	160,949
Interfund Transfers		$	382,095	STP	$	16,746
Materials & Services		$	621,099	ODOT Support	$	15,000
Consultants	$262,000			Section 5303	$	66,914
Pmt to Other Agencies	$200,000			TriMet	$	37,500
Printing/Supplies	$1,646			Metro	$	455,800
Ads & Legal Notices	$2,777			Other	$	1,373,678
Postage	$2,605					
Computer Supplies	$33,900					
Miscellaneous	$118,171					
Computer/Reserve & Replace		$	105,060			
TOTAL		**$**	**2,126,587**	**TOTAL**	**$**	**2,126,587**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	10.828
TOTAL	**10.828**

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

Grants Management and Coordination provides overall ongoing department management and administration and includes Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes budgeting, preparation and administration of the Unified Planning Work Program (UPWP), contracts, grants, and personnel. It also includes staff to meet required needs of the various standing MPO advisory committees, including:

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Bi-State Coordination Committee
- Regional Freight Committee
- Regional Travel Options (RTO) Subcommittee

As a MPO, Metro is regulated by federal planning requirements and is a direct recipient of federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that federal programs unique to urban areas are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on MPO actions. TPAC serves as the technical body that works with Metro staff to develop policy alternatives and recommended actions for JPACT and the Metro Council.

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all six Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets three times yearly and operates under its own bylaws. Metro Councilor Rex Burkholder has served as chair of OMPOC in the past, and is serving as vice-chair in 2008.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As an MPO, Metro participates in quarterly coordination meetings with the other MPOs and major transit providers in the state. These meetings are a principal source of new information on state and federal regulations affecting MPOs and provide opportunity for the different urban areas to compare strategies for addressing common transportation problems.

Metro is subject to annual federal self-certification, and quadrennial Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) reviews, during which Metro must demonstrate compliance with federal transportation planning requirements, including the 2005 SAFETEA-LU legislation. In 2008, Metro will complete both self-certification and a quadrennial review.

The MPO program is also responsible for publishing an annual UPWP for the region, and monthly and quarterly reports to state and federal officials documenting our progress in completing the work program. Among these responsibilities is the requirement to establish air quality findings for Metro's transportation planning efforts that demonstrate continued conformity with the federal Clean Air Act. This air quality conformity work is a major component of Metro's MPO program.

Other program responsibilities include providing ongoing support to JPACT, TPAC, MTAC, MPAC, Bi-State Committee and subcommittees to ensure coordination between state, regional, and local transportation and land-use plans and priorities. These committees and subcommittees meet transportation and land-use coordination provisions outlined in SAFETEA-LU.

The Grants Management and Coordination program also includes overall department management, including budget, personnel, materials, services, and capital expenditures. The program also monitors grants and ensures contract compliance, including the OMB A-133 Single Audit, and provides information to the public. Metro also maintains active memberships and support in national organizations such as Cascadia, American Public Transportation Association (APTA), and the Association of Metropolitan Planning Organizations (AMPO) as funds allow.

STAKEHOLDERS

- Metro Council
- Federal, state, and local funding agencies
- Local jurisdictions
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Bi-State Committee

OBJECTIVES

- Prepare and manage the department budget, personnel, programs and products. (ONGOING)
- FY 2009-10 UPWP/Self Certification. (FOURTH QUARTER)
- 2008 Quadrennial Review. (SECOND QUARTER)
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports. (ONGOING)
- Send monthly progress reports to TPAC. (ONGOING)
- Produce meeting minutes, agendas, and documentation. (ONGOING)
- Execute, administer, and monitor contracts, grants, and agreements. (ONGOING)
- Complete a periodic review with FHWA and FTA on UPWP progress. (SECOND QUARTER)
- Complete Federal Certification. (SECOND QUARTER FY 2008-09)
- Single audit responsibility for Planning grants. (ONGOING)
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements. (ONGOING)
- Continue to participate in quarterly MPO coordination meetings. (ONGOING)

PRODUCTS/DELIVERABLES

- Adopted Budget (JUNE 2009)
- Approved FY 2009-10 UPWP (FOURTH QUARTER)
- Narrative and Financial Reports (QUARTERLY)
- Progress Reports to TPAC (MONTHLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- 2008 Federal Quadrennial Review Questionnaire (FIRST QUARTER)
- 2009 Federal Self-Certification (FOURTH QUARTER)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is an ongoing program.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	691,129	PL	$	548,224
Interfund Transfers		$	389,107	STP	$	405,370
Materials & Services		$	100,620	ODOT Support	$	16,343
Temporary Services	$47,950			Section 5303	$	29,218
Printing/Supplies	$10,000			Metro	$	181,701
Ads & Legal	$8,500					
Miscellaneous	$34,170					
TOTAL		**$**	**1,180,856**	**TOTAL**	**$**	**1,180,856**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	8.055
TOTAL	**8.055**

PORTLAND-MILWAUKIE LIGHT RAIL PROJECT SDEIS

The Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) advances Phase 2 of the Locally Preferred Alternative (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 Environmental Impact Statement (EIS). A potential new alignment through Milwaukie also requires revision of the LPA selected in April 2003. A new SDEIS commenced in 2007 and is anticipated to be completed in 2008.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Metro Council adoption of the LPA calls for the Milwaukie Light Rail Project to be advanced once construction is underway on the Phase 1 project, the I-205/Portland Mall Light Rail Project. Construction of Phase 1 commenced in January 2007. Initiation of the SDEIS implements the Council's mandate.

As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Memoranda of Understanding that outline Metro's planning responsibilities and relationships with Oregon Department of Transportation (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, South Waterfront and Milwaukie neighborhoods
- City of Milwaukie
- City of Portland
- Clackamas County
- Multnomah County
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES

- Locally Preferred Alternative approved by Metro Council. (JULY 2008)
- New Starts application submitted to FTA. (AUGUST 2008)
- Approval to commence FEIS and PE. (OCTOBER 2008)
- Undertake public involvement program. (ONGOING)
- Coordinate with the FTA and federal resource agencies. (ONGOING)
- Ensure adequate consideration of the impact of light rail transit on other transportation modes within the corridor. (ONGOING)

PRODUCTS/DELIVERABLES

- Locally Preferred Alternative report completed. (JULY 2008)
- New Starts application to FTA. (AUGUST 2008)
- Approval to commence PE from FTA. (OCTOBER 2008)

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 evaluated non-light rail options in the corridor, which led to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments;
- 2002-2003 – South Corridor SDEIS revisited Milwaukie alignment over Hawthorne Bridge. Metro Council adopted new LPA that included the Caruthers Bridge and Lincoln Street alignments in the central city as well as a new Kellogg Lake terminus in Milwaukie;
- 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 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final EIS published in the *Federal Register*;
- May 2007 – *Refinement Report*, which outlines Willamette River Crossing and southern terminus options to be studied in Portland-Milwaukie LRT SDEIS, is accepted by project Steering Committee;
- June and August 2007 – *Downtown Milwaukie Alignment Review Reports*;
- September 2007 – *Plan and Profile* drawings completed;
- October 2007 – *Detailed Definition of Alternatives* and *Methodology* reports submitted to FTA;
- December 2007 – Preliminary draft *Chapter 1 (Purpose and Need)* and *Chapter 2* (alternatives Considered) submitted to FTA for comment;
- January 2008 – Preliminary draft *Chapters 3 (Environmental Consequences)* and *Chapter 4 (Transportation Facilities, Services and Impacts)* submitted to FTA for comment; and
- April 2008 (anticipated) – SDEIS published in federal register for public comment.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	282,840	CMAQ Milwaukie SDEIS	$	160,000
Interfund Transfers	$	106,768	Local Match	$	40,000
Materials & Services	$	14,816	Other	$	208,048
Computer	$	3,624			
TOTAL	**$**	**408,048**	**TOTAL**	**$**	**408,048**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.835
TOTAL	**2.835**

LAKE OSWEGO TO PORTLAND CORRIDOR (WILLAMETTE SHORELINE)

The Lake Oswego to Portland Corridor project completed a Federal Transit Administration (FTA) Alternatives Analysis in December 2007. The Metro Council authorized the advancement of the project into a Draft Environmental Impact Statement (DEIS) pursuant to the requirements of the National Environmental Policy Act (NEPA). The Metro FY 09 budget contains staff and materials and services line items for the project, however funding for the DEIS has not yet been secured. The DEIS scoping process began in October 2007 with a meeting of federal, state and local agency staff. Pending the identification of funding for the DEIS, the project would get underway in early calendar year 2009 and would conclude in mid-2010.

No-Build, Streetcar, and Enhanced Bus alternatives are proposed for the DEIS, with several alignment and design options. The corridor connects the South Waterfront area of the Central City to the Lake Oswego town center via Highway 43/Macadam Avenue and/or the Willamette Shoreline rail right-of-way. A bicycle and pedestrian trail was also considered within the envelope of the Willamette Shoreline right-of-way and on local streets.

The DEIS would complete the analysis of alternatives and would result in the adoption of a Locally Preferred Alternative (LPA) by the Metro Council. Once the LPA is selected, the project lead would transition to TriMet, which would then apply to FTA to enter Preliminary Engineering and initiate the Final Environmental Impact Statement (FEIS). At the completion of the FEIS, a Record of Decision would be issued by the FTA certifying that the requirements of NEPA have been met. The project would then move into Final Design and Construction pending FTA approvals.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- On December 13, 2007, the Metro Council passed a resolution selecting the No-Build, Enhanced Bus, and Streetcar Alternatives to be advanced into the DEIS. This resolution also included work program considerations that included development of the scope, schedule, budget and funding plan for the DEIS, initiation of a Johns Landing refinement plan, and identification of issues to be addressed prior to initiation of the DEIS.
- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (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 and Small Starts projects.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process.
- The Region 2040 Plan, the Regional Transportation Plan (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.
- This program includes elements of refinement planning for the Macadam/Highway 43 Corridor identified in the Regional Transportation Plan, including: 1) planning for improved bus service in the corridor; 2) planning for future streetcar service; and 3) improving bicycle and pedestrian safety through the trail component of the study.

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- City of Lake Oswego
- Federal Transit Administration (FTA)
- TriMet
- Oregon Department of Transportation (ODOT)
- Clackamas County
- Multnomah County
- Citizens adjacent to, users of, and those potentially impacted by transit and/or trail improvements in the corridor
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Parks and Greenspaces (trail component)
- Metro Committee for Citizen Involvement (MCCI)
- Business and civic organizations
- Private industry and the public

OBJECTIVES

- Initiate a DEIS for the Lake Oswego to Portland Transit Corridor. (JANUARY 2009)
- Ensure impacts on other modes of transportation in the Corridor are addressed.
- Ensure adequate consideration of the impacts of no-build, streetcar, and enhanced bus alternatives on other transportation modes within the corridor. (ONGOING)

PRODUCTS/DELIVERABLES

- Scope, schedule, budget and funding plan for the DEIS. (FALL 2008)
- Completion of a Scoping Report following the scoping phase of the DEIS. (FALL 2008)
- Completion of the Johns Landing refinement plan and work program considerations as adopted by the Metro Council on December 13, 2007. (FALL 2008)
- Completion of methods reports in support of the DEIS. (SPRING 2009)
- Initiation of the public involvement program in support of the DEIS and corresponding start-up activities. (FALL 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. The line currently extends from NW Portland to the South Waterfront district and connects to the Portland Aerial Tram to serve Oregon Health and Science University.
- An Alternatives Analysis was completed for the Portland Streetcar Loop Project in November 2006. This proposed extension to the Streetcar system is currently in FTA Small Starts Project Development.
- The Lake Oswego to Portland Transit and Trail Alternatives Analysis concluded in December 2007 and included several key accomplishments:
    - A comprehensive two-year public involvement process was completed that utilized a citizen project advisory committee, stakeholder interviews, workshops, small group meetings, individual property owner meetings, public hearings, and the full range of print and electronic media. A survey of TriMet bus riders in the corridor was conducted. Over 1,200 direct citizen contacts were made. The public input received was summarized in the *Public Comment Report* (Metro, 2007).

- Technical analyses were conducted that included conceptual designs, travel demand forecasts, capital and operating costs, potential benefits and impacts, and funding scenarios. This evaluation is summarized in the *Evaluation Summary Report* (Metro, 2007).

- The Metro Council passed a resolution selecting the No-Build, Enhanced Bus, and Streetcar Alternatives to be advanced into the DEIS. This resolution also included work program considerations that included development of the scope, schedule, budget and funding plan for the DEIS, initiation of a Johns Landing refinement plan, and identification of issues to be addressed prior to initiation of the DEIS.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	207,210	FTA Streetcar Grant	$	339,158
Interfund Transfers		$	66,177	Local Match	$	84,790
Materials & Services		$	1,150,537	Anticipated DEIS Funding	$	945,956
Consultants	$730,000			Metro	$	61,309
Pmt to Other Agencies	$400,000					
Printing/Supplies	$3,500					
Postage	$1,000					
Ads & Legal Notices	$1,000					
Miscellaneous	$15,037					
Computer		$	7,289			
TOTAL		**$**	**1,431,213**	**TOTAL**	**$**	**1,431,213**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.91
TOTAL	**1.91**

STREETCAR TECHNICAL METHODS AND CITY OF PORTLAND STREETCAR SYSTEM PLAN

As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which included funding for advancement of Streetcar Technical Methods and a City of Portland Streetcar System Plan, as well as to advance the Portland Streetcar Loop Project (formerly called the Eastside Transit Alternatives Analysis) and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process. The Technical Methods will assist the Federal Transit Administration (FTA) in the development of guidance for travel demand forecasting and economic development methodologies for the Small Starts funding program. In FY 2005-06 and FY 2006-07, initial work was done to evaluate potential approaches for this work, during the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project Alternatives Analyses. The City of Portland Streetcar System Plan will evaluate potential alignments and extensions to the existing system and will serve as input into the Metro High Capacity Transit System Plan that in turn will become a component of the Regional Transportation Plan (RTP).

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Memoranda of agreement outlining Metro's planning responsibilities and relationships with Oregon Department of Transportation (ODOT) and TriMet document Metro's role as the lead agency for federally funded transit and transportation planning projects, particularly FTA New Starts projects.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, including funding for advancement of Streetcar Technical Methods as well as to advance the Portland Streetcar Loop Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.
- Also as part of SAFETEA-LU, TriMet received a $4 million authorization to develop a domestic streetcar prototype.

STAKEHOLDERS

- Metro Council
- Cities of Portland and Lake Oswego
- Clackamas and Multnomah County
- Portland Streetcar, Inc.
- Eastside Transit Project Advisory Committee
- Lake Oswego to Portland Transit Project Advisory Committee
- Federal Transit Administration (FTA)
- TriMet
- Oregon Department of Transportation (ODOT)
- Central Eastside Industrial Council
- Lloyd Business Association and TMA
- Private development community
- Downtown and central eastside workers and residents
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES

- Ensure the streetcar transit mode is planned and integrated into both local plans and regional plans (the RTP);
- Improve methods of forecasting the likely outcome of proposed streetcar service;
- Enhance methods of estimating the economic impact of streetcar service on adjacent land uses, forecasting the likely economic development impacts; and
- Ensure adequate consideration of the impact of streetcar on other transportation modes within the region. (ONGOING)

PRODUCTS/DELIVERABLES

- Ensure the newly initiated Metro High Capacity Transit System Plan is coordinated with the developing Portland Streetcar System Plan. (JUNE-JULY 2008)
- Improve technical methods for travel forecasting that fully explain the ridership patterns of the Streetcar mode to assist FTA with evaluation of Small Starts projects and assist City of Portland with evaluation of future transit corridors for the Streetcar System Plan. (DECEMBER 2008)
- Develop technical methods for evaluating the impact of Streetcar on development patterns and measuring the economic development potential of the Streetcar mode to assist FTA in the evaluation of Small Starts projects and to assist the City of Portland with the evaluation of economic development in future transit corridors for the Streetcar System Plan. (MARCH 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- The 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. Streetcars run on a 7.2-mile continuous loop with 42 stops from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University, to a terminus at SW Moody and Gibbs.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capita provides associated environmental benefits, energy conservation, and urban land-use efficiencies.
- In 2005, Eric Hovee Inc. was retained to develop a correlation between the presence of the Portland Streetcar and Central City development patterns. This study found evidence of a connection between streetcar service and economic development and recommended further, even more rigorous methods to show causality between the streetcar and intensity of development that form the basis of the current work program.
- In 2005, PB Consult was retained to evaluate the travel demand forecasting methods to be used to evaluate the Streetcar mode. Several sub-mode adjustments were made to Metro's travel forecasting model as a result.
- An FTA Alternatives Analysis was completed and a Locally Preferred Alternative selected for both the Eastside and Portland to Lake Oswego Transit Projects in federal FY 2005-06.

Past Year Accomplishments:

- Metro and TriMet staff worked with the FTA concerning the appropriate methodology for determining the transportation system user benefit for the Portland Streetcar Loop project.
- Also in 2007, Metro staff coordinated with City of Portland Office of Transportation staff in the development of the Portland Streetcar System Plan.
- Metro staff coordinated with the City of Portland and TriMet staff concerning a draft scope of work for a second phase of assessing the economic development potential of streetcar service.

BUDGET SUMMARY

Requirements:				Resources:		
Personal Services		$	106,187	FTA Streetcar grant	$	182,796
Interfund Transfers		$	36,810	Local Jurisdiction Match	$	45,699
Materials & Services		$	79,116			
Consultant	$75,000					
Miscellaneous	$4,116					
Computer		$	6,382			
TOTAL		**$**	**228,495**	**TOTAL**	**$**	**228,495**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.89
TOTAL	**0.89**

BI-STATE COORDINATION

The Bi-State Coordination Committee was created in April 2004, when a transition from the Bi-State Transportation Committee was completed. The Bi-State Coordination Committee is chartered by member agencies on both sides of the Columbia River including the cities of Vancouver and Battle Ground, Washington, and Portland and Gresham, Oregon; Multnomah and Clark counties; the Ports of Vancouver and Portland; TriMet and CTRAN; Washington State Department of Transportation and Oregon Department of Transportation; and Metro. The Committee reviews, discusses, and makes recommendations about transportation and 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 Multi-state Areas says: "The Secretary shall encourage each Governor with responsibility for a portion of a multi-state 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 Regional Transportation Council (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).
- Through Metro Council, coordinate with partners in southwest Washington about land use and transportation issues of bi-state significance.

STAKEHOLDERS

- Metro Council
- Cities of Portland and Vancouver
- Multnomah and Clark Counties
- Ports of Portland and Vancouver
- TriMet
- CTRAN
- Regional Transportation Council (RTC)

OBJECTIVES

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;
- Economic development and environmental justice coordination where there is a bi-state interest;
- Transportation Demand Management (TDM) measures on transportation facilities of mutual interest; and
- Other issues of bi-state significance as they may emerge.

PRODUCTS/DELIVERABLES

Products/Deliverables include:

- Making recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) or other agencies about land use and transportation issues of bi-state significance, especially the Columbia River Crossing and the Regional Transportation Council's (RTC) Transportation Corridors Visioning project which includes consideration of a third bridge across the Columbia River in the Portland-Vancouver metropolitan area and the RTC's High Capacity Transit Plan. (ONGOING)
- Completing an Annual Report. (JANUARY 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Past Year's Accomplishments:

- Provided additional time for discussion and coordination of issues concerning the I-5 Columbia River Crossing;
- Reviewed a joint PSU/WSU Vancouver survey of business and other entities concerning bi-state issues, obstacles and opportunities;
- Reviewed 2035 RTP and provided coordination and recommendations to both MPO's proposed transportation plans; and
- Reviewed Making the Greatest Place project and implications for the bi-state area.

A detailed description of Bi-State Coordination Committee work in a month-by month format is available in the Committee's 2007 Annual Report.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	21,192	PL	$	11,025
Interfund Transfers	$	8,585	STP	$	17,026
Materials & Services	$	223	Metro	$	1,949
TOTAL	**$**	**30,000**	**TOTAL**	**$**	**30,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.21
TOTAL	**0.21**

PROJECT DEVELOPMENT

The Project Development program completes system planning and develops projects for multi-modal Regional Transportation Plan (RTP) for major transportation corridors. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs.

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 directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. Project development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans. 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 Transportation Planning Rule (TPR), Metro is required to complete a regional Transportation System Plan that 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 that 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.

Prioritization of corridor projects to be advanced is a regional decision. In 2005, Metro consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the outcome of that consultation, in Fall 2005, the Corridor Refinement Work Plan was updated to reflect current and new efforts and responsibilities. Over the next five years, the work plan, which was approved by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, calls for commencement of major new planning efforts on the East Multnomah County I-84/US 26 Connector, the Outer Southwest Area, I-205 and I-405 corridors, and regional high capacity transit and tolling system plans.

STAKEHOLDERS

- Project partners include Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), TriMet and associated counties and cities.
- Businesses 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

- 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. (ONGOING)
- Implement the Corridor Initiatives Project strategy in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts. (ONGOING)
- Participate in the development of projects not yet funded by other grants or contracts, such as the I-205/Airport Way Improvement Project. (ONGOING)

PRODUCTS/DELIVERABLES

- With ODOT and local jurisdictions, identify high priority mobility corridors as part of the RTP and develop work scopes for new projects. (DECEMBER 2008)
- Work with ODOT to develop and support a decision on next corridor to study. (JUNE 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

- Corridor Refinement Work Plan adopted into RTP (2002);
- Received TGM grant for Phase I Powell/Foster Corridor study (2002);
- Powell Foster Phase I completed (2003);
- Completed Highway 217 Corridor study (2005);
- Travel forecasting and FTA liaison for Washington County Commuter Rail project (2001-present);
- 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); and
- Participation in the development of Columbia River Crossing Project (2006 – present)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	47,066	PL	$	11,099
Interfund Transfers	$	18,364	STP	$	24,878
Materials & Services	$	495	ODOT Support	$	14,600
			Section 5303	$	10,000
			Metro	$	5,348
TOTAL	**$**	**65,925**	**TOTAL**	**$**	**65,925**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.41
TOTAL	**0.41**

PORTLAND STREETCAR LOOP PROJECT

This project, formerly called the Eastside Transit Alternative Analysis, will secure a Record of Decision that completes the federally mandated environmental review process. This effort will include publishing an Environmental Assessment (EA) for the locally preferred alternative, taking public comment and responding as may be needed, and securing a Record of Decision from the Federal Transit Administration. The project proposes extension of the existing Portland Streetcar alignment over the Broadway Bridge to the Lloyd District and extending south through the Central Eastside to OMSI. Ultimately, the proposal is to complete the Streetcar Loop around the Central City by eventually using a new light rail bridge between the east and west sides of the Willamette in the vicinity of OMSI on the east and OHSU on the west when Milwaukie light rail is constructed.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Memoranda of agreement, outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet, document Metro's role as the lead agency for federally funded transit and transportation planning projects, particularly Federal Transit Administration (FTA) New Starts projects.
- The Region 2040 Plan, the Regional Transportation Plan (RTP) (projects 1105 and 1106 of the 2025 RTP's financially constrained system and projects 10176 and 10177 of the 2035 RTP's financially constrained system include extension of the Portland Streetcar to Lloyd Center and the Central Eastside Industrial District) and various City of Portland plans including the Central City Plan (1988) ("Plan and construct an inner city transit loop - possibly on Grand Ave.") and the Central City Transit Plan (1995) (Objective 5.4.4 "Identify a strategy for developing the Central City streetcar system and integrating it with other transit services") call for improved internal Central City circulation for workers, residents, and visitors.
- In July 2006, Metro Council selected a Locally Preferred Alternative to advance into the National Environmental Protection Act (NEPA) process.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, including funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- Portland Streetcar Loop Project Advisory Committee
- Federal Transit Administration (FTA)
- TriMet
- Central Eastside Industrial Council
- Lloyd Business Association and Transportation Management Area (TMA)
- Private development community
- Downtown and central eastside workers and residents
- Joint Policy Advisory Committee on Transportation (JPACT)
- Oregon Department of Transportation (ODOT)

OBJECTIVE

Ensure that the project is properly positioned for federal review and approval to advance into the next phases of the Small Starts funding program.

PRODUCTS/DELIVERABLES

- Publish a final EA for the Portland Streetcar Loop Project and secure a Record of Decision. (MAY 2008)
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding included in SAFETEA-LU. (JULY 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in July 2001 using local funds. Streetcars run on a 7.2-mile continuous loop with 42 stops ranging from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University to a terminus at SW Moody and Gibbs.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capita provides associated environmental benefits, energy conservation, and urban land-use efficiencies.
- Portland Streetcar currently is providing over 2,500,000 rides per year. Since 1997, nearly 7,300 new units of multi-family housing have been built within two to three blocks of the streetcar and there has been over 4.6 million square feet of non-residential space developed.
- The Lowell streetcar extension is under construction.
- Extensions are planned to the Lloyd District and Central Eastside over the Broadway Bridge.
- Portland Streetcar, Inc, after two years of public outreach and development with a project steering committee, developed an alignment that was adopted by Portland City Council on June 25, 2004.
- Metro entered into a contract with Portland Streetcar, Inc. in FY 2004-05 to develop the work program and perform the federal alternatives analysis for the project.
- A FTA alternatives analysis was completed and a Locally Preferred Alternative selected in federal FY 2005-06.

Past Year's Accomplishments:

- In 2007 (September, November and December drafts), a draft Environmental Assessment was produced, including a draft historic resources (Section 106) determination of eligibility, a "no adverse effect" determination and a *de minimis* use determination (Section 4(f), as well as a biological assessment.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	17,717	FTA Streetcar grant	$	20,000
Interfund Transfers	$	7,096	Local match	$	5,000
Materials & Services	$	187			
TOTAL	**$**	**25,000**	**TOTAL**	**$**	**25,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.10
TOTAL	**0.10**

NEXT CORRIDOR

The Next Corridor work program is designed to complete the corridor refinement planning needed on the next priority corridor as defined by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council. The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. To date, corridor refinement plans have been completed on Powell/Foster and the Highway 217 corridors with proposed projects and next steps being adopted by JPACT and the Metro Council. In 2007, Metro commenced work on the High Capacity Transit System Plan.

The RTP will update the corridor planning priorities and JPACT and the Metro Council will approve future corridor planning activities, whether led by Metro or others, prior to commencement. Based on previous work, likely candidates include the Outer Southwest Area and the East Multnomah County I-84/US 26 Connector corridors.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the Transportation Planning Rule (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 that 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 FY 2005-06, this program focused on completing the Highway 217 Corridor study and commencing the next multi-modal alternatives analysis. Work concluded in FY 2006-07 with recommendations on RTP and local plan amendments and alternatives for further study and phasing, and next steps for financing. The recommendations were adopted by JPACT and Metro Council. Next steps for that corridor include seeking funding for completion of National Environmental Protection Act (NEPA) and preliminary engineering.

In Winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in Winter 2005/06, JPACT and Metro Council approved a corridor planning work plan update, which calls for initiation of five new corridor plans in the next five years (see Project Development narrative). In Winter 2007/08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional Transit System Plan.

This work program will commence the next corridor plan. The corridor planning priorities will be identified by the state portion of the RTP in Fall 2008. Work will commence on the highest priority corridor, as identified in the RTP, in Winter 2008/09.

STAKEHOLDERS

- Project partners include Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), TriMet, and associated counties and cities.
- Businesses who are 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

- Initiate scoping of study. (MARCH 2009)
- With project advisory committees, establish goals and objectives for corridor. (JUNE 2008)

PRODUCTS/DELIVERABLES

- Develop and implement a public participation plan that provides opportunities for all parties to comment, employs visualization techniques, electronically accessible formats such as on-line survey instruments and the Web, and other best practices to help reach potentially impacted minority and non-English speaking, or other interested residents in the selected corridor. (MARCH 2009)
- Issue consultant contracts. (MAY 2009)
- Establish project advisory committees. (MAY 2009)
- Complete background and existing conditions analyses. (JULY 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Phase I Powell/Foster Corridor study completed and recommendations adopted by JPACT and the Metro Council. (2003)
- Highway 217 Corridor study completed and recommendations adopted by JPACT and the Metro Council. (2005)
- With Transportation Policy Alternatives Committee (TPAC) subgroup, reviewed priorities and identified potential next corridor study candidates. (2005)
- JPACT and Metro Council approved corridor planning work plan update. (JANUARY 2006)
- Commenced regional High Capacity Transit system plan. (WINTER 2007/08)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	34,187	Next Corridor STP	$	43,070
Interfund Transfers	$	13,453	Local Match		4,930
Materials & Services	$	360			
TOTAL	**$**	**48,000**	**TOTAL**	**$**	**48,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.325
TOTAL	**0.325**

REGIONAL TRAVEL OPTIONS

The Regional Travel Options (RTO) program is the region's Transportation Demand Management (TDM) strategy for reducing reliance on the single-occupancy automobile. The program has been funded for nearly twenty 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 Vehicle Miles Traveled (VMT) reduction of 136,986 miles, which reduces criteria pollutants by 2.6 tons and carbon dioxide by 67 tons. 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 bi-annual reports published by Metro.

The Metro Council approved a new strategic plan for the RTO program in 2008. The updated program continues work begun in the 2004 RTO Strategic Plan, which placed a major emphasis on marketing and outreach. Most of the RTO program activities are carried out by public agency partners or consultant contracts, and are administered by Metro. The key components of the RTO program are:

- Policy and Funding;
- Collaborative marketing program;
- Measurement program;
- Transportation Management Association program;
- Centers Program;
- Regional Travel Options Grant program;
- Information Tools; and
- Commuter program.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The 2008 RTO Strategic Plan was approved by Metro Council resolution, and provides the framework for RTO policy development and program activities. The RTO Subcommittee of Transportation Policy Alternatives Committee (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 the 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 programs ensure access to jobs for low-income residents of the region.

STAKEHOLDERS

- Metro Council
- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- Regional Transportation Options (RTO) service providers (TriMet, Wilsonville South Metro Area Rapid Transit [SMART], local jurisdictions, vanpool vendors and others)
- Regional Transportation Options (RTO) Subcommittee and Transportation Policy Alternatives Committee (TPAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Private industry and the public

OBJECTIVES

- Continued implementation of the RTO Strategic Plan. (ONGOING)
- Continued policy development in partnership with RTO Subcommittee. (ONGOING)
- Continued implementation of the Drive Less/Save More collaborative marketing campaign and coordination of partner agency marketing activities. (ONGOING)
- Continued implementation of the regional vanpool program. (ONGOING)
- Administer and monitor the RTO grants program. Consider elderly, disabled, low income and other underserved populations in the grant making process. (ONGOING)
- Continued implementation of an evaluation strategy that measures the outputs and outcomes of all projects and programs supported with RTO funds. (ONGOING)
- Continued implementation of the regional commuter program with a focus on new rail transit investments. (ONGOING)
- Increase the number and quality of carpool matches; and participate in multi-state online ridematching system. (ONGOING)
- Distribute 2007 Bike There! map via local bike shops and other retailers. (ONGOING)
- Disseminate pedestrian and bicycle safety messages. (ONGOING)

PRODUCTS/DELIVERABLES

- Develop and distribute a walking guide publication and web resource to encourage walking for local trips and support area walking programs. (2008-2009)
- Regional Travel Options Strategic Plan update to support implementation of 2007 Regional Transportation Plan. (2008)
- Select locations for individualized marketing projects in the Portland metropolitan region and begin project implementation. (2008-2009)
- Update regional TMA program policy and funding structure (2008)
- 2006-2007 Evaluation Report. (2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Completion of 2002 RTO Annual Report;
- Completion of 2004 RTO Strategic Plan;
- Completion of 2003 RTO Annual Evaluation Report;
- Completion of 2004 Travel Behavior Barriers and Benefits Research;
- Completion of 2005 Rideshare Market Research and Implementation Plan;
- Development and implementation of the Drive Less/Save More marketing campaign, 2006;
- Completion of the 2004-2005 Annual Evaluation Report;
- Award of RTO grants to local projects for 2007-2009;
- Launch of the regional vanpool program in 2007;
- Update of the Bike There! Map in 2007; and
- Completion of 2008 RTO Strategic Plan.

BUDGET SUMMARY

Requirements:				Resources:		
Personal Services		$	500,788	CMAQ*	$	2,488,790
Interfund Transfers		$	189,861	ODOT RTO Marketing	$	600,000
Materials & Services		$	2,759,458	ODOT Transit	$	165,000
Consultants	$2,531,290			Metro	$	111,390
Pmt to Other Agencies	$52,000			Bike There	$	35,000
Printing Supplies	$67,000			C-Tran	$	100,000
Ads & Legal Notices	$30,000					
Miscellaneous	$79,168					
Capital		$	50,000			
Computer		$	73			
TOTAL		**$**	**3,500,180**	**TOTAL**	**$**	**3,500,180**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.39
TOTAL	**6.39**

*CMAQ Allocated through 08-11 MTIP Process.

Other Projects of Regional Significance

HIGHWAY 212 SUB-AREA AND SUNRISE PARKWAY REFINEMENT PLAN (EAST OF ROCK CREEK JUNCTION TO US26)

The Highway 212 land use and transportation sub-area plan will form the basis for the Comprehensive Plan, zoning designations, and the Transportation System Plan (TSP) for a portion of the City of Damascus. The City of Damascus has divided the new city into several plan segments. This land use and transportation plan will focus on the portion of Damascus that is around existing Highway 212, from about 172nd Avenue to the eastern edge of the city. The purpose of the plan will be to establish the most desirable mix of land use designations, conceptual highway design (consistent with Metro Street and Boulevard designations), and a local transportation network for this segment of the city. The transportation elements will build off the guidance that was established in the Damascus-Boring Concept Plan Implementation Strategies and Action Measures Report and the Regional Transportation Plan (RTP), and the City of Damascus comprehensive map designations as the develop. The plan will address the need for short term improvements to Highway 212, and long term plans to convert Highway 212 from a through traffic and freight function to a Main Street with design characteristics that slow traffic and create an attractive streetscape for the land uses with frontage along the facility. It is estimated that about 60 percent of the funds will be dedicated to this portion of the planning project.

The Sunrise Parkway Refinement Plan will build off the transportation direction that was established in the Damascus-Boring Concept Plan Implementation Strategies and Action Measures Report and the RTP. The alignment for the Sunrise Parkway has not been established. As currently planned, the Sunrise Parkway would be an expressway and parkway facility that replaces the existing through and freight route on Highway 212 from east of the Rock Creek Junction (Highway 212/224) through Boring and east to US26. The purpose of the plan will be to narrow or select the alignment of the Sunrise Parkway as it traverses through the City of Damascus, and to establish the number and location of limited access points that connect the parkway to the local street network in Damascus. Goals for the Sunrise Parkway Project would include providing a route and facility design that is an attractive alternative to a Highway 212 that has been converted to a Main Street, and to avoid significant environmental and community impact. It is estimated that about 40 percent of the funds will be dedicated to this portion of the planning project.

These two plans will be coordinated with each other and recognize that development of the Sunrise Parkway prior to developing new design characteristics along Highway 212 may make it difficult to attract the appropriate land uses for a Main Street.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the State Transportation Planning Rule (TPR), the RTP calls for completion of 17 specific corridor refinements and studies. Chapter 6 of the RTP, section 6.7.5 identifies elements to be considered for the Sunrise Corridor that require further analysis before a specific project can be developed. The Damascus Boring Concept Plan Implementation Strategies and Action Measures Report separates the Sunrise Project from the Sunrise Parkway, addresses planning guidance for Highway 212 and Highway 224, and also recommends amending Sunrise Corridor refinement planning requirements (section 6.7.5) to recognize the separation of these projects, including the concept plan vision for a “parkway” design.

STAKEHOLDERS

Stakeholders include, but are not limited to:

- City of Damascus
- Oregon Department of Transportation (ODOT)
- Federal Highways Administration (FHWA)
- Clackamas County
- City of Boring
- City of Happy Valley
- Metro

OBJECTIVES

The goals of the Highway 212 Sub-Area and Sunrise Parkway Refinement Plan are the following:

- Enhance the through movement function of the Sunrise Highway and Sunrise Parkway;
- Provide a desirable mix of land use designations and a conceptual highway design on Highway 212 through Damascus that facilitates Main Street type development and discourages through traffic;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area;
- Provide regional access from the Portland area to the US26 corridor that links the metropolitan area to central and eastern Oregon;
- Provide an adequate and efficient level of multi-modal transportation improvements in the corridor;
- Provide access to the Damascus and Boring areas; and,
- Increase efficient use of land. Particular attention will be given to supporting developments within Damascus, Happy Valley, Clackamas Regional Center and the Clackamas Industrial area.

PRODUCTS AND DELIVERABLES

The scope of work for the Highway 212 Land Use and Transportation Sub-area Plan and Sunrise Parkway Refinement Plan is currently being developed. Products and deliverables will be developed as part of this scoping process.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The Damascus Concept Plan has been completed that looks at a potential alignment for the Sunrise Parkway from the Rock Creek Junction, through Damascus and Boring, and east to US26. A scope of work for the Highway 212 Sub-area and Sunrise Parkway Refinement Plans is currently being developed by the City of Damascus.

BUDGET SUMMARY

Requirements:			**Resources:**		
City of Damascus	$	TBD	Federal Earmark	$	500,000
Consultant	$	TBD	Damascus Local Match	$	57,000
ODOT	$	TBD	STP	$	0
Metro	$	TBD	Metro	$	0
TOTAL	**$**	**557,000**	**TOTAL**	**$**	**557,000**

ROCK CREEK TRAIL: ORCHARD PARK – NW WILLKINS ST.

This project will extend the multi-use trail .66 miles to the south and west, providing a connection to the Quatama Light Rail station and to mid and high density neighborhoods. The existing Rock Creek Trail is 1.5 miles in length, and extends to the north side of US 26, connecting residential neighborhoods with retail and employment areas. Eventually, the trail will extend more than twelve miles through Hillsboro, to the confluence of Rock Creek with the Tualatin River.

MANDATES, AUTHORIZATIONS & CONSTRAINTS

This project along the Rock Creek Greenway is part of the Regional Greenspace Plan, Hillsboro Parks Master Plan, Hillsboro Transportation Plan, and Regional Transportation Plan (RTP). The project will be implemented by the City of Hillsboro.

STAKEHOLDERS

- City of Hillsboro
- Metro
- Clean Water Services (CWS)
- State agencies including Oregon Department of Fish and Wildlife (ODFW), Oregon State Historic Preservation Office (SHPO), Oregon Department of Environmental Quality (DEQ), and Oregon Department of State Lands (DSL)
- Federal agencies including National Marine Fisheries Services (NMFS), US Fish and Wildlife Service (USFWS), and Core of Engineers (COE)
- Bonneville Power Administration (power line easement on trail corridor)
- Residents and property owners in Hillsboro and along the greenway corridor
- Trail users

OBJECTIVES, PRODUCTS, DELIVERABLES

The first phase of the project is Design Options Analysis (DOA). Because the project is located in a riparian greenway corridor, careful analysis will be given to trail design and any environmental issues that are identified. The riparian corridor includes floodplain and some wetlands. Portions of the trail are expected to be located under BPA power lines; the DOA phase will need to address potential BPA issues with the trail and initiate the phase of developing easements. The DOA phase will identify how to avoid and minimize impacts on wetlands and other sensitive resources while seeking to provide a multi-use trail that meets AASHTO standards and complies with local, state and federal environmental requirements. Once this phase is complete, the project will move into Final Design & Engineering (FDE).

ACCOMPLISHMENTS OF THE PROGRAM TO DATE

During the past fiscal year, Hillsboro has initiated contacts with stakeholders and gathered information to help shape the DOA phase, including collecting information on possible environmental issues. This is a pre-DOA phase, to help identify issues and constraints. A consultant will be hired to perform the DOA in spring 2008. At the completion of the DOA, the City will consult with Metro to decide whether to proceed into Final Design and Engineering for the project.

BUDGET SUMMARY

Requirements:			**Resources:**		
DOA Professional Services	$	167,168	CMAQ	$	380,000
FDE	$	256,325	City Match	$	43,943
TOTAL	**$**	**423,493**	**TOTAL**	**$**	**423,493**

PORTLAND STREETCAR LOOP PROJECT: NW 1OTH AVE. (LOVEJOY ST.) TO OMSI (F.K.A. EASTSIDE STREETCAR PROJECT)

The Portland Streetcar Loop Project seeks to extend streetcar service to the east side of the Willamette River in order to support and encourage redevelopment of under-utilized land, much as it did on the west side of the river. The streetcar is important as a Central City circulator to address the transportation needs of the residents, workers and visitors and to achieve additional economic development. Since the streetcar operates in mixed traffic, it will add new person-trip capacity without reducing auto/truck capacity. It will provide direct service between the new residential communities being developed in the River District and South Waterfront to activities at the Rose Quarter and the Oregon Convention Center, to shopping and restaurants in the Lloyd District and Central Eastside and to the attractions at OMSI. The intent is to tie the Portland Streetcar Loop to Development Agreement(s) with property owners along the alignment, so that the public investment in the streetcar results in the kinds of development called for in local and regional plans. Density, design provisions for affordable housing and other public rights-of-way improvements will all be included in the agreement(s). The total project cost is estimated at $147 million, in year-of-expenditure dollars, including contingency and finance charges.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The City of Portland, Office of Transportation, is the lead agency to develop and manage the Portland Streetcar Loop Project. Mandates include:

1988 – Central City Plan
2002 – Transportation System Plan
2004 – Update to the Central City Transportation Management Plan
2004 – City Council adoption of the Eastside Streetcar Alignment Study
2006 – City Council and Metro adoption of the Eastside Transit Alternatives Analysis Locally Preferred Alternative
2007 – Project Development Application approval from FTA
2007 – City Council creates the Portland Streetcar Loop Local Improvement District
2007 – City Council commits to providing the local match required to construct the Portland Streetcar Loop Project
2008 – Environmental Analysis submitted with final FONZI anticipated in mid-March

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Portland Development Commission
- Lloyd District Business Improvement District
- Central Eastside Industrial Council
- Ashforth Pacific
- Oregon Convention Center
- Portland Trailblazers
- Oregon Museum of Science and Industries (OMSI)
- Buckman Neighborhood Association
- Hosford-Abernethy Neighborhood Development
- Kaiser Permanente
- Lloyd Transportation Management Association
- Metro Council
- TriMet
- Federal Transit Administration (FTA)

OBJECTIVES

The objective is to qualify for FTA Small Starts Funding in the amount of $75 million and to construct the Portland Streetcar Loop Project.

PRODUCTS/DELIVERABLES

- Conceptual Planning. (COMPLETED)
- Alternatives Analysis. (COMPLETED)
- Locally Preferred Alternative. (COMPLETED)
- Project Development Grant Agreement. (COMPLETED)
- Environmental Analysis. (COMPLETED)
- Project Construction Grant Agreement, FTA Small Starts Program. (SUBMITTAL 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the late 1990s, the City constructed an initial operating segment for Portland Streetcar. This 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. Three additional extensions have been completed, from Portland State University to RiverPlace, from RiverPlace to SW Gibbs Street with connections to the Portland Aerial Tram and from SW Gibbs Street to SW Lowell Street in South Waterfront. The westside Streetcar line is now 4 miles end-to-end with 47 stops.

The Portland Streetcar Loop Project will add 3.4 alignment miles to the system with 30 new stops. Design development plans have been completed, which will lead to a Project Construction Grant Application. The construction time line calls for approximately 26 months from Notice to Proceed to Final Completion.

BUDGET SUMMARY

Work scheduled for FY 2008-09 is to complete final engineering and begin construction.

Requirements:			**Resources:**		
Personal Services	$	1,000,000	FTA (Small Starts)	$	17,000,000
Outside Contracts	$	23,625,000	Local Match	$	11,825,000
Contingency	$	4,200,000			
TOTAL	**$**	**28,825,000**	**TOTAL**	**$**	**28,825,000**

SW CAPITOL HIGHWAY, MULTNOMAH – TAYLORS FERRY

The SW Capitol Highway project is essential to realizing City and Metro land-use and transportation plan goals for southwest Portland by filling in a significant gap in the pedestrian and bicycle system. Addition of these facilities will support transit, pedestrian and bicycle travel and help reduce single occupancy vehicle trips.

Although Capitol Highway is designated as a District Collector, Transit Access Street, City Bikeway, City Walkway, Minor Truck Street, and Major Emergency Response Route with a Community Corridor design, the existing improvements consist of a 2-lane roadway on a 24' wide ribbon of asphalt. The corridor lacks sidewalks, bike lanes and stormwater treatment facilities, yet serves as the link between the Hillsdale Town Center, the West Portland town center area, and Portland Community College Sylvania Campus.

A high level of public support for this project has been demonstrated through the development of the 1996 Capitol Highway Plan and continuous advocacy by southwest residents and representatives for funding to construct improvements and improve safety.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The City of Portland, Office of Transportation, is the agency that will develop and manage the multi-modal SW Capitol Highway project. Mandates include:

1996	Capitol Highway Plan
2002	Transportation System Plan
2004	Stormwater Management Manual
2007	Transportation System Development Charge Program Update (Potential future local share of construction funding)

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Residents
- Southwest Neighborhoods, Inc.
- Southwest Neighborhood Associations
  - Multnomah
- Ashcreek
  - Crestwood
- West Portland Park
- Multnomah Village Business Association
- TriMet
- Metro
- Bicycle Transportation Alliance
- Willamette Pedestrian Coalition

OBJECTIVES

Refine the 1996 concept plan based on site-specific information and develop a storm water management pre-design plan, while engaging the public in selection and endorsement of a final design alternative.

PRODUCTS/DELIVERABLES

- Survey of the project corridor, including topography, drainage flow, existing utilities and improvements, and property lines;
- Development of a storm water management pre-design plan with identified facilities, type, size and potential location(s);
- Identification of potential partial acquisitions;
- Phase I Environmental Assessment;
- Soil testing;
- Identification of wells within the project area, if any;
- Determination of impact to fisheries, if any;
- Development of a baseline report on potentially historically-significant properties; and
- Final Project Prospectus for submittal to ODOT

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The City of Portland, Bureau of Environmental Services, has contributed local funding for the survey along the length of the SW Capitol Highway corridor, Multnomah Boulevard to Taylors Ferry, including adjacent drainage ways.

BUDGET SUMMARY

Initial project funding is focused on the refinement of the 1996 concept plan. A significant carry forward of available funds into the project's design phase is anticipated.

Early City/BES Survey Funding	$	58,700
MTIP Funding	$	530,304
City Local Match		60,696
TOTAL	**$**	**649,700**

MLK/COLUMBIA TRANSPORTATION IMPROVEMENT PLAN

The MLK Columbia Transportation Improvement Plan will develop a package of improvements for the area in the vicinity of Martin Luther King Jr. Blvd from NE Columbia to NE Killingsworth Streets. The improvements could include:

- Grade separation of NE 11th Ave;
- Improvements to the intersections at NE Columbia and NE Killingsworth St.;
- Roadway geometry improvements on NE Columbia NE Killingsworth St.;
- Signal improvements;
- Installation of new traffic signals;
- Development of new public rights of way; and/or,
- Storm water management associated with new construction.

The improvements will be identified following a detailed analysis of the existing conditions and full assessment of the current future transportation needs in the corridor.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Transportation System Plan of the City of Portland, the Regional Transportation Plan, and the Port of Portland Transportation Improvement Program. 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
- TriMet
- City of Portland Freight Advisory Committee
- The Port of Portland
- Union Pacific/Southern Pacific Railroad
- Oregon Department of Transportation (ODOT)
- Columbia Corridor Association

OBJECTIVES/PRODUCTS/DELIVERABLES

Problem Definition and Project Identification - 3rd Quarter 2008

- Prepare existing and future conditions report using field observation, transportation modeling, traffic analysis and stakeholder surveys.
- Using existing and future conditions analysis develop a comprehensive prioritized list of potential transportation issues.
- Wide range of possible solutions to identified transportation issues.

Alternatives Development and Analysis - 4th Quarter 2008

- Using agreed upon criteria, screen the wide range of alternatives to a narrower range of alternatives.
- Conduct fatal flaw level analysis on the wide range of alternatives.
- Select a narrow range of Alternatives to advance to Alternatives Analysis and determine the appropriate process to meet the requirement of the National Environmental Policy Act.
- Identify a series of operational and maintenance improvements to be implemented in the short-term using existing agency resources.

Project Development - 1st Quarter 2009

- Begin Preliminary Engineering on alternatives identified above. (This task will be dependent on adequate financing and complexity of the selected alternative.)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is a new program intended to implement the recommendations of the Columbia Corridor Transportation Study in 1999.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services (PDOT)	$	204,450	Regional STP	$	500,000
Materials & Services	$	350,000	PDOT match	$	54,450
TOTAL	**$**	**554,450**	**TOTAL**	**$**	**554,450**

SULLIVAN'S GULCH TRAIL PLANNING STUDY

This project will plan multi-use trail improvements between the Eastbank Esplanade on the Willamette River to NE 122nd Ave.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Regional Transportation Plan (RTP). The project will be carried out and managed by Portland Parks and Recreation.

STAKEHOLDERS

- Portland Department of Transportation
- Portland Parks and Recreation
- Portland Bureau of Planning
- NE Portland neighborhoods
- Metro
- Oregon Department of Transportation (ODOT)
- TriMet
- Union Pacific Railroad

OBJECTIVES/PRODUCTS/DELIVERABLES

The Master Plan would complete planning work to determine a more precise route for the trail that would connect the Eastbank Esplanade on the Willamette River to the Gateway Regional Center and the existing I-84 trail at 122nd Ave. The trail would serve both commuter and recreational purposes, and be located on the north side of I-84. The plan will determine a trail alignment that is compatible and complementary to existing uses in the corridor (e.g. train service, MAX LRT, maintenance roads). The Plan will amend the City's comprehensive plan and transportation system plan to include the trail. The City will work with other bureaus, regional, state, federal agencies, neighborhood associations, property owners and businesses adjacent to the corridor to develop a master plan dealing with land use and environmental issues, ROW needs, trail design and engineering requirements, safety and security issues, trail maintenance, etc. Trail widths, surface materials, signage, and street-crossing designs would be proposed and associated costs estimated. In developing these alignment and design recommendations, Metro's guidelines for Green Trails will be employed. If built the trial would connect the central city/ downtown to the Lloyd District, Hollywood and Gateway Regional Center, provide alternative transportation and connect with MAX LRT, future Central City Streetcar and numerous TriMet bus lines.

The Master Plan may include:

- A public outreach strategy will be developed and employed to engage stakeholders and the community in alignment and design decisions.
- Planning background report summarizing planning activities, project need statement and project solution statement.
- Base map, profiles, typical sections and narrative describing field location data.
- Reconnaissance level report of flow and drainage conditions, regulatory requirements to be addressed, and preliminary drainage and water quality options.
- Report describing anticipated structure and foundation needs.
- Description of future maintenance needs and the responsible agencies.
- Cost estimates for future project phases (final design/engineering, right-of-way (ROW), construction).
- Map of properties in the project area; ROW report including title information.
- Summary of coordination with regulatory agencies (Oregon Division of State Lands, National Marine Fisheries, etc.) and identification of permit processes needed to complete project.

- Summary of coordination with railroad operator and issues to be addressed in final design and engineering.
- Environmental Baseline Report to address federal environmental requirements.
- Cost estimates for final design, preliminary engineering, and construction
- Initial draft of ODOT Prospectus Part 3 narrative and checklist.
- A public outreach summary report.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The Regional Trails master plan and the RTP have incorporated this trail segment into their plans.

BUDGET SUMMARY

Requirements:			**Resources:**		
	$	TBD	Regional STP	$	224,000
			Local match	$	25,640
TOTAL	**$**	**249,640**	**TOTAL**	**$**	**249,640**

SE DIVISION STREET STUDY: 10TH – 60TH (DIVISION STREETSCAPE & RECONSTRUCTION PROJECT)

The Division Streetscape & Reconstruction Project will develop a plan for Division Street between SE 6th Ave and SE 60th Ave that identifies transportation, streetscape, green street and pavement improvements in the public right-of-way and establishes a blueprint for future infrastructure maintenance and investment. The project will make recommendations to improve the pedestrian environment, access to transit, and safety for all modes through sidewalk and crossing improvements, signalization, alternative vehicle lanes and on-street parking configurations, and innovative storm water management facilities. The project will also develop and implement a public participation strategy to foster a collaborative and informed decision-making process with agencies and the community working in partnership.

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 Ave and SE 39th Ave funded with $2.45 million of federal transportation funds and City of Portland Transportation System Development Charge funds. The roadway pavement is in serious disrepair and is due to be reconstructed and resurfaced. Although a substantial portion of the funds are necessary for the roadway reconstruction and resurfacing, some of the funding will be directed toward transportation and streetscape improvements that will foster the character of the main street.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the *Transportation System Plan* of the City of Portland and is the next step in implementing the City of Portland's 2003-2005 TGM-funded *Division Green Street / Main Street Plan*. The project will be carried out and managed by the Project Management Division of the Portland Office of Transportation.

STAKEHOLDERS

- Portland Office of Transportation (PDOT)
- Portland Bureau of Environmental Services (PBES)
- Portland Office of Sustainable Development (POSD)
- Portland Parks and Recreation (PPR)
- Portland Bureau of Planning (PBOP)
- TriMet
- Metro
- Portland Public Schools (PPS)
- Central Eastside Industrial Council (CEIC)
- Division-Clinton Business Association (DCBA)
- Division Vision Coalition
- Southeast Uplift District Coalition (SEUL)
- Hosford-Abernethy Neighborhood (HAND)
- Richmond Neighborhood
- Mt. Tabor Neighborhood
- South Tabor Neighborhood
- City of Portland Bicycle Advisory Committee (PBAC)
- City of Portland Pedestrian Advisory Committee (PPAC)

OBJECTIVES/PRODUCTS/DELIVERABLES

Major Outcomes

1. A planning process fundamentally grounded in the vision, goals and objectives of Division Green Street / Main Street Plan (2006).
2. Implementation of a public participation strategy that provides a foundation for participants to engage in a meaningful way and builds consensus towards solutions.

3. A plan for infrastructure maintenance and improvements in the public right-of-way supports a pedestrian-friendly, economically vibrant and environmentally sustainable main street.
4. Raised awareness within the community around transportation choices that include walking, cycling and transit.

Key Deliverables

1. A final streetscape and pavement reconstruction plan for Division Street that reflects the community's goals and values, and that works within the City's policy framework.
2. A public participation strategy that values the community's contribution to the decision-making process. The strategy will engage people through a variety of venues, activities and media, and emphasize providing clear information, building trust, and facilitating open dialog.
3. An opportunities and constraints analysis based on an inventory of the street's conditions, community values and available resources.
4. Design principles to guide decision-making and measure results.
5. A corridor concept plan, with a focus on the transportation system.
6. Refinement of the corridor transportation alternatives identified in the adopted *Division Green Street / Main Street Plan*, and a process to analyze and evaluate the alternatives, including decision-making whether to retain the existing part-time parking (commute) lanes.
7. Cost estimates and selection of improvements for Phase 1 construction that meet the project's budget.
8. Implementation strategies for completing the Division Streetscape and Reconstruction Plan in the years ahead.

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 that was adopted by Portland's City Council in February 2006.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services (PDOT)	$	150,000	Regional STP	$	303,287
Professional Services	$	120,000	PDOT match	$	34,713
Materials & Services	$	15,000			
Indirect	$	53,000			
TOTAL	**$**	**338,000**	**TOTAL**	**$**	**338,000**

SOUTH METRO AREA REGIONAL TRANSIT (SMART)

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. All service within the City of Wilsonville is free of charge. SMART's TDM program (SMART Options) continues to promote transportation alternatives to driving alone and assists local employers in establishing transportation worksite programs.

SMART coordinates services with TriMet, Canby Area Transit (CAT) and Cherriots in Salem. The SMART Options program takes part in coordinated regional travel planning processes through Metro's Regional Travel Options Subcommittee and collaborates with other area transit agencies and jurisdictions in planning outreach and employer programs. SMART also participates in coordinated regional planning processes with other transit agencies and jurisdictions for the elderly and disabled.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by grant funding from Federal Transit Administration (FTA) earmarked funds, Job Access & Reverse Commute (JARC), Section 5307, Elderly and Disabled, and Congestion Mitigation and Air Quality (CMAQ). With the exception of the SMART Options program, SMART does not receive grant funding for planning; all of the grants are for capital and operations. The SMART Options program is currently funded at a biennial rate of $121,000 in CMAQ funds through the FTA.

The City of Wilsonville's SMART Options program focuses on business and community transportation centered education through outreach, promotions, and ridesharing activities.

STAKEHOLDERS

- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- Metro
- TriMet
- Cities of Wilsonville, Portland, Canby, and Salem
- Canby Area Transit (CAT)
- Cherriots

OBJECTIVES/PRODUCTS/DELIVERABLES

- Assess future system demands due to Villebois development and the arrival of WES (Westside Express Service) Commuter Rail.
- Collaborate with regional partners to promote WES as a viable transportation option.
- 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.
- Implement the long range Transit Master Plan that identifies specific strategies for smart growth of the transit system and efficient coordination with neighboring systems.
- Implementation of Travel Options in conjunction with strategies identified in the Transit Master Plan and the RTO Strategic plan.

BUDGET SUMMARY

The City of Wilsonville is expecting to adopt the long range Transit Master Plan in Spring 2008. There are no local funds budgeted for Master Planning activities in FY 2008-09; there will be no Federal funds used in FY 2008-09 for Master Planning activities.

Requirements:			**Resources:**		
Personal Services	$	64,750	CMAQ	$	121,135
Material & Services	$	70,250	Local Payroll Tax	$	13,865
TOTAL	**$**	**135,000**	**TOTAL**	**$**	**135,000**

SUNRISE PROJECT SDEIS AND FEIS (I-205 TO ROCK CREEK JUNCTION)

The purpose of this project is to address the significant congestion and safety problems in the Highway 212/224 corridor between I-205 and the Rock Creek Junction to serve the growing demand for regional travel and access to the state and federal highway system.

A Draft Environmental Impact Statement (DEIS) was released in July 1993 for a Sunrise Corridor Project with a proposed new roadway alignment of Oregon Highway 212/224, between I-205 and US26. The Sunrise Corridor was one of 15 state projects that were included in the Access Oregon Highway (AOH) funding program. The program goals and objectives were to connect economic centers in the state, to improve travel time, to improve capacity and to improve safety conditions. The objective of the Sunrise Corridor was to connect a major north-south interstate highway (I-205) with a regional east–west highway that connects Portland to central and eastern Oregon. In 1996, the Clackamas County Board of County Commissioners approved a preferred alternative for the Sunrise Corridor. Clackamas County in cooperation with Oregon Department of Transportation (ODOT) obtained permission from the Federal Highway Administration (FHWA) to complete a Supplemental Draft Environmental Impact Statement (SDEIS) for a project from I-205 to the Rock Creek Junction. The SDEIS will update previous alternatives and likely add or modify alternatives based on current traffic data, addressing the corridor between I-205 and the Rock Creek Junction. A Sunrise Project SDEIS is appropriate since the purpose and need for the project has not changed since the release of the DEIS and the opportunity for alternatives remain the same with some variations. The Sunrise Project is an existing transportation need that has independent utility and does not preclude any alternatives from Rock Creek Junction to US26. Some of the alternatives will be addressed in FY 2007-08 with a federal earmark as part of the Highway 212 Sub-area and Sunrise Parkway Refinement Plan (East of Rock Creek Junction to US26).

The SDEIS will be completed by late spring of 2008, and the Final Environmental Impact Statement (FEIS) will start in January or February of 2009.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the State Transportation Planning Rule (TPR), the Regional Transportation Plan (RTP) calls for completion of 17 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas that require further analysis before a specific project can be developed.

As mentioned, a Sunrise Corridor DEIS was prepared in 1993, however, a Supplemental EIS is needed to update the design and update the environmental information. In addition, when an alternative is selected and a funding plan is in place, the RTP will need to be amended to add this alternative to the RTP and to the financially constrained system.

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FWHA)
- Clackamas County
- City of Happy Valley
- City of Damascus
- Metro
- TriMet

OBJECTIVES

Following are the goals of the Supplemental EIS:

- Enhance the through movement function of the highway;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area;
- Provide regional access from the Portland area to the US-26 corridor that links the metropolitan area to central and eastern Oregon;
- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay;
- Provide an adequate and efficient level of multi-modal transportation improvements in the corridor;
- Provide access to the Damascus and Boring areas;
- Determine any environmental concerns and determine mitigation measures (if needed);
- Complete the public comment period for the SDEIS by Summer of 2008; and
- Increase efficient use of land. Particular attention will be given to supporting developments within the Clackamas Regional Center, Clackamas Industrial area, Happy Valley and Damascus.

Following are the goals for the Final EIS:

- Develop the preferred alternative as part of the FEIS;
- Address the need for phasing the project as part of the preferred alternative; and
- Complete a funding plan as part of the FEIS and amend the RTP to include a project for the preferred alternative.

PRODUCTS AND DELIVERABLES

Major deliverables for the Final EIS include:

- Determine the preferred alternative to carry into the FEIS. (DECEMBER 2008)
- Move preferred alternative into the RTP with an amendment. (MARCH 2009)
- Finish final environmental impact statement. (SPRING 2009)
- Obtain a Record of Decision (ROD). (FALL 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The project has completed the alternative development phase and the technical reports for the SDEIS. The SDEIS is expected to be published by spring 2008. Three alternatives are being analyzed for the SDEIS phase of the project. By spring 2008, the environmental analysis of impacts, the tolling analysis, and a draft phasing plan will be completed.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal services	$	1,210,976	ODOT	$	157,113
Materials & Services	$	851,708	Federal earmark	$	1,905,571
TOTAL	**$**	**2,062,684**	**TOTAL**	**$**	**2,062,684**

SELLWOOD BRIDGE

The purpose of the Sellwood Bridge project is to either: (1) perform a major rehabilitation of the existing Sellwood Bridge and/or (2) construct a new replacement bridge, and provide this east-west link to the public with a 75-year service lifespan. This work is needed because the existing bridge is deteriorating badly and is at the end of its structural life.

The existing bridge is functionally obsolete, creating a barrier to all modes of traffic, including pedestrians and bicyclists. The Sellwood Bridge currently carries over 30,000 vehicles per day, with a weight restriction of ten tons. Buses and all but the lightest trucks must use alternate, inconvenient routes. Emergency vehicles are limited in their access to the bridge. Current provisions for bike and pedestrian use of the bridge are minimal and constitute a danger for all bridge users. A rehabilitated/ replacement bridge must serve the travel demand of vehicles between Highways 99E and 43 and freight, public transit, pedestrians, and bicyclists.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires Metropolitan Planning Organizations (MPOs) to meet eight planning factors, including planning for people and freight and supporting economic vitality by enabling global competition, productivity and equity.

Regional Transportation Plan (RTP) Policy 13.0, Regional Motor Vehicle System, requires Metro to (a) “provide an adequate system of arterials to supports local and regional travel,” (c) “provide an adequate system of local streets that supports localized travel, thereby reducing dependency on the regional system for local travel” and (h) “implement a congestion management system to identify and evaluate low cost strategies to mitigate and limit congestion in the region.”

At the conclusion of the South Willamette River Crossing Study (1999), the Joint Policy Advisory Committee on Transportation (JPACT) developed a series of recommendations that were reviewed at the outset of the development of Sellwood Bridge alternatives.

The Sellwood Bridge currently scores a sufficiency rating of 2 out of 100. Typically a score below 50 makes a bridge eligible for replacement or rehabilitation with federal funds. Prior to its current rating, the bridge already had a weight restriction of 32 tons (down from 40 tons). The current weight restriction for the bridge is ten tons, thereby closing the bridge to buses, emergency vehicles and heavy freight movement.

STAKEHOLDERS

- Metro
- City of Portland
- Transportation Policy Alternatives Committee (TPAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Planning Update of Regional Transportation Plan (RTP)
- Oregon Department of Transportation (ODOT)
- TriMet
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Sellwood-Moreland Improvement League (SMILE neighborhoods)
- South Portland Neighborhood Association
- Cities of Lake Oswego, Milwaukie and Portland
- Sellwood commercial and industrial users
- Portland Freight Committee
- Multnomah County
- Clackamas County

OBJECTIVES

Metro will assist the City of Portland and Multnomah County in analyzing alternatives that have been developed and included in the Draft Environmental Impact Statement (DEIS). Metro, in coordination with the City of Portland will develop travel demand forecasts (2035). Metro will also provide the City with screen line travel analysis and provide assistance to the project's technical advisory committee on the transit, freight, pedestrian/bike and vehicular plans and coordinate efforts with concurrent transit planning on the Lake Oswego Trolley and the South Corridor Phase II extension of LRT between the cities of Portland and Milwaukie. (ONGOING)

Preparation of the Draft Environmental Impact Statement (DEIS) – Multnomah County will be leading a consulting team in the preparation of the DEIS for the Sellwood Bridge project. ODOT, FHWA, TriMet, the Cities of Portland and Milwaukie, Clackamas County and Metro participate on various committees of the project structure.

The project's consultant will begin the formal NEPA process for establishing and assessing the impact on the social, economic and environmental consequences of all Preferred Alternatives. State and federal resources agencies will assist in the review of information regarding the various alternatives.

In addition Metro will provide technical assistance and review in the evaluation of alternatives in the DEIS. Metro, in coordination with the City of Portland, will develop travel demand forecasts (2035) as needed. (FIRST QUARTER)

Review, Coordination and Public Comment on the DEIS – The findings of the DEIS will be presented at public meetings and the public comments from those meetings will be considered by the City of Portland, Multnomah County, and Metro. Additionally, ODOT, FHWA and the participating state and federal reviewing agencies will assist in the review of alternatives. (SECOND AND THIRD QUARTER)

Selection of a Preferred Alternative(s) – At the close of the evaluation of the candidate alternatives and the projects goals, the Community Task Force will make a recommendation of a preferred alternative. Public testimony will be provided during the course of this selection process and all participating agencies will provide their input on the selection process. (THIRD QUARTER)

Selection of a Preferred Alternative – Following the completion of the DEIS and the public testimony phase of the project, the Policy Advisory Committee will select a single preferred alternative. The councils of the City of Portland, Metro, and Multnomah County will then vote to approve the preferred alternative. (FOURTH QUARTER)

Metro participates on the Project Management Team, the Senior Advisory Staff, and the Policy Advisory Group that provides agency overview and coordination for the Sellwood Bridge Project. (ONGOING)

PRODUCTS/DELIVERABLES

Draft Environmental Impact Statement for Sellwood Bridge Alternative Alignments/Configurations. (AUGUST 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Project Management – The project has identified a three level management structure to:

(1) Manage the ongoing schedule and technical aspects of the study;

(2) Focus the assets of the study to address essential design elements of any alternative; and,

(3) Coordinate the efforts of the consultants to maintain the established project schedule.

The Project Management Team, Senior Advisory Staff and Policy Advisory Group provide the management function for the Sellwood Bridge project.

Public Involvement: Community organizations, the business community, and citizens have been recruited to participate in a Community Task Force (CTF) to provide community insight into the elements of the project. Prior to the draft EIS phase, this group met on a monthly basis to review issues that are critical to the project. Their recommendations are forwarded to the Policy Advisory Group.

Definition of Purpose and Need: A set of transportation statements have been reviewed and approved for the project, additional criteria and measures have been selected. During the course of this work, significant effort has been made to maintain the viability of all design alternatives.

Definition of Draft Goals, Evaluation Criteria, and Measures: A set of non-transportation goals, criteria and measures has been developed (e.g., aesthetics, bike and pedestrian, community quality of life. commuter, freight and emergency services, etc.). This set of goals will be used to evaluate candidate alternatives that clear the threshold criteria.

Establishing Travel Demand (2035): Preliminary estimates have been prepared for two-lane and two-plus lane Sellwood Bridge designs and alternative bridgehead designs. The findings of this analysis include estimates of vehicular, bike and pedestrian demand; this information will be essential in evaluating alternative designs and alignments.

Development of Potential Alternative Designs and Alignments: A set of preliminary alternative alignments was developed. Threshold evaluation of these options was completed and the EIS process has begun, including evaluation of the project's transportation and non-transportation goals.

BUDGET SUMMARY*

Requirements:			**Resources:**	
Personal Services		$ 321,000	HBRR Funds	$ 1,918,000
Materials & Services		$ 1,597,000		
Consultants	$1,477,000			
IGAs with other jurisdictions	$120,000			
TOTAL		**$ 1,918,000**	**TOTAL**	**$ 1,918,000**

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 Regional Transportation Plan (RTP) as a needed facility in lieu of a bypass, though the exact location was not determined. In 2000, Metro proposed an amendment to the RTP to include an alternative southern corridor for the Connector, with the corridor located outside the Urban Growth Boundary (UGB). However, the Land Conservation and Development Commission (LCDC) concluded that 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 (OTC) 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 Federal Highway Administration's (FHWA) issuance of Design Approval in a two-phase process. This project is a joint effort of Washington County, ODOT, and Metro. The selected project development process will have a first phase that defines and adopts a corridor within which the Connector can be constructed, and, as appropriate, would include an amendment of the RTP. The second phase will complete an Environmental Impact Statement (EIS) for establishing the facility's design within that corridor. This process has been termed the "RTP Process" and 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 the 1996, 2000, 2004 and 2008 RTPs. The project is also referenced in the most recent Transportation System Plans (TSP) of Washington County and the cities of Sherwood and Tualatin.

Other actions and authorizations include the following:

- 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 established 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), Oregon Department of Transportation (ODOT), Metro, Land Conservation and Development Commission (LCDC), cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, and McMinnville;
- 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 Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), Department of Fish and Wildlife, Corrections, State Lands; and
- Federal agencies including Federal Highway Administration (FHWA), Environmental Protection Agency (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), while considering the need for local arterial access to the state highway system.

By Winter 2008, an alternative will be selected from a wide range of alternatives including:

1. A No Build alternative,
2. A Transportation Demand Management/Transportation System Management alternative,
3. An Enhance the Existing System Alternative, and;
4. Three geographically different connector corridors.

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 National Environmental Protection Act (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 formal concurrence of resource agencies and DLCD on purpose and need, as well as the range of alternatives selected for NEPA.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In 2006, the project created and activated a Project Management Team, an Executive Management Team, a Project Steering Committee (elected and ODOT and FHWA representatives) and a Stakeholder Working Group (citizen committee). A purpose and need statement was drafted, reviewed by all advisory committees, and approved by the Project Steering Committee. An Environmental Reconnaissance Report and Existing Transportation Conditions Report were prepared and reviewed by all advisory committees. Year 2005 and 2030 no-build transportation model runs were completed and presented. Public open houses were held November 29 and 30 and December 6, 2006. Over 600 people attended these open houses where the public was invited to identify potential improvements to existing roadways, constraints to be avoided and potential corridors for new transportation facilities. From the public open houses, the Stakeholder

Working Group and technical staffs, over 200 ideas were generated for transportation solutions in the area. These ideas were reviewed and screened, resulting in a range of alternatives noted above being approved by the Project Steering Committee. In addition, a set of evaluation criteria was approved to assess the range of alternatives. In October 2007 the Project Steering Committee selected 6 alternatives to move through an alternatives analysis phase.

BUDGET SUMMARY

Requirements:		**Resources:**	
Washington County	$ 370,000	MTIP/FHWA	$ 2,100,000
ODOT	$ 516,250	Washington County match	$ 240,355
Metro	$ 290,000	Federal Earmark	$ 1,750,143
Consultant Contract	$ 3,339,562	Washington County match	$ 200,312
Contingency	$ 1,474,998	ODOT State Funds	$ 1,700,000
TOTAL	**$ 5,990,810**	**TOTAL**	**$ 5,990,810**

OR 10: SW OLESON ROAD INTERSECTION PROJECT

This project will complete development plan activities in the vicinity of the intersection of Beaverton-Hillsdale Highway, Oleson, and Scholls Ferry Roads.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Regional Transportation Plan (RTP) and the Washington County 2020 Transportation Plan.

STAKEHOLDERS

- Metro
- Washington County
- Oregon Department of Transportation (ODOT)
- City of Beaverton
- City of Portland
- Raleigh Hills Businesses and Neighborhood

OBJECTIVES/PRODUCTS/DELIVERABLES

- Identify an evaluation area generally addressing properties in the immediate vicinity of SW Beaverton Hillsdale Highway and Oleson Road.
- Consider the results of Metro's Corridors Project: Case Study report as it applies to the evaluation area.
- Examine possibilities for consolidating parcels, public right-of-way and access points that result in the creation of parcels of the appropriate size and orientation for redevelopment, given existing market conditions of the evaluation area.
- Examine opportunities for multi-modal circulation and access to transit, including internal pedestrian circulation within and between existing adjacent development and project impact areas.
- Evaluate the comprehensive plan, zoning, and relevant portions of the Washington County community development code for the area to determine whether opportunities exist for changes that would facilitate implementation of the report recommendations for Neighborhood Serving Commercial Areas, including the possibility to encourage additional residential uses.
- Consider adoption of plan, zoning, and development code amendments to implement opportunities identified.
- Evaluate public or private financial tools for redeveloping the project area.
- Report on these activities for acceptance by the Washington County Board of Commissioners.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A schematic preliminary design of a reconfiguration of this intersection has been completed, and added to the Washington County 2020 Transportation Plan (Ordinance No. 683, Figure 8A, April 18, 2007). A note was also added to the transportation plan functional classification maps stating that plan amendments are not required to change a "proposed" roadway designation to an "existing" roadway designation, or to address differences between the original alignment shown in the plan and the final alignment that is constructed.

County staff developed and submitted a draft prospectus to ODOT that facilitated ODOT authorization for County to proceed to Planning IGA development. County and prospective design consultant (CH2M Hill) are working to develop a draft Statement of Work, budget and schedule for preliminary design work to serve as an exhibit for the Planning IGA. After ODOT concurrence with draft SOW+, IGA development will continue to ultimate mutual approval between ODOT and County. Planning IGA will carry design process thru NEPA process to approximately 30% design.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	95,450	Regional STP	$	100,000
Materials & Services	$	15,000	Washington County Match	$	10,450
Total	**$**	**110,450**	**Total**	**$**	**110,450**

TONQUIN TRAIL MASTER PLAN

This project will plan multi-use regional trail improvements between the Willamette and Tualatin Rivers and the cities of Wilsonville, Tualatin, Sherwood, Durham and Tigard.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Transportation System Plan of the Cities of Wilsonville, Tualatin and Sherwood and the Regional Transportation Plan. ODOT, Metro, the City of Sherwood and the City of Wilsonville entered into an Intergovernmental Agreement (IGA) in November 2007 pertaining to the preparation of the Tonquin Trail Master Plan. The IGA requires matching funds be provided by Metro and the two cities. The project will be carried out and managed by Metro.

STAKEHOLDERS

- Metro
- Oregon Department of Transportation (ODOT)
- City of Wilsonville
- City of Tualatin
- City of Sherwood
- Clackamas County
- Washington County
- Villebois Developers and Residents
- Clean Water Services
- U.S. Fish and Wildlife Service
- Friends of the Tualatin River Wildlife Refuge

OBJECTIVES/PRODUCTS/DELIVERABLES

The IGA for the Tonquin Trail Master Plan contains a scope of work that describes project objectives, tasks, deliverables and project schedule. The Tonquin Trail Master Plan objectives include:

- Recommend specific alignments and design elements for a multi-use trail between the Willamette River in the vicinity of Graham Oaks Natural Area and the Tualatin River in the vicinity of the Tualatin River National Wildlife Refuge;
- Identify connections to the cities of Wilsonville, Tualatin and Sherwood and the neighboring cities of Tigard and Durham through a combination of off-street trail and on-street alignments;
- Involve agency partners, neighbors, landowners, businesses, trail user groups and general public in the master planning process;
- Provide cost estimates to design, build and maintain the trail;
- Provide a phased implementation plan; and
- Conduct the master planning work between Winter 2008 and Fall 2010.

Products and deliverables that will result from the Master Planning work include:

- A public outreach strategy will be developed and employed to engage stakeholders and the community in alignment and design decisions.
- Planning background report summarizing planning activities, project need statement and project solution statement;
- Base map, profiles, typical sections and narrative describing field location data;
- Reconnaissance level report of flow and drainage conditions; regulatory requirements to be addressed and preliminary drainage and water quality options;
- Report describing anticipated structure and foundation needs;

- Description of future maintenance needs and the responsible agencies;
- Cost estimates for future project phases (final design/engineering, right-of-way, construction);
- Map of properties in the project area;
- ROW report including title information;
- Environmental Baseline Report to address federal environmental requirements;
- Initial draft of ODOT Prospectus Part 3 narrative and checklist; and
- A public outreach summary report.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A trail feasibility study was completed in July 2004 and identified potential trail routes and alignments. ODOT, Metro, and the cities of Sherwood and Wilsonville entered into an IGA in November 2007 related to preparation of the Tonquin Trail Master Plan. Metro (and their consultants) and the City of Wilsonville are working together to prepare final design drawings for the trail segment through the Graham Oaks natural area. Metro and the City of Wilsonville are working with developers to determine the dedication of a trail alignment through the Villebois community. The Boeckman Road extension project has provided for the trail crossing of a wetland as a part of that project. The cities of Wilsonville, Tualatin and Sherwood have updated their trails and park plans to allow for the future Tonquin Trail.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services (Metro)	$	0	Regional STP	$	188,000
Materials & Services	$	209,517	Metro Match	$	1,517
			City of Sherwood Match	$	10,000
			City of Wilsonville Match	$	10,000
TOTAL	**$**	**209,517**	**TOTAL**	**$**	**209,517**

LAKE OSWEGO TO MILWAUKIE TRAIL MASTER PLAN

This project will plan multi-use trail improvements between the cities of Milwaukie and Lake Oswego.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the Transportation System Plan of the Cities of Milwaukie and Lake Oswego and the Regional Transportation Plan (RTP). The project will be carried out and managed by Metro.

STAKEHOLDERS

- Metro
- City of Milwaukie
- City of Lake Oswego
- Clackamas County
- Portland and Western Railroad
- Oregon Department of Transportation (ODOT) Rail Division
- North Clackamas Parks and Recreation District

OBJECTIVES/PRODUCTS/DELIVERABLES

The Master Plan would complete planning work to determine a more precise route for the trail that would connect the Trolley Trail in Milwaukie and Oak Grove, the Willamette River Greenway, Willamette Shoreline Corridor and downtown Lake Oswego. The crossing of the Willamette River could potentially utilize the Portland and Western railroad bridge. A new trail bridge will also be studied. Trail widths, surface materials, signage, and street-crossing designs would be proposed and associated costs estimated. In developing these alignment and design recommendations, Metro's guidelines for Green Trails will be employed.

The Master Plan may include:

- A public outreach strategy will be developed and employed to engage stakeholders and the community in alignment and design decisions.
- Planning background report summarizing planning activities, project need statement and project solution statement.
- Base map, profiles, typical sections and narrative describing field location data.
- Reconnaissance level report of flow and drainage conditions, regulatory requirements to be addressed, and preliminary drainage and water quality options.
- Report describing anticipated structure and foundation needs.
- Description of future maintenance needs and the responsible agencies.
- Cost estimates for future project phases (final design/engineering, right-of-way (ROW), construction).
- Map of properties in the project area; ROW report including title information.
- Summary of coordination with regulatory agencies (Oregon Division of State Lands, National Marine Fisheries, etc.) and identification of permit processes needed to complete project.
- Summary of coordination with railroad operator and issues to be addressed in final design and engineering.
- Environmental Baseline Report to address federal environmental requirements.
- Cost estimates for final design, preliminary engineering, and construction of retrofitting the existing railroad bridge for bicycle and pedestrian use, a new bicycle/pedestrian bridge and trail connections.
- Initial draft of ODOT Prospectus Part 3 narrative and checklist.
- A public outreach summary report.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The cities of Milwaukie and Lake Oswego have updated their trails and park plans to allow for the future trail connection. The Regional Trails master plan and the RTP have incorporated this trail segment into their plans.

BUDGET SUMMARY

Requirements:			**Resources:**		
Materials & Services	$	112,000	Regional STP	$	100,000
			Metro Match	$	12,000
TOTAL	**$**	**112,000**	**TOTAL**	**$**	**112,000**

MT. SCOTT – SCOUTER MT. LOOP TRAIL MASTER PLAN

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in Metro's Regional Transportation Plan (RTP) and Metro's Greenspaces Master Plan. The city of Happy Valley and North Clackamas Parks and Recreation District (NCPRD) will be coordinating the trail study with their local plans and the city's Transportation System Plan (TSP). The project will be carried out and managed by Metro's Parks and Greenspaces Department.

STAKEHOLDERS

- Metro
- City of Happy Valley
- North Clackamas Parks & Recreation District (NCPRD)
- Clackamas County
- City of Portland
- Multnomah County

OBJECTIVES, PRODUCTS, DELIVERABLES

The proposed 13-mile trail would serve as a loop trail linking major regional trails and greenspaces, as well as a regional center and key employment center, Kaiser Hospital and Medical Center, city of Damascus and the future urbanized areas of Pleasant Valley. The city of Happy Valley is also developing in a rapid manner, and the designation of a trail alignment will allow for its planning and implementation, including the allocation of local system development charge fees. Happy Valley wants to connect to the future developments adjacent to it and to other regional parks and trails outside of its city limits.

Key planning studies in the immediate area of the trail are the Pleasant Valley Concept Plan, Damascus Comprehensive Plan and Transportation System Plan, and Sunrise Corridor Transportation study. The trail alignment study and master plan will provide the unique opportunity for the trail to be planned before development occurs.

A master plan with recommended trail alignments and preliminary design detail will be produced including: planning maps, aerial photos, cultural and biological inventories from secondary sources, trail profiles and typical sections, public outreach plan, ROW and/or easements needed, and estimated costs to build and maintain the trail.

Connections:

- Mt. Talbert
- Mt. Scott Creek
- Springwater Corridor Trail
- East Buttes Area
- East Buttes Powerline Corridor Trail (proposed)
- Clackamas River Greenway
- Clackamas Regional Center
- Pleasant Valley
- Damascus
- Sunrise Corridor

ACCOMPLISHMENTS OF THE PROJECT TO DATE

The trail master plan has not begun. The start date will most likely be Fall 2008 or early 2009. The project should last about 18-24 months.

BUDGET SUMMARY

Requirements:			**Resources:**		
Materials & Services	$	112,000	Regional STP	$	100,000
Combination of Metro Staff (Personnel Costs) and Consultant Services. Exact split to be determined by June 30, 2008.			Local Match (Metro, Happy Valley, NCPRD)	$	12,000
TOTAL	**$**	**112,000**	**TOTAL**	**$**	**112,000**

REGIONAL JOB ACCESS AND REVERSE COMMUTE PROGRAM

OR-37-X001-09 of the Job Access and Reverse Commute (JARC) funds will be applied to the Portland Area-Wide Job Access Program administered by TriMet. 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 federal poverty level. Funds will be used to support and promote programs in the urbanized Portland region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.

JARC Regional Funding Allocation and Project Evaluation Process

The Portland regional allocation and distribution of JARC funds under SAFETEA-LU is very similar to the process under TEA-21. A region-wide solicitation takes place every two years for projects that provide transportation services designed to transport welfare recipients and low-income individuals to and from jobs and activities related to employment in a cost-effective manner. This is a competitive process and existing grant sub-recipients are encouraged to reapply for funds.

A regional committee comprised of social service and transportation providers, known as the Job Access Advisory Committee (JAC), assists TriMet with the planning and allocation of funding among regional-wide urbanized projects. Projects seeking funding present their proposals to TriMet and the JAC, which will objectively evaluate applicants seeking grant funds.

TriMet will continue to lead JARC evaluation efforts and will be responsible for providing status reports to the Federal Transit Administration. TriMet meets with all grant sub-recipients at least once a year to review both project performance and compliance requirements as recipients of federal grant funds.

TriMet fulfills the requirement for a Coordinated Human Services Transportation Plan by combining the results of the Special Transportation Fund Advisory Committee's work on New Freedom funds and the Job Access Advisory Committee's work.

Current Program

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

- Swan Island Evening Shuttle
- Ride Connection U-Ride service
- Non-commute taxi voucher program
- Tualatin employer vanpool shuttle
- Create-a-Commuter bike program
- Alternative Commute Center
- Portland Community College Joblink Program
- Clackamas County Catch-A-Ride service
- MHCC Steps to Success shuttle
- Metropolitan Family Services' Ways-to-Work program
- Improved bike and pedestrian access to Swan Island
- 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

STAKEHOLDERS

The Job Access program works to improve access to areas that provide a high number of entry-level employment opportunities. In the Portland metropolitan region these areas include, but are not limited to, the following:

- Tigard/North Tualatin
- Airport/Columbia Corridor
- NW Front Ave
- Swan Island
- Airport Way
- Tualatin
- Clackamas
- Rivergate/N Columbia Blvd.
- North Hillsboro
- North Gladstone

Implementation of the Portland Area-Wide Job Access Program takes place through partnerships TriMet has formed in the region. Though not all partners are direct sub-recipients of JARC grant funds, they all provide services to the Job Access targeted audience. Partners include:

- Oregon Department of Human Services (DHS)
- Clackamas County Social Services Division
- Metropolitan Family Services
- Multnomah County Aging and Disabilities Services
- Washington County Health and Human 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 Chamber of Commerce
- Westside Transportation Management Association
- Swan Island Transportation Management Association
- Ride Connection
- Oregon Department of Employment
- Community Cycling Center
- Portland Impact
- Metro
- TriMet
- Federal Transit Administration

OBJECTIVES/PRODUCTS/DELIVERABLES

Compliance with JARC Program Objectives:

1. 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.
2. Rides provided by Job Access funded programs and services total over 6.2 million between September 2000 and September 2007.
3. For the Federal Fiscal Year 2006, grant-funded projects provided the following:

Program	Annual Rides
Swan Island Evening Shuttle:	16,743
Tualatin Employer Vanpool Shuttle:	8,866
Ride Connection U-Ride Service:	15,132
MHCC Steps to Success Shuttle:	3,920
TriMet Fixed Route Rides:	1,204,269

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the FTA and regional match dollars. Elements of the work program for TriMet fiscal year 2009 totaling an estimated $608,000 are shown below. TriMet provides local match for the Portland Regional Job Access Reverse Commute program. This match is provided in the form of fixed route bus service, specifically increases in service on Line 6 – MLK Jr. Blvd, Line 33 – McLoughlin, and Line 71 – 60th/122nd Ave. Increases include extended evening hours and weekend service. All three routes operate in communities identified in the regional Job Access Plan as targeted communities (i.e. high concentrations of either low-income households or entry-level job opportunities).

Work Program Line Item	JARC Funds
Commute Services	$ 230,984
Travel Training & Job Retention Support Services	$ 252,476
Alternative & Non-Commute Services	$ 124,540
TOTAL: Job Access Reverse Commute Funds	**$ 608,000**

Match Programs	Local Funds
TriMet Operating Costs (Fixed Route Bus Service)	$ 608,000

This budget reflects Federal FY08 Jobs Access Reverse Commute funds carried into TriMet's FY 2008-09 program. Work Program funds are estimated at this time. No federal funds are spent on planning duties associated with the JARC program. All funds are spent on services and administration of services.

BUS STOP DEVELOPMENT PROGRAM

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

Bus Stop Sign and Pole Replacement with Information Displays

- Deployment of two-sided bus stop signs and poles continues. Multi-part signs are a unique shape and the poles are dedicated and colored to make the stop more distinguishable in the streetscape.
- Bus stop identification numbers with route map and frequency are being installed on each bus stop pole, which is a significant convenience for riders. Shelters are receiving place names. The improved stop identification will compliment on-board automated stop audio and reader board announcements.
- These signs are being deployed on a route basis throughout the system with a priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. The changeover should be complete in FY 2009-10.
- The FY 2008 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 Transit Investment Plan 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 885 five years ago to approximately 1,134 as of January 2008. TriMet expects to sustain the shelter expansion effort with approximately 35 new shelters in FY 2009, using primarily CMAQ funds.
- With the help of other grant funds, additional bus stop access improvements are being made in Washington County, including Tualatin Valley Highway (19 sites) which has been the focus of pedestrian safety concerns.
- TriMet has expanded the use of solar lighting installations (over 250 installations) in new and existing shelters where direct power connections are difficult and/or expensive. Upgrade efforts will continue in FY 2009 at over 100 additional bus stops.

This is a capital development program using CMAQ funds, but the program is presented in this Unified Planning Work Program given the planning activities that support the ongoing program. The program is at the core of TriMet's service development program and is represented in the 5-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 other streetscape, ITS and traffic management projects throughout TriMet's service area.

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 jurisdictions – often through permits. Integration with local streetscape projects is also fostered to achieve the greatest mutual program benefits. Recent examples include Hawthorne Boulevard (City of Portland), Powell Boulevard (ODOT) and City of Gresham (Stark Street).

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 route information, schedules and maps and real time arrival information.
- Improve access to transit with integrated sidewalk and crosswalk improvements and bus stop improvements that meet ADA requirements.
- Increase pedestrian and rider safety with appropriate lighting at bus stops and by removing pedestrians from the path of traffic.
- Support communities, town centers, regional centers and land use and transportation policies identified in the RTP and 2040 Framework Plan.
- Respond to specific user needs and community input for improved transit facilities, access and information.

PRODUCTS AND TARGETS 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.
- User notification and response to comments.
- Construction of on-street capital facilities investments.
- Coordination of capital improvements with related roadway improvements managed by local jurisdictions and ODOT.
- Monitoring and adjustment as appropriate.

ACCOMPLISHMENTS TO DATE

These programs build on prior work. Program priorities are identified in the Transit Investment Plan (TIP). The on-street programs 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 expand with a 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.

BUDGET SUMMARY

Reflects FY08 Allocation of $1,739,500. Approximately $218,000 or 12.5% of the program budget is devoted to planning activities. These funds support five positions or 3 FTEs doing planning and design work.

Requirements:			**Resources:**		
Bus Shelter Expansion	$	500,000	CMAQ	$	1,560,847
Pavement and ADA Improvements	$	150,500	TriMet	$	141,213
Bus Stop Signs and Poles	$	350,000			
Solar Lights in Bus Shelters	$	250,000			
Streamline Treatments	$	451,560			
TOTAL	**$**	**1,702,060**	**TOTAL**	**$**	**1,702,060**
Full-Time Equivalent Staffing					
Planning and Design		3.0			
Installation		2.0			
TOTAL		**5.0**			

WASHINGTON COUNTY COMMUTER RAIL BEFORE AND AFTER EVALUATION

TriMet and Metro are working with the Federal Transit Administration (FTA) to prepare a comprehensive before and after evaluation of this project both to assess success in the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the tools used in the region to plan and forecast the benefits and impacts of the project.

The study in progress builds on work to date, including that contained in the project Environmental Assessment (EA), and requires extensive before and after data collection to ascertain the utilization of the introduced services and their 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:

- Project scope
- Service levels
- Capital costs
- Operating and maintenance costs
- Ridership and fare revenue

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In August 2001 the Federal Transit Administration (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. FTA requires that grantees report on five project characteristics:

1. Project scope – the physical components of the project, including environmental mitigation;
2. Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor;
3. Capital costs – the 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; and,
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.

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; and,

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 Washington County Commuter Rail project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The Washington County Commuter Rail Before and After Study will be the responsibility of the Capital Projects and Facilities Division (CPFD).

The CPFD will:

- Oversee the activities of the various TriMet departments, public agencies and consultants participating in the Washington County Commuter Rail 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 Study; and,
- 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, Ridership and Capital Costs 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 Washington County, local jurisdictions along the route, and Oregon Department of Transportation.
- Finance – Development, monitoring and reporting of the Fare Revenue and Operating and Maintenance Costs sections of the plan.
- Marketing and Customer Services – Management of the rider surveys.

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 Commuter Rail project;
- Collect/assemble demographic and economic data for the Commuter Rail corridor before project initiation and after project opening; and,
- Identify and analyze potential model refinements.

Other State and Local Agencies

- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-5 freeway and for Highway 217;
- The Oregon Department of Transportation (ODOT) will collect and report rail freight tonnage and train/railcar activity data for the rail line between Beaverton and Wilsonville. Alternatively, this information may be collected by TriMet with information from the Portland and Western Railroad.
- The Washington County Department of Planning and Clackamas County Department of Planning along with local agencies under their jurisdiction (Cities of Beaverton, Tigard, Tualatin and Wilsonville) will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the communities along the Commuter Rail Corridor; and
- South Metro Area Regional Transit will provide ridership counts for their routes serving the Corridor.

FTA: FTA has reviewed and approved the Before and After Study work program. FTA will also review project interim and final reports.

Project Management Oversight (PMO) contactors: 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 Washington County Commuter Rail project:

Develop a more diverse and balanced transportation system, specifically by providing another transit option for commuters in the Wilsonville-to-Beaverton corridor, better link regional centers, town centers and employment areas and to capitalize on the public investment in the existing light rail system and contribute to the implementation of a series of state, regional and local planning policies.

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make 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; and rider characteristics. 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 costs;
- 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; and
- 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 TO DATE

As noted above, this program builds on corridor work to date, principally that contained in the Washington County Wilsonville to Beaverton Commuter Rail Environmental Assessment and other relevant project documents. 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 November 2005. The FTA approved the inclusion of the study work scope into the Washington County Commuter Rail project. All tasks and subtasks will be assigned and executed as outlined in the draft work plan. Specifically, the following accomplishments to date and expected in FY 2009 are summarized below:

Tasks 1 & 2: Ongoing tasks through 2008 include documenting changes in project scope, capital costs, and service levels.

Task 3: Data collection for pre-project implementation will occur in spring 2008, including origin/destination surveys of transit riders, parking utilization observations where such impacts may occur, and traffic conditions at impacted intersections/roadways.

Task 4: Post-project implementation data collection will include a new-rider survey for commuter rail riders to occur one month after project opening in fall 2008, while the data collection methods described under Task 3 will be repeated in fall 2009 to analyze post-project impacts.

Tasks 5, 6 & 7: The tasks of evaluating the ridership model, analyzing the results of the data collection and preparing a report will occur following the completion of Task 4 and continue through FY 2010.

BUDGET SUMMARY

This work program is partially funded with federal funds though the Washington County Commuter Rail Full Funding Grant Agreement in the total amount of $50,000. The entire budget for this project evaluation is summarized as follows:

Task 3 – Pre-Implementation Data Collection		
Origin/Destination Survey		
• April 2008	$	60,000
Parking and Traffic Conditions		
• April 2008	$	15,000
Task 4 – Post-Implementation Data Collection		
On-Board Surveys		
• New Rider Survey, Fall 2008	$	20,000
• Origin/Destination Survey, April 2009	$	60,000
Parking and Traffic Conditions		
• April 2009	$	15,000
Tasks 5 – Proposed Analyses		
Ridership Model Evaluation, Spring 2009	$	10,000
Tasks 6 & 7 – Proposed Analyses		
Report Writing	$	10,000
TOTAL	**$**	**190,000**

SOUTH CORRIDOR I-205/PORTLAND MALL LIGHT RAIL BEFORE AND AFTER EVALUATION

TriMet and Metro are working with the Federal Transit Administration (FTA) to prepare a comprehensive before and after evaluation of this project both to assess success in the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the tools used in the region to plan and forecast the benefits and impacts of the project.

The study in progress builds on work to date, including that contained in the project Final Environmental Impact Statement (FEIS), 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:

- Project scope
- Service levels
- Capital costs
- Operating and maintenance costs
- Ridership and fare revenue

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In August 2001 the Federal Transit Administration (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. FTA requires that grantees report on five project characteristics:

1. Project scope – the physical components of the project, including environmental mitigation;
2. Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor;
3. Capital costs – the 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.

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 South Corridor I-205/Portland Mall Light Rail Project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The South Corridor I-205/Portland Mall Light Rail Before and After Study will be the responsibility of the Capital Projects and Facilities Division (CPFD).

The CPFD will:

- Oversee the activities of the various TriMet departments, public agencies and consultants participating in the South Corridor I-205/Portland Mall Light Rail 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 Study; and
- 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, Development, monitoring and reporting of the Ridership and Fare Revenue, and Recommendations 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, Clackamas County and Oregon Department of Transportation.
- Finance – Development, monitoring and reporting of the Operating and Maintenance Costs sections of the plan.
- Marketing and Customer Services – Management of the rider surveys.

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 South Corridor I-205/Portland Mall Light Rail project;
- Collect/assemble demographic and economic data for the South Corridor I-205/Portland Mall Light Rail corridor before project initiation and after project opening; and
- Identify and analyze potential model refinements.

Other Local Agencies:

- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-205 and I-84 freeways; and
- The City of Portland Bureau of Planning and Clackamas County Department of Planning will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the communities along the South Corridor I-205/Portland Mall Light Rail Corridor.

Federal Transit Administration (FTA): FTA has reviewed and approved the Before and After Study work program. FTA will also review project interim and final reports.

Project Management Oversight (PMO) contactors: The PMO contractors designated by FTA will assist in reviewing project data.

OBJECTIVES/PRODUCTS/DELIVERABLES

This study will in large measure validate the objectives of the South Corridor I-205/Portland Mall Light Rail project:

- To provide transportation options for the fast-growing I-205 corridor.
- Ensure effective transit system operations in the South Corridor.
- Maximize the ability of the transit system to accommodate future growth in travel demand in the South Corridor.
- Minimize traffic congestion and traffic infiltration through neighborhoods in the South Corridor.
- Promote desired land use patterns and developments in the South Corridor.
- Provide for fiscally stable and financially efficient transit system.
- Maximize the efficiency and environmental sensitivity of the engineering design of the proposed project.

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make more 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; and rider characteristics. 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 forecasted and actual ridership and capital and operating costs;
- 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 TO DATE

As noted above, this program builds on corridor work to date, principally that contained in the Alternatives Analysis (AA), Supplemental Draft Environmental Impact Statement (SDEIS), Preliminary Engineering (PE), Final Environmental Impact Statement (FEIS) and other project documents, as applicable. 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 March 2006. The FTA approved the inclusion of the study work scope into the South Corridor I-205/Portland Mall Light Rail project. All tasks and subtasks will be assigned and executed as outlined in the draft work plan. Specifically, the following accomplishments to date and expected in FY 2009 are summarized below:

Tasks 1 & 2: Ongoing tasks through 2008 and 2009 include documenting changes in project scope, capital costs, and service levels.

Task 3: Data collection for pre-project implementation will occur in two phases prior to anticipated impacts of project's construction schedule. The first phase included an origin/destination rider survey for all bus lines impacted by the transit mall construction and was conducted in spring 2006. The second phase will occur in spring 2009 and includes all remaining data collection, such as

origin/destination surveys of transit riders on bus lines in the I-205 corridor, parking utilization observations where such impacts may occur, and traffic conditions at impacted intersections/roadways.

Task 4: Post-project implementation data collection is scheduled to occur in spring 2011 and will replicate all data collection methods conducted in Task 3 to analyze post-project impacts.

Tasks 5, 6 & 7: The tasks of evaluating the ridership model, analyzing the results of the data collection and preparing a report will occur following the completion of Task 4 and continue through FY 2012.

BUDGET SUMMARY

This work program is partially funded with federal funds through the South Corridor I-205/Portland Mall Light Rail Full Funding Grant Agreement in the amount of $510,000 of which 60% is Federal and 40% is from the project's matching funds. The balance of funds is from TriMet's General Fund. The entire budget for this project evaluation is summarized as follows:

Task 2 – Documentation of Forecast		
Ridership Modeling	$	10,000
Task 3 – Pre-Implementation Data Collection		
Origin/Destination Survey		
• Mall Portion – Spring 2006	$	170,000
• I-205 Portion – Spring 2009	$	30,000
Parking and Traffic Data Collection		
• Spring 2011	$	15,000
Task 4 – Post-Implementation Data Collection		
Origin/Destination Survey		
• New Rider Survey	$	50,000
• Spring 2011	$	200,000
Parking and Traffic Data Collection		
• Spring 2011	$	15,000
Task 5 – Proposed Analyses		
Ridership Modeling	$	20,000
Tasks 6 & 7 – Proposed Analyses		
Report Writing	$	20,000
TOTAL	**$**	**530,000**

PORTLAND-MILWAUKIE LIGHT RAIL FEIS

The publication of the Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) is anticipated in Spring 2008 and a Locally preferred Alternative (LPA) is expected to be selected in early summer. Based on this selection, TriMet will lead the project into the Preliminary Engineering Phase that will take the project designs to a 30% design state. TriMet will also conduct a study of potential bridge types for the proposed Willamette River Crossing. Metro will be tasked to complete the Final Environmental Impact Statement (FEIS) and help develop the Record of Decision (ROD) in cooperation with the Federal Transit Administration.

MANDATES, AUTHORIZATIONS AND CONSTRAINTS

The Metro Council is scheduled to adopt and update the LPA on June 26, 2008. The initial LPA was adopted by the Metro Council in 2003 and instructed that the Portland-Milwaukie Project move forward as the I-205/Portland Mall Project entered construction. Initiation of the Preliminary Engineering and FEIS phase implements the Council's Mandate.

As the region's Metropolitan Planning Organization (MPO), Metro has the responsibility for the region's long-range planning, including transit. A Memoranda of Understanding that outlines Metro's Planning responsibilities and relationship with the Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for planning projects and TriMet as the lead agency for implementing the resultant transit plans.

STAKEHOLDERS

- Metro Council
- Central City, SE/SW Portland, South Waterfront, Milwaukie Neighborhoods and unincorporated portions of Clackamas County
- City of Milwaukie
- City of Oregon City
- City of Portland
- Clackamas County
- Multnomah County
- Oregon Department of Transportation (ODOT)
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)
- Federal Transit Administration (FTA)

OBJECTIVES

- Complete the FEIS (MAY 2009)
- Develop the ROD (JUNE/JULY 2009)
- Select the appropriate Bridge Type (DECEMBER 2008)
- Finalize project Finance Plan (MAY 2009)
- Develop and undertake public involvement plan (ONGOING)
- Coordinate with FTA and federal and local agencies (ONGOING)
- Develop Preliminary Engineering designs and costs (ONGOING)

PRODUCTS/DELIVERABLES

- Bridge Study (DECEMBER 2008)
- Final Environmental Impact Statement (MAY 2009)
- Record of Decision (JUNE 2009)
- PE Designs (DECEMBER 2009)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- North Draft Environmental Impact Statement and LPA including Milwaukie Light Rail segment
- 2002 Supplemental Draft Environmental Impact Statement on the Milwaukie LRT Project
- 2003 amended LPA for South Corridor Phase I and II. Phase I to include I-205/Portland Mall Project and Phase II includes the Portland-Milwaukie Project.
- January 2004 Amended SDEIS for downtown Portland and I-205 Mall Project solidifying mode, terminus and alignment decision on downtown Portland Mall.
- December 2004 I-205/Portland Mall FEIS published.
- Spring 2007 – Full Funding Grant Agreement signed with the FTA to construct I-205/Portland Mall.
- Spring 2008 – Publication of the Supplemental Draft Environmental Impact Statement for the Portland-Milwaukie LRT Project (anticipated).
- June 2008 – Selection of the Locally Preferred Alternative (anticipated).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	5,168,029	State of Oregon Bonds	$	12,018,029
Design (Contracted)	$	2,550,000			
Community Affairs	$	100,000			
Intergovernmental Agreements	$	3,825,000			
Management	$	375,000			
TOTAL	**$**	**12,018,029**	**TOTAL**	**$**	**12,018,029**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	20.0
TOTAL	**20.0**

I-5 / COLUMBIA RIVER CROSSING

The I-5 Columbia River Crossing project is a bridge, transit and highway improvement project of the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT). The goal of the project is to find viable solutions to the congestion, safety and mobility problems on I-5 between Portland and Vancouver.

The project area - State Route 500 in Vancouver to Columbia Boulevard in Portland - currently suffers between four and six hours of traffic congestion a day. If no improvements are made, congestion will increase to 15 hours a day by the year 2030 for all I-5 travelers.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Columbia River Crossing project is the result of recommendations made by the Portland/ Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan in 2002. Organized by Oregon Governor John Kitzhaber and Washington Governor Gary Locke in 1998, the partnership brought residents and leaders together to respond to concerns about congestion on I-5 between Portland and Vancouver. Between January 2001 and June 2002, the partnership worked to develop a long-range strategic plan to manage and improve transportation in the I-5 corridor between I-405 in Portland and I-205 north of Vancouver.

The 39-member bi-state CRC Task Force was formed in early 2005 to advise the CRC project on key decisions. The CRC Task Force consists of leaders from a broad cross section of Oregon and Washington communities, including public agencies, businesses, civic organizations, neighborhoods, freight, commuter and environmental groups.

The Columbia River Crossing project has identified the following problems:

1. Travel demand exceeds capacity in the I-5 Bridge Influence Area, causing heavy congestion and delay during peak travel periods for automobile, transit, and freight traffic. This limits mobility within the region and access to major activity centers.
2. Transit service between Vancouver and Portland is constrained by the limited capacity in the I-5 corridor and is subject to the same congestion as other vehicles, affecting transit reliability and operations.
3. The access of truck-hauled freight to nationally and regionally significant industrial and commercial districts, as well as connections to marine, rail, and air freight facilities, is impaired by congestion in the I-5 Bridge Influence Area.
4. The I-5 bridge crossing area and its approach sections experience crash rates over two times higher than statewide averages for comparable urban freeways in Oregon and Washington, largely due to outdated designs. Incident evaluations attribute crashes to congestion, closely spaced interchanges, short weave and merge sections, vertical grade changes in the bridge span and narrow shoulders. In addition, the configuration of the existing I-5 bridges relative to the downstream BNSF rail bridge contributes to hazardous navigation conditions for commercial and recreational boat traffic.
5. Bicycle and pedestrian facilities crossing the Columbia River in the I-5 Bridge Influence Area are not designed to promote non-motorized access and connectivity across the river. In addition, “low speed vehicles” are not allowed to use the I-5 bridge to cross the river.
6. The I-5 bridges across the Columbia River do not meet current seismic standards, leaving them vulnerable to failure in an earthquake.

The current configuration of I-5 within the I-5 Bridge Influence Area limits east-west connectivity across the highway for all users.

STAKEHOLDERS

Oregon Department of Transportation (ODOT) and Washington Department of Transportation (WSDOT) are leading the project. The City of Vancouver, the City of Portland, Metro, Southwest Washington Regional Transportation Council, C-Tran and TriMet are the local agency project partners.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are co-lead agencies for the National Environmental Policy Act (NEPA) process that governs proposed actions requiring federal funding, federal permits, or federal approvals. FHWA and FTA will sign the Environmental Impact Statement and the Record of Decision, affirming the selection of project alternatives, and allowing it to move forward into design and construction.

OBJECTIVES/PRODUCTS/DELIVERABLES

The project includes a mix of bridge, public transit, and highway solutions. Its purpose is to improve:

- Travel safety and traffic operations at the I-5 river crossing and nearby interchanges
- Connectivity, reliability, travel times and operations of the public transportation systems in the project area
- Freight mobility and address interstate travel and commerce needs in the project area
- Structural integrity of the I-5 river crossing

Publication of the DEIS is expected in the spring of 2008 and a Locally Preferred Alternative is expected in the summer, followed by submission of an FTA New Starts application. Release of the FEIS and a Record of Decision is expected in 2009.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The CRC Environmental Impact Statement (EIS) analysis began mid-2005, in accordance with the I-5 Transportation and Trade Partnership Final Strategic Plan. The CRC project is analyzing five alternatives for the Draft EIS. This document will be published in March 2008, followed by a 60-day public comment period.

The five alternatives in the Draft EIS are the result of extensive input from project sponsors, technical staff and the project's Task Force and advisory groups. The alternatives include:

1. No Build
2. Replacement bridge with bus rapid transit
3. Replacement bridge with light rail
4. Supplemental bridge with bus rapid transit
5. Supplemental bridge with light rail

Sponsor agencies will consider public feedback and technical analysis before taking formal action on the recommendation in June 2008.

BUDGET SUMMARY

Requirements:			**Resources:**		
WSDOT/ODOT Expenditures	$	6,720,000	FY08 OR IMD Funds	$	TBD
Consultant Services	$	16,876,960	OTIB	$	TBD
			2009 WA SAFETEA-LU	$	TBD
			08 WA SAFETEA-LU	$	TBD
			05-09 OR SAFETEA-LU	$	TBD
			08 OR SAFETEA-LU	$	TBD
TOTAL	**$**	**23,596,960**	**TOTAL**	**$**	**23,596,960**

OREGON DEPARTMENT OF TRANSPORTATION (ODOT) PLANNING PROGRAM

The Oregon Department of Transportation (ODOT), Region 1 works on a number of planning projects. These projects are funded through a variety of sources, including federal and state programs. Annually ODOT applies for federal State Planning and Research (SPR) monies to address some of the planning related needs within the regions' boundary.

ODOT Regions' planning budgets are required to operate within the funding budget limitations that the State Legislature approves on a biennial cycle. ODOT is also required to operate the planning program funded by SPR under the federal regulatory requirements that pertain to the SPR program.

STAKEHOLDERS

External	Internal
Local governments and agencies	Region 1 Technical Center
Regional governments and agencies	ODOT – Transportation Development Division
Federal agencies	ODOT – Rail Division
Washington State Department of Transportation	ODOT – Public Transit Division
State Legislature	ODOT – Safety Division
Business community	ODOT – Central Services Division
General Public	

As of January 15, 2008, ODOT – Region 1 is still in the process of working through its application for SPR fund approval related to the 2009 state fiscal year, which starts on July 1, 2008. ODOT Proposed Projects include the following:

System and Facility Plans

Project:	Budget:
Metro - Regional Transportation Plan and Making the Greatest Place Coordination: ODOT is participating in policy analysis, traffic analysis, project scoping and prioritization, development of performance measures, and other work associated with Metro's Regional Transportation Plan, Freight Master Plan, High Capacity Transit Plan, and Making the Greatest Place projects.	$50,000 Federal SPR
Mobility Corridors: ODOT, Metro, and other appropriate regional and local governments will work together on planning for multimodal Mobility Corridors as part of the State element of the RTP. This work may be followed by a refinement plan for a transportation corridor identified as the next priority for planning by JPACT.	$325,000 Federal SPR
Local Jurisdictions' Transportation System Plans: ODOT will coordinate with and provide technical assistance to local jurisdictions as they develop their transportation system plans, refinement plans, or elements of transportation system plans	$60,000 Federal SPR
Local Jurisdictions Legislative Plan Amendments: ODOT will coordinate with and provide technical assistance to local jurisdictions as they develop concept plans, sub-area land use plans, and other legislative plan amendments to determine consistency with the Transportation Planning Rule and with State Transportation Plans, policies, and standards.	$20,000 Federal SPR
Mt. Hood Multi-modal Plan: Develop a transportation system plan for the Mt. Hood area in conjunction with the United States Forest Service, Federal Highway Administration – Western Forest lands Highway Division and Clackamas County. The Mt. Hood Stewardship Legacy Act, currently introduced in Congress, requires development of a transportation plan for this area. The Forest Service made a request to secure Alternative Transportation in Parks and Public Lands program funds ($100,000), to aid with this work. ODOT has, and depending on availability of other funding (e.g., from the Mt. Hood Legacy bill), will continue to propose the use of SPR funds in its efforts toward this work item. *(Note: This project is not within the Metro MPO Boundary)*	$30,000 Federal SPR

Project:	Budget:
Oregon Highway 212/Sunrise Parkway Corridor Refinement Plan: Work with City of Damascus, Clackamas County and Metro on a facility management and improvement and land use plan for segment of OR 212 within the City of Damascus, and for potential alignments of a future Sunrise Parkway from Rock Creek Junction to US 26.	$100,000 Federal SPR
Interstate 5 to Highway 99W Connector Corridor Planning Effort: Work with Washington County to develop a corridor plan to select a preferred alternative for a proposed connection and/or other transportation improvements between the I-5 and 99W facilities. Begin NEPA on the selected alternative after adoption in local TSPs and the RTP.	See budget summary in WA. County section

Facility Refinement Planning/Environmental Documentation

Project:	Budget:
Columbia River Crossing Project: ODOT is working with the State of Washington to design additional freeway and transit capacity where I-5 crosses the Columbia River and complete and Environmental Impact Statement. ODOT and the CRC project team are also developing Interchange Area Management Plans for the Hayden Island, Marine Drive, and Delta Park interchanges.	See budget summary for CRC
Sunrise Project Supplemental Environmental Impact Statement and Interchange Area Management Plans: ODOT is working with Clackamas County to complete an SEIS and develop two to four Interchange Area Management Plans. Expect to have a Record of Decision and FEIS in spring 2009	See budget summary in Clackamas County section
Interstate 5/Wilsonville Interchange Area Management Plan: ODOT will work with the City of Wilsonville to develop an Interchange Area Management Plan prior to an interchange improvement project proposed in the 2008-11 Draft Statewide Transportation Improvement Program (STIP).	$160,000 STIP mod funds
US 26 at Springwater Interchange Area Management Plan: ODOT will work with the City of Gresham to develop an Interchange Area Management Plan for a future interchange on US 26.	$250,000 STIP mod funds
Interstate 84/Troutdale Interchange Area Management Plan: ODOT will work with the City of Troutdale to develop an Interchange Area Management Plan prior to the Marine Drive extension road project.	$250,000 STIP mod funds
Interstate 5/Interstate 84 Concept Plan: This area has been identified as one of the top ten congestion points within the State of Oregon. Region 1 will work with the City of Portland to identify alternative solutions to relieve congestion and safety problems in this area. It should be noted that this area has received preliminary designation by the Federal Highway Administration as a "Corridor of the Future."	$190,000 Federal SPR
Oregon Highway Route 47/Forest Grove Facility Plan: ODOT will work with the City of Forest Grove on a highway facility management and improvement plan for a segment of OR 47 in Forest Grove.	$52,000 Federal SPR
Interstate 5/North Macadam Interchange Planning Effort: Work with the City of Portland on identifying improvements to an exit ramp in this area and completing NEPA for the recommended project.	$10,000 STIP mod funds
Interstate 205/Airport Way Refinement Plan: ODOT will work with the Port of Portland and the City of Portland at and around the I-205/Airport Way interchange to find transportation solutions consistent with the Portland International Center Environmental Assessment. The Port, ODOT, and city will work together from the planning phase, through NEPA and into Design to find a project able to be constructed by 2014.	$1,500,000 STIP mod funds

ODOT Region 1's estimated state Transportation and Program Development (TPD) program budget for the 2009 fiscal year is $2.86 million.

METRO
FY 2008-09 Unified Planning Work Program Funding Summary

March 28, 2008

	09 PL ODOT(1)	09 STP* Metro	07 Metro / STP*	09 Freight STP	09 ODOT Support Funds	09 Sec 5303	08 Sec 5303	09 TriMet Support	FTA Streetcar OR-39-0002	Streetcar Local Match	FTA Milwaukie SDEIS	09 Next Corridor STP	ODOT RTO Mktg	CMAQ RTO OR90-X124	TRANSIMS - FHWA	Other Funds (2)	Local Match	Total
ODOT Key #	#14386	#14386	#13476	#14384					#14570		#14391	#14564		#14441/14443				
METRO																		
Transportation Planning																		
1 Regional Transportation Plan	369,813	70,260	60,609	-	68,657	125,791	46,435	54,114	-	-	-	-	-	-	-	-	69,035	864,714
2 Best Design Practices in Transportation	900	110,774	19,586	-	17,820	-	-	-	-	-	-	-	-	-	-	-	14,920	164,000
3 2040 Performance Indicators	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500	2,500
4 Regional Mobility Program - CMS - ITS	41,760	-	19,866	-	19,000	8,400	1,680	11,000	-	-	-	-	-	-	-	-	4,794	106,500
5 New Look @ 2040 - Transportation Support	50,593	-	-	-	2,241	20,956	12,000	16,771	-	-	-	-	-	-	-	-	8,239	110,800
6 Metropolitan Transportation Improvement Prog	533,664	97,192	31,754	-	41,528	16,563	-	91,399	-	-	-	-	-	-	-	-	18,899	830,999
7 Environmental Justice/Title VI	27,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27,500
8 Elderly & Disabled Transportation Planning	-	-	-	-	7,335	-	-	4,665	-	-	-	-	-	-	-	-	-	12,000
9 Regional Transportation Plan Financing	41,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123,700	164,700
10 Regional Freight Plan	1,157	17,730	-	75,000	-	-	-	-	-	-	-	-	-	-	-	-	10,613	104,500
11 Regional High Capacity Transit System Plan	-	-	22,434	-	-	86,871	-	-	-	-	-	456,930				199,230	199,897	965,362
Research & Modeling																		
1 Transportation Model Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,792	-	1,948	9,740
2 Model Development Program	396,177	120,800	-	-	2,994	21,418	48,000	2,851	-	-	-	-	-	-	-	6,079	96,181	694,500
3 Transportation System Monitoring	120,986	14,369	-	-	-	20,000		-	-	-	-	-	-	-	-	-	6,645	162,000
4 Technical Assistance Program	-	31,759	-	-	19,482	-	-	6,700	-	-	-	-	-	-	-	-	3,990	61,931
5 Economic, Demographic and Land Use Forecasting	133,583	-	-	-	-	21,000	74,720	-	-	-	-	-	-	-	-	140,767	187,707	557,777
6 GIS Mapping and Land Information	160,949	16,746	-	-	15,000	66,914	-	37,500	-	-	-	-	-	-	-	1,373,678	455,800	2,126,587
Administrative Services																		
1 Mgmt & Coordination/Grants Mgmt	548,224	342,566	62,804	-	16,343	27,972	1,246	-	-	-	-	-	-	-	-	-	181,701	1,180,856
Corridor Planning																		
1 Portland-Milwaukie Light Rail Project SDEIS	-	-	-	-	-	-	-	-	-	-	160,000	-	-	-	-	208,048	40,000	408,048
2 Lake Oswego to Portland Corridor	-	-	-	-	-	-	-	-	339,158	84,790	-	-	-	-	-	945,956	61,309	1,431,213
3 Streetcar Technical Methods and City of Portland Streetcar System Plan	-	-	-	-	-	-	-	-	182,796	45,699	-	-	-	-	-	-	-	228,495
4 Bi-State Coordination	11,025	6,258	10,768	-	-	-	-	-	-	-	-	-	-	-	-	-	1,949	30,000
5 Project Development (3)	11,099	24,878	-	-	14,600	-	10,000	-	-	-	-	-	-	-	-		5,348	65,925
6 Portland Streetcar Loop Project	-	-	-	-	-	-	-	-	20,000	5,000	-	-	-	-	-	-	-	25,000
7 Next Corridor	-	-	-	-	-	-	-	-	-	-	-	43,070	-	-	-	-	4,930	48,000
8 Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-	600,000	2,488,790	-	351,567	59,823	3,500,180
Metro Subtotal	2,448,430	853,332	227,821	75,000	225,000	415,885	194,081	225,000	541,954	135,489	160,000	500,000	600,000	2,488,790	7,792	3,225,325	1,559,928	13,883,827
GRAND TOTAL	2,448,430	853,332	227,821	75,000	225,000	415,885	194,081	225,000	541,954	135,489	160,000	500,000	600,000	2,488,790	7,792	3,225,325	1,559,928	13,883,827

*Federal funds only, no match included
(1) PL funds include $716,747 carryover from FY07.
(2) See narratives for anticipated funding sources.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FY2008-09 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

March 28, 2008

Federal Aid Number	Project	Jurisdiction	STP	CMAQ	JARC	TriMet	Federal Earmark	Other Funds/ Match(1)	TOTAL
	Hwy 212 Sub-Area/Sunrise Pkwy (2)	*Damascus*					500,000	57,000	557,000
	Rock Creek Trail: Orchard Park- NW Willkins St.	*Hillsboro*		380,000				43,943	423,943
	Portland Streetcar Loop Project	*Portland*						28,825,000	28,825,000
	SW Capitol Hwy, Multnomah-Taylors Ferry	*Portland*						649,700	649,700
	MLK/Columbia Transportation Improvement Plan	*Portland*	500,000					54,450	554,450
	Sullivan's Gulch Trail Planning Study	*Portland*	224,000					25,640	249,640
	SE Division Street Study	*Portland*	303,287					34,713	338,000
	SMART	*Wilsonville*		121,135				13,865	135,000
	Sunrise SDEIS and FEIS (3)	*Clackamas County*					1,905,571	157,113	2,062,684
	Sellwood Bridge (4)	*Multnomah County*						1,918,000	1,918,000
X-HPPC067(043)	*I-5/99W Connector Study (5)*	*Washington Co*					1,750,143	4,240,667	5,990,810
	OR10:SW Oleson Rd	*Washington Co*	100,000					10,450	110,450
	Tonquin Trail Master Plan	*Metro*	188,000					21,517	209,517
	LO to Milw Trail Master Plan	*Metro*	100,000					12,000	112,000
	Mt. Scott-Scouter Mt. Loop Trail Master Plan	*Metro*	100,000					12,000	112,000
	Reg Job Access/Reverse Commute	*TriMet*			608,000				608,000
	Bus Stop Development	*TriMet*		1,560,847		141,213			1,702,060
	Wa Cty Commuter Rail Before/ After Evaluation	*TriMet*						190,000	190,000
	South Corridor I-205/Ptld Mall LR Before/After Evaluation	*TriMet*						530,000	530,000
	Portland-Milwaukie Light Rail FEIS (6)	*TriMet*						12,018,029	12,018,029
NCPD 5000(197)	*I-5 Columbia River Crossing (7)*	*ODOT*						23,596,960	23,596,960
	*ODOT Planning Program**	*ODOT*						2,997,000	2,997,000
	GRAND TOTAL		1,515,287	2,061,982	608,000	141,213	4,155,714	75,408,047	83,890,243

***Estimated Oregon Transportation and Program Development budget.**

(1) See narrative for anticipated funding sources.

(2) Metro's FY 2008-09 budget for work on the Sunrise Parkway/Highway 212 Project is $94,000.

(3) Metro's FY 2008-09 budget for work on the Sunrise DEIS/FEIS is $68,000.

(4) Metro's FY 2008-09 budget for work on the Sellwood Bridge Project is $49,000.

(5) Metro's FY 2008-09 budget for work on the I-5/99W Project is $100,000.

(6) Metro's budget for FY 2008-09 work on the Portland-Milwaukie Light Rail FEIS Project is $2,837,000.

(7) Metro's FY 2008-09 budget for work on the Columbia River Crossing Project is $230,000.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2009

(July 1, 2008 to June 30, 2009)

April 1, 2008

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
Telephone: (360) 397-6067
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RTC's Website: http://www.rtc.wa.gov

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2009

(July 1, 2008 to June 30, 2009)

April 1, 2008

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

Southwest Washington Regional Transportation Council
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Preparation of this document was funded by grants from the Washington State Department of Transportation, U.S. Department of Transportation (Federal Highways Administration and Federal Transit Administration) and local funds from RTC member jurisdictions.

Title VI Compliance

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Americans with Disabilities Act (ADA) Information:

Materials can be provided in alternative formats by contacting
the Southwest Washington Regional Transportation Council (RTC)
at (360) 397-6067 or info@rtc.wa.gov

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

RTC

Agenda Item V
Resolution 04-08-06

STAFF REPORT

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Dean Lookingbill, Transportation Director
DATE: March 25, 2008
SUBJECT: **FY 2009 Unified Planning Work Program, Resolution 04-08-06**

BACKGROUND

The purpose of this resolution is to request RTC Board adoption of RTC's FY 2009 Unified Planning Work Program (UPWP), continuation of the Metropolitan Planning Organization (MPO) funding agreement, and endorsement of Metro's FY 2008-2009 UPWP. A description of RTC's UPWP is provided below and a copy is available at the following weblink: http://www.rtc.wa.gov/board/packets/200804/

The Unified Planning Work Program is prepared annually to describe transportation planning activities to be completed as part of the regional transportation planning process. As MPO for the Clark County region, RTC is required by federal rules to develop and adopt the transportation planning work program. The UPWP is developed through RTC's Regional Transportation Advisory Committee (RTAC) and in coordination with Metro, State, and Federal officials.

The FY 2009 program includes four major sections: (1) Regional Transportation Planning Program, (2) Data Management, Travel Forecasting, Air Quality, and Technical Services, (3) Regional Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies. There are several individual work elements under each of these four sections. A description of each work element is included in the complete document.

POLICY IMPLICATION

The proposed FY 2009 UPWP has been recommended by the Regional Transportation Advisory Committee for adoption by the RTC Board and has been reviewed by the Federal Highway Administration, Federal Transit Administration, and Washington State Department of Transportation.

The UPWP is expected to reflect federal, state, and local transportation planning emphasis areas prescribed by Washington State Department of Transportation (WSDOT) and U.S. Department of Transportation. For FY 2009, there are no specific federal emphasis areas, though compliance with SAFETEA-LU continues to be a focus. Under SAFETEA-LU the scope of the transportation planning process provides for consideration of projects and strategies that will:

(a) Support the economic vitality of the metropolitan area especially by enabling global competitiveness, productivity, and efficiency.
(b) Increase the safety of the transportation system for motorized and non-motorized users.
(c) Increase the security of the transportation system for motorized and non-motorized users.
(d) Increase the accessibility and mobility options available to people and for freight.
(e) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
(f) Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
(g) Promote efficient system management and operation.
(h) Emphasize the preservation of the existing transportation system.

SAFETEA-LU also requires coordination with tribal and federal land management agencies as a part of RTC's metropolitan planning process.

The state views the UPWP as a tool to update and implement the Regional Transportation Plan (RTP) and applicable elements of the Washington Transportation Plan (WTP). To achieve integrated outcomes, transportation planning must be strategic, cost effective, coordinated, and available to inform the public. For the FY 2009 UPWP, WSDOT guidance asks that Regional Transportation Planning Organizations, such as RTC, continue implementation of regional transportation and growth management planning and focus on outcomes especially as identified in RCW 47.04.280, Transportation System Policy Goals. This includes support for legislative policy goals and support for the Governor's Executive Order 07-02 on climate change and RCW 80.80 relating to greenhouse gas emissions reduction.

The FY 2009 UPWP provides for the continuation of RTC's fundamental program activities such as the Metropolitan Transportation Plan, data collection/analysis, transportation system congestion management process, intelligent transportation system management program, travel model forecasting, and program/project coordination. In addition, work activities include: 1) The High Capacity Transit System Study to identify internal Clark County HCT corridors and range of modes, 2) The Columbia River Crossing Project to include HCT mode and alignment decisions, and 3) RTC support for implementation of the state's "Nickel Package" and "Partnership" package projects. The policy decisions resulting from completion of these significant transportation plans, as well as the Transportation Corridors Visioning Study to be completed in FY 2008, will set the course for the long-term regional transportation system. Decisions and recommendations from these studies will be reflected in a major amendment to the Metropolitan Transportation Plan.

RTC anticipates a freight study which will be amended into the UPWP when work scope and budget are developed.

Bi-state work program elements were developed in coordination with Metro as part of the development of Metro and RTC's FY 2009 UPWP. Metro's FY 2008-2009 UPWP will be presented to the Metro Council on April 3 and is scheduled for adoption on April 17. Metro also endorses RTC's FY 2009 UPWP. A Memorandum of Understanding (MOU) between RTC and Metro is a federal requirement contained in the Intermodal Surface Transportation Efficiency Act (1991). The MOU defines roles, responsibilities, and coordination between RTC and Metro in the development of bi-state transportation plans and programs. The federally-required MOU was first adopted by the RTC Board (RTC Board Resolution 04-98-08) and by Metro Council in April 1998. The MOU is reviewed and renewed on a triennial basis and was last revised in 2006.

BUDGET IMPLICATION

Annual revenue sources included in the FY 2009 UPWP to sustain RTC's federal and state-required regional transportation planning program are $356,607 in anticipated Federal Highway Administration (FHWA) PL funds and $142,736 in anticipated Federal Transit Administration (FTA) funds. Federal funding is subject to change pending decisions on federal funding rescissions. $174,460 in state Regional Transportation Planning Organization (RTPO) funds are also anticipated. Consistent with the MPO local funding agreement, $104,500 of local funds are included. Local funds and state RTPO funds are used to provide match for the federal funds. During the course of the fiscal year, the Work Program is kept current through amendments.

The revenues/expenditures table at the back of the UPWP outlines additional funding sources for regional transportation planning work elements, and they include federal Congestion Mitigation/Air Quality (CM/AQ) funds for the Congestion Management Process and Vancouver Area Smart Trek (VAST) programs, federal Surface Transportation Program (STP) funds to support work program elements, federal High Priority funding for completion of the SR-35 Columbia River Crossing Final Environmental Impact Statement (FEIS), federal Section 5309 funds for the Clark County High Capacity Transit System Study.

RECOMMENDATIONS

Adopt the FY 2009 Unified Planning Work Program and authorize the Transportation Director to file applications for regional transportation funding, to execute grant agreements, and to file any assurances or required documentation relating to the FY 2009 UPWP.

ACTION REQUESTED

Adoption of Resolution 04-08-06 "FY 2009 Unified Planning Work Program".

ADOPTED this 1st day of April 2008,

by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

Royce E. Pollard
Chair of the Board

ATTEST:

Dean Lookingbill
Transportation Director

Attachment (paper copy provided for Board members; weblink http://www.rtc.wa.gov/board/packets/200804/)

20080401RTCB_Resol040806_FY09UPWP.doc

FISCAL YEAR 2009 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC was established in 1992 to carry out the regional transportation planning program. Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally designated Transportation Management Area (TMA) because it is a large urban area with a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. RTC is also the Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat as designated by Washington State. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2009 UPWP runs from July 1, 2008 through June 30, 2009.

The UPWP focuses on transportation work tasks that are priorities for federal and/or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to multiple modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the two rural counties and the Metropolitan Transportation Plan (MTP) for the Clark County region. The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, provides direction for regional transportation planning activities.

In FY 2009, RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs, congestion monitoring and on implementation of transportation strategies and projects. RTC will also continue to work on bi-state transportation issues that can be coordinated through the Bi-State Coordination Committee.

UPWP Objectives

The Work Program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver and RTPO region with a useful basis for coordination.

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas (PEAs) to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs. This year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued no planning emphasis areas but expect the UPWPs to focus on compliance with the Federal Transportation Act, SAFETEA-LU. Under SAFETEA-LU the scope of the transportation planning process provides for consideration of projects and strategies that will:

(a) Support the economic vitality of the metropolitan area especially by enabling global competitiveness, productivity, and efficiency.
(b) Increase the safety of the transportation system for motorized and non-motorized users.
(c) Increase the security of the transportation system for motorized and non-motorized users.
(d) Increase the accessibility and mobility options available to people and for freight.
(e) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
(f) Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
(g) Promote efficient system management and operation.
(h) Emphasize the preservation of the existing transportation system.

SAFETEA-LU also requires coordination with tribal and federal land management agencies as a part of RTC's metropolitan planning process.

WSDOT guidance for the FY 2009 UPWPs requests that RTPOs focus on outcomes especially as identified in RCW 47.04.280. The UPWP is viewed by the state as a tool to update and, as appropriate, implement the Regional Transportation Plan (RTP) (known in Clark County as the Metropolitan Transportation Plan or MTP) and applicable elements of the Washington Transportation Plan (WTP). To achieve integrated outcomes transportation planning must be strategic, cost effective, coordinated, and available to inform the public.

The FY 2009 UPWP provides for the continuation of fundamental program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, transportation system congestion management process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, program and project coordination. Long-range decisions regarding new transportation corridors in the New Transportation Corridors Visioning Study to be completed in FY 2008, identification of internal Clark County HCT corridors and range of modes in the High Capacity Transit System Study, and HCT mode and alignment decisions of the Columbia River Crossing Project are all staged to occur in FY 2008/09. The policy decisions resulting from completion of these significant transportation plans will set the course for the region's long-term regional transportation system. Decisions and recommendations from these studies will be reflected in a major amendment to the Metropolitan Transportation Plan. RTC will continue to provide support to WSDOT as projects funded by the state "Nickel" and "Partnership" packages move though planning, design, and environmental phases. In addition, the work program will include implementation of the Washington State Transportation Plan update adopted in November 2006. RTC also continues to provide support to Clark County and local jurisdictions in implementing local Comprehensive Growth Management Plans. In Klickitat and Skamania counties, work on the SR-35 Columbia River Bridge Environmental Impact Statement in Klickitat County is anticipated. RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as part of the VAST program.

RTC will continue to work in partnership with local and state elected officials to bring needed transportation investments to this region.

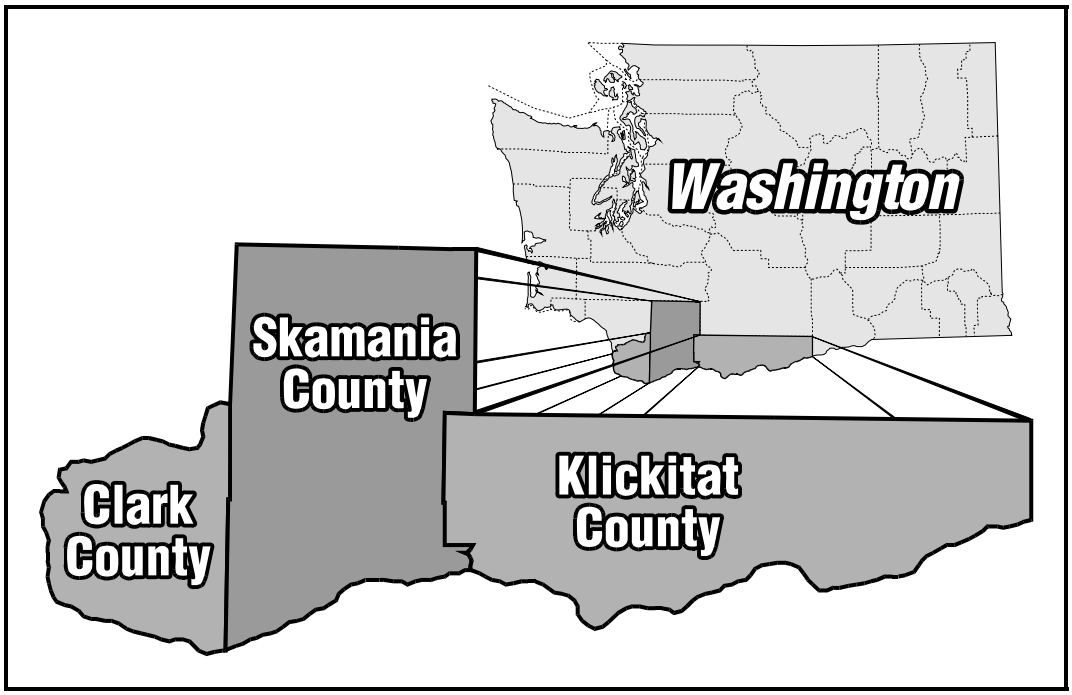
Key Transportation Issues Facing The Region:

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2007, Clark County's population grew by 74.3 % from 238,053 to 415,000.
- Investing in transportation infrastructure to support the economic and land use goals of our region.
- Providing a safe transportation system for both vehicle and non-vehicle travel.
- Maintaining funding for this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Partnership Package in the face of significant statewide

inflationary cost increases and providing support to WSDOT through the project design and implementation phases. Through these packages, Clark County is set to receive close to $700 million in transportation projects.

- Providing support to C-TRAN in planning for transit to serve the growing Clark County community. In FY 09 C-TRAN plans are anticipated to include High Capacity Transit analysis, vanpool program development, rideshare, a park and ride demand study for the I-5 and I-205 corridors in Clark County, a capital facilities master plan and fixed route service reliability study.
- Identifying future High Capacity Transit corridors in Clark County.
- Coordinating with the human services transportation providers such as the Human Services Council to address transportation needs for the aged, people with disabilities and low income.
- Maintaining Level of Service and concurrency standards consistent with the revenues available for transportation "mobility/capacity" projects.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" if transportation funds become available.
- Develop and complete the Final Environmental Impact Statement (FEIS) as well as the record of decision for the Columbia River Crossing multimodal transportation project.
- Implementation of regional and local Commute Trip Reduction (CTR) plans, adopted in FY 2008, to allow the region to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the cooperatively developed Vancouver Area Smart Trek (VAST) program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues. SAFETEA-LU requires an increased level of coordination with resources agencies at an earlier stage of the planning process.
- Monitoring and seeking solutions to the growing transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.
- Support for the Governor's Executive Order 07-02 on climate change and RCW 80.80.
- Involving the public in identifying transportation needs, issues and solutions in the region.

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

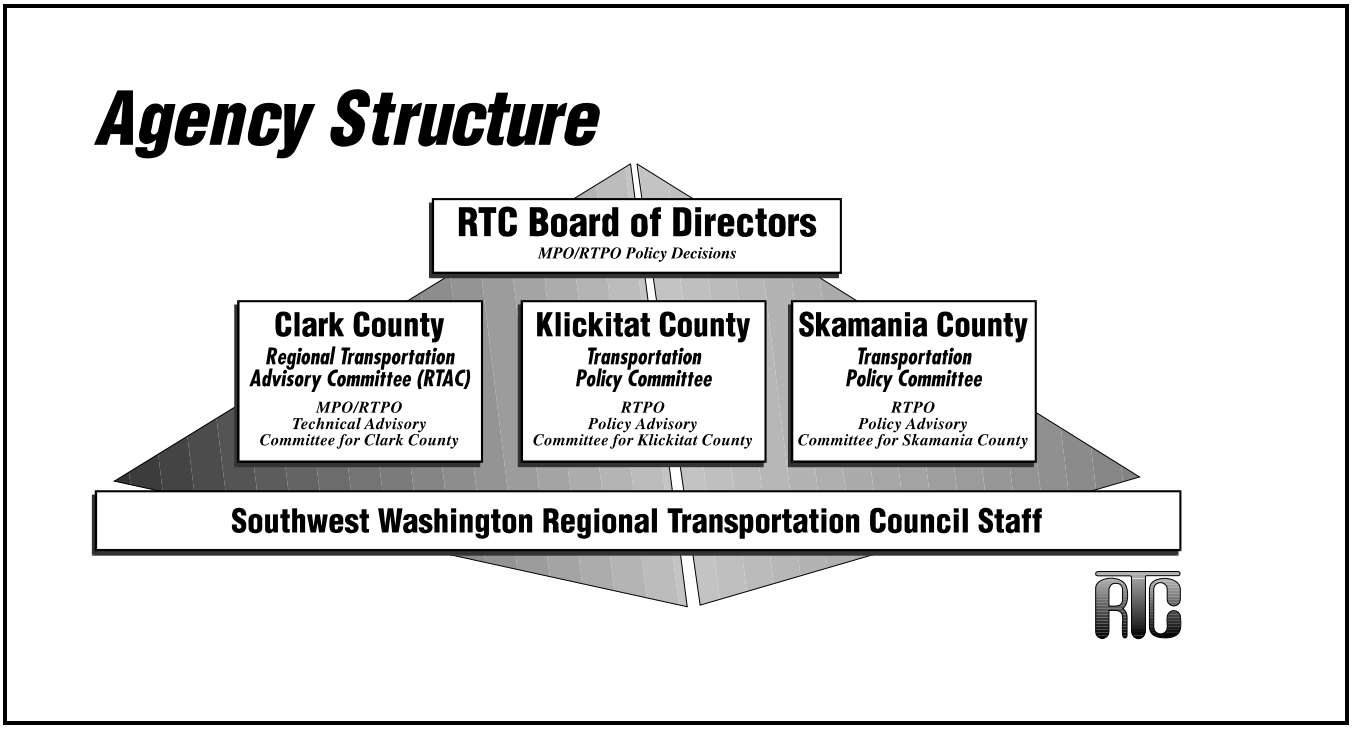


SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



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

Participants, Coordination and Funding Sources

Consistent with the 1990 State Growth Management Act legislation, the Regional Transportation Council (RTC) Board of Directors was established to deal with transportation policy issues in the three-county RTPO region. Transportation Policy Committees for Skamania and Klickitat Counties are in place and also a Regional Transportation Advisory Committee (RTAC) for Clark County. (Refer to *Agency Structure* graphic, Page vi). Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee is listed on pages viii through x.

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to air quality and, in particular, the State Implementation Plan for carbon monoxide and ozone. The Human Services Council for the region coordinates with RTC on human services transportation issues. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area that includes the Metro Portland region. RTC is also responsible for the development of the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Congestion Management program and other regional transportation studies.

C-TRAN regularly adopts a *Transit Development Plan* (TDP) that provides a comprehensive guide to C-TRAN's future development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and it urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes as well as express commuter bus service to Portland, Oregon. C TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC coordinates with WSDOT to ensure that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems in their respective jurisdictions. Coordination of transportation planning activities includes local and state officials in both Oregon and Washington states. Bi-State Coordination is described on page xi.

Mechanisms for local, regional and state coordination are described in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

- The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
- Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).

- Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on which planning in the area will proceed.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2007 UPWP in April 2006 (RTC Board Resolution 04-06-13, April 4, 2006).

Southwest Washington Regional Transportation Council: Membership 2007

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Washougal
City of Camas
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of North Bonneville
City of White Salmon
City of Bingen
City of Goldendale
C-TRAN
Washington State Department of Transportation
Port of Vancouver
Port of Camas/Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Portland Metro
Oregon Department of Transportation

Washington State Legislators from the following Districts:
15th District
17th District
18th District
49th District

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver) [Chair]
City of Vancouver	Pat McDonnell (City Manager)
Cities East	Council Member Molly Coston (Washougal)
Cities North	Council Member Bill Ganley (Battle Ground)
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart [Vice-Chair]
Clark County	Commissioner Betty Sue Morris
C-TRAN	Jeff Hamm (Executive Director/CEO)
ODOT	Jason Tell (Region One Manager)
Ports	Commissioner Roy Randel (Port of Ridgefield)
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Paul Pearce
Klickitat County	Mayor Brian Prigel (City of Bingen)
Washington State Legislative Members:	
15th District Senator	Jim Honeyford
15th District Representative	Bruce Chandler
15th District Representative	Dan Newhouse
17th District Senator	Don Benton
17th District Representative	Jim Dunn
17th District Representative	Deb Wallace
18th District Senator	Joe Zarelli
18th District Representative	Jaime Herrera
18th District Representative	Ed Orcutt
49th District Senator	Craig Pridemore
49th District Representative	Bill Fromhold
49th District Representative	Jim Moeller

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Jack Burkman
Clark County Public Works	Bill Wright
Clark County Planning	Mike Mabrey
City of Vancouver, Transportation	Matt Ransom
City of Vancouver, Planning	Bryan Snodgrass
City of Washougal/Port of Camas-Washougal	Trevor Evers (City of Washougal)
City of Camas	Jim Carothers
City of Battle Ground/Town of Yacolt	Rob Charles (City of Battle Ground)
City of Ridgefield/City of La Center/Port of Ridgefield	Steve Wall (City of Ridgefield)
C-TRAN	Janeen Loughin
Port of Vancouver	Katy Brooks
Human Services Transportation	Alina Aaron (Human Services Council)
ODOT	Andrew Johnson
Metro	Mark Turpel
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

Skamania County	Commissioner Paul Pearce
City of Stevenson	Mary Ann Duncan-Cole, City Clerk
City of North Bonneville	Thomas Payton, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	John McSherry, Port Manager

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Council Person, Timi Keene
City of Bingen	Mayor Brian Prigel
City of Goldendale	Larry Bellamy, City Administrator
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Marc Thornsbury, Port Executive Director

D. Bi-State Coordination

Both RTC, the MPO for the Clark County, Washington portion of the Portland-Vancouver metropolitan region and Metro, MPO for the Oregon portion of the Portland-Vancouver region, recognize that bi-state travel is significant within the region. To address bi-state regional transportation system needs, RTC representatives participate on Metro's Transportation Policy Advisory Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) committees. Metro is represented on RTC's Regional Transportation Advisory Committee (RTAC) and RTC Board of Directors. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is continued coordination on air quality issues.

The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed. This Committee was reconstituted in 2004 to expand its scope to include both transportation and land use according to the Bi-State Coordination Charter. The Committee is now known as the Bi-State Coordination Committee. The Committee's discussions and recommendations continue to be advisory to the RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee advises the appropriate local and regional governments.

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and, at a minimum, covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2007. The update is consistent with local Comprehensive Growth Management Plans, reflects the WTP (November 2006) and state Highway System Plan (HSP) and is compliant with SAFETEA-LU. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2009, significant amendments to the Metropolitan Transportation Plan are anticipated.

Work Element Objectives

- Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and Federal Transportation Act, currently SAFETEA-LU. The state requires that the Plan be reviewed for currency every two years and current federal law requires update at least every four years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region.
- Comply with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC) and have the MTP include the following components:

    a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)

    b. A statement of land use assumptions upon which the Plan is based.

    c. A statement of the regional transportation strategy employed within the region.

    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.

    e. A statement defining the least cost planning methodology employed within the region.

    f. Designation of the regional transportation system.

    g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.

h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.

i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.

j. A financial section describing resources for Plan development and implementation.

k. A discussion of the future transportation network and approach.

l. A discussion of high capacity transit and public transportation relationships, where appropriate.

- Address the eight federal planning factors required of the metropolitan planning process. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

  a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

  b. Increase the safety of the transportation system for motorized and non-motorized users.

  c. Increase the security of the transportation system for motorized and non-motorized users.

  d. Increase the accessibility and mobility options available to people and for freight.

  e. Protect and enhance the environment, promote energy conservation, and improve quality of life.

  f. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

  g. Promote efficient system management and operation.

  h. Emphasize the preservation of the existing transportation system. These will be addressed in the MTP.

- Solicit public participation and involve the public in MTP development.
- Reflect updated results from the Congestion Management Process. The latest report on the region's congestion management, *the 2006 Congestion Management Report*, was adopted in August 2007. An update is anticipated in 2008.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments of 1990.
- Reflect freight transportation issues and include description of the State's Freight and Goods System.
- Address bicycling and pedestrian modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of the existing transportation systems.

- Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Evaluate the environmental impacts and mitigation opportunities related to the developing regional transportation system as required by SAFETEA-LU, the Clean Air Act and State law.
- Coordinate with environmental resource agencies.
- Address the impacts of the Endangered Species Act as it relates to transportation system development.
- Develop an MTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.
- Address planning for the future transit system. This will include incorporating recommendations from C-TRAN's planning process.
- Report on transportation system performance.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to address future transportation system problems. The MTP for Clark County is interrelated with all other RTC work elements. In particular, the MTP provides planning support for the Metropolitan Transportation Improvement Program and relates to the congestion management process.

FY 2009 Products

- Significant amendments to the MTP will be developed in FY 2009 keyed to the decisions and recommendations of the Columbia River Crossing Project, the Clark County High Capacity Transit System Study, and C-TRAN's 20-year Transit Development Plan as described below.
  - Columbia River Crossing Project - The Locally Preferred CRC highway and transit projects along with their host of other regional transportation policies will need to be amended into the MTP in order for the project to proceed into preliminary engineering.
  - Clark County High Capacity Transit System Study - The study's recommendations will include the identification of a set of the most promising HCT corridors, modes, and policies for developing a Clark County HCT system. The set of HCT corridors and range of modes will be amended into the MTP along with the key policies needed to direct the development of the system. It is anticipated that the main elements of the HCT system plan will also become incorporated into C-TRAN's 20-year Transit Development Plan as well as the GMA Comprehensive Land Use Plan.
  - C-TRAN's 20-Year Transit Development Plan – C-TRAN will complete their 20-Year TDP in 2008. The TDP planning process will examine a range of financing options along with a range of transit service coverage and route configurations. The recommended 20-Year TDP will include transit routes, platform hours, capital and operating costs will be amended into the MTP.

- Other metropolitan transportation planning products that will have impact to the next MTP update include:
  - Human Services Transportation Plan (HSTP) - The process to develop the HSTP and project priorities is led by RTC and involves work with local stakeholders and human service transportation providers to prioritize projects across all three counties of the RTC RTPO region. Coordinated Human Services Transportation Plan - Develop projects for submittal to WSDOT for funding consideration from the state's consolidated public transportation grant program. Project submittals will be due early in 2009. Projects are developed to help meet the transportation needs of the elderly, people with disabilities, and low-income populations as identified in the coordinated Human Services Transportation Plan. Under federal law, HSTPs must be updated at least every four years. However, the state requires update to the project lists every two years. If a new project is added to the prioritized list, the Human Services Transportation Plan may need to be updated in FY 2009 through an administrative amendment.
  - CTR Plans – RTC with work with local partners to implement transportation demand strategies as outlined in CTR plans adopted in October 2007. The plans include local CTR plans for affected local jurisdictions in the region (Vancouver, Camas, Washougal, and unincorporated Clark County), the Regional CTR Plan and the Downtown Vancouver Growth and Transportation Efficiency Center program adopted in.
  - Transit – Incorporate recommendations from transit planning studies and reports into the MTP.
  - Transportation System Management (TSM) and Intelligent Transportation System (ITS) – Incorporated TSM and ITS strategies and projects as recommended by the Vancouver Area Smart Trek program.
  - Non Motorized Transportation and Active Community Environments - RTC will work with local partners and the local Steps to a Healthier Clark County team to plan for pedestrian and bicycle transportation needs. The State Growth Management Act now requires that two additional components relating to active communities be addressed in local growth management plans. The two components are: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC will coordinate with local agencies to implement this requirement.
  - Planning Studies – Incorporate results and recommendations from recent and ongoing transportation planning studies into the MTP that affect the regional transportation system.
  - Incorporate transportation safety data and information.
  - Public Participation - Continue to provide public participation and outreach for the MTP amendment process.
  - Consistency - Certification of the transportation elements of the cities' and county's comprehensive growth management plans to ensure consistency between the state, local, and federal transportation plans. Continue to ensure consistency with the Washington Transportation Plan (WTP) and WSDOT's Strategic Highway Safety Plan.
  - Functional Classification of Streets - Update federal functional classification of the highway/arterial system to be as consistent as possible with the Clark County Arterial Atlas and local street classifications and review the designated regional transportation system, as needed.

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC	199,422	• Federal FHWA	86,299
		• Federal FTA	34,542
		• Federal STP	10,000
		• State RTPO Planning (Group 1)	11,176
		• State RTPO - Long Range 2	37,240
		• MPO Funds	20,165
Total	**199,422**		**199,422**

Note: Federal $ are matched by state and local MPO $.
Minimum required match: $23,665

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

Work Element Objectives

- Develop and adopt the Metropolitan Transportation Improvement Program (MTIP) consistent with the requirements of the Federal Transportation Act.
- Periodic review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).
- Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP) including enhancement funds, state Transportation Improvement Board (TIB) programs, corridor congestion relief and Safe Routes to School programs.
- Program Congestion Mitigation/Air Quality (CM/AQ) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. Participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee, the City of Vancouver's TIP process and C-TRAN's Transit Development Plan (TDP) and 20-Year Plan process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
- Consider air quality impacts.
- Amendments to the MTIP as necessary.
- Monitoring of MTIP implementation and obligation of project funding.
- Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

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

FY 2009 Products

- The 2009-2012 Metropolitan Transportation Improvement Program will be adopted. The type of environmental review and analysis (Environmental Impact Statement or Environmental Assessment or Categorical Exclusion) anticipated for projects incorporated into the MTIP will be noted. The MTIP will be fiscally constrained by year to reflect the programming of federal funds and project selection criteria. The MTIP will also include an annual list of implemented projects since the last MTIP adoption as well as a listing of bicycle and pedestrian projects. The MTIP update will use visualization techniques as much as possible to allow for better understanding of the projects and transportation strategies described.
- MTIP amendments as necessary.
- Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement.
- Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
- Provide input to update the State Transportation Improvement Program (STIP).
- Public participation in MTIP development.

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC	35,440	• Federal FHWA	21,396
		• Federal FTA	8,564
		• State RTPO Planning (Group 1)	2,771
		• MPO Funds	2,709
Total	**35,440**		**35,440**

Note: Federal $ are matched by state and local MPO $.
Minimum required match: $5,480

1C. CONGESTION MANAGEMENT PROCESS

RTC began work on development of a Congestion Management Process (CMP) in the early 1990s and the RTC Board adopted the first Congestion Management report in 1995. The federal transportation act requires that the Clark County region, as a Transportation Management Area (TMA), address congestion management through adoption and implementation of a Congestion Management Process. The federal Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991, first required the development of a Congestion Management System (CMS) to be used as a tool for monitoring traffic congestion and for identifying improvement strategies to alleviate congestion. The purpose of a CMP is to develop a tool to provide information on the performance of the transportation system as well as identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. Facilities proposed for federal funding for additional general-purpose lanes are to first be assessed through the CMP process. While regulations were modified in SAFETEA-LU, the Federal Transportation Act continues to recognize the value of congestion management by directing TMAs to continue providing for effective management and operation of the transportation system through a Congestion Management Process. The Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, transit, and TDM and implementation of solutions to address congestion. The congestion monitoring program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief. The CMP can be used to identify system improvements, to guide investments and also to track the effectiveness, over time, of system improvements that are made.

Work Element Objectives

- Implement a Congestion Management Process to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. Congestion monitoring should provide the region with a better understanding of how the region's transportation system operates. The Congestion Management Process is intended to be a continuing, systematic process that provides information on transportation system performance.

- Update and enhance the transportation database including the traffic count database and other database elements, such as transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data (freight truck counts), for Congestion Management Process (CMP) corridors through the congestion monitoring program. The transportation database can be referenced and queried to meet user-defined criteria.

- Incorporate CMP data into the regional traffic count database that, in turn, allows for refined calibration of the regional travel forecast model and provides input to the corridor congestion index update.

- Analyze traffic count data, turn movements, vehicle classification (includes truck) counts and travel delay data to get an up-to-date representation of system performance, including evaluation of congestion on the Columbia River Bridges between Clark County and Oregon. Assess expansion of data collection efforts to support other regional transportation analysis needs for items such as model calibration, monitoring fast growth locations, and new parallel facilities.

- Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and concurrency management programs.

- Collection, validation, factoring and incorporation of traffic count data into the existing count program.

- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. The data is also used to support transportation concurrency analysis.
- Publish results of the Congestion Management Monitoring process in a System Performance Report that is updated periodically. Each year the Report's content and structure is reviewed to enhance its use, access and level of analysis. Updates may include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data.
- Coordinate with Metro on development of the congestion management process.

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The Congestion Management Process for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The congestion management process also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management Process element is closely related to the data management and travel forecasting model elements. It is also closely related with the ongoing VAST program and Commute Trip Reduction (CTR) efforts. Congestion solutions are implemented by programming of projects and strategies in the Metropolitan Transportation Improvement Program (MTIP). The congestion management process also supports work by the state to update the WTP and congestion relief strategies.

FY 2009 Products

- Adoption of a Congestion Management Process including implementation plan and schedule.
- Updated traffic counts, turning movements, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update.
- New traffic count data will be used to update the corridor congestion ratio for each of the CMP corridors. The congestion ratio assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The corridor congestion ratio is used to classify each corridor according to its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.
- Review and collect data other than traffic counts for CMP corridors, including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs.
- Comparison between most recent data with data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements. "Areas of Concern" are listed in the Congestion Management Report and RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern. The linkage between Congestion Management Monitoring and traffic operations will also be addressed.
- The first Congestion Monitoring Report was adopted by the RTC Board in April 2000. In FY 2009, the Report will be reviewed and updated, as necessary, and will again include a comparison with system

performance reported in previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to offset infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Twenty-one transportation corridors were identified and monitored through the CMP at the outset. Additional corridors have been identified and added to the monitoring system over time.

- Assess transportation system impact of Transportation Demand Management strategies.
- Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (MTP).
- Provide CMP data and system performance indicators to inform state and local transportation plan updates.
- Provide information to Federal Highway Administration to help in FHWA's assessment of the congestion management process.
- Communicate with Metro on RTC's congestion management process and keep informed on development of Metro's Congestion Management Process.

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC	66,705	CM/AQ	75,000
Consultant	20,000	Local	11,705
Total	**86,705**		**86,705**

Assumes use of 2008/09 CM/AQ funds; approximately $20,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

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

RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of all transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will be jointly responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ funds for: regional corridor operations planning, transit priority implementation, traveler information improvements, agency transportation management centers to share data and video information, and multiagency corridor improvement projects.

RTC has worked with regional partners to define the VAST regional architecture for the Clark County region, including a 20-year plan of ITS projects and an operational concept by VAST program areas.

Work Element Objectives

- Continuation of the VAST program.
- Continue implementation of projects currently programmed for CMAQ funding in the MTIP which include: 1) a freeway operations and management program, 2) expansion of arterial transportation operational improvements, 3) development of Phase II recommendations for traveler information, 4) regional ITS network enhancement and agency transportation management centers (TMC) for improved data sharing, and 4) management of the VAST program led by RTC. The freeway operations management program will include additional traffic detection and cameras on SR-14 and I-205. The arterial operational improvements will provide additional detection, arterial cameras at key locations, truck signal priority implemented in a key freight corridor, and several corridor signal optimization projects. The traveler information system will identify Phase II improvements and implement high priority recommendations. The improved ITS network and agency TMCs will allow real-time exchange of data and video information between VAST agencies.
- Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment for integration and interoperability. It will also provide for completion of the VAST project checklist to determine project compliance for current projects and new projects.
- Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role includes project review and endorsement

prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee also acts as liaison with other key ITS stakeholders and assists in regional ITS policy formulation.

- Continue management of the VAST Communications Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network. Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Expand communications infrastructure sharing and integration authorized under the recently executed Regional Communication Interoperability and Fiber Interlocal Agreement. This includes the development and execution of additional fiber sharing permits between the VAST agencies.
- Complete the detailed data conversion of a shared communications assets management database and mapping system for use by the VAST partner agencies. Utilize the database software (OSPInSight) to identify additional infrastructure sharing opportunities and improved communications assets management.
- Manage and facilitate the development of strategies to secure funding for ITS projects contained in the VAST 20-year plan. Assist Steering Committee members on funding applications for individual ITS project funding. Continue process of Steering Committee partnership for joint project funding applications.
- Amend the 2007 technical memorandum on the status of projects contained in the current VAST 20-year plan and use as a precursor to initiate and complete an update to the 20-year Plan. In addition, review and update the VAST regional ITS architecture.
- Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.
- Complete Phase II traveler information technical memorandum based on the September 2007 workshop that will include Phase II recommendations and priorities. Develop a strategy for implementation and deployment of Phase II recommendations.
- Manage the Regional Transportation Corridor Management and Operations Plan Study which will include an assessment of regional corridors and identify a candidate corridor for transportation operation improvements and implementation plan for the corridor.
- Work to "institutionalize" the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities of the 20-year VAST Plan.
- Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.
- Technical assistance in ITS implementation.

Relationship To Other Work Elements

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

FY 2009 Products

- Coordination of ITS activities within Clark County and with Oregon.

- Updated VAST 20-year Plan and Regional ITS Architecture.
- Report on the overall effectiveness of the VAST Program
- Phase II Traveler Information Technical Report including recommended priorities for Phase II deployment.
- Regional Transportation Corridor Management and Operations Plan Report.
- Regional Data Archive Implementation Plan that will include both local and regional transportation data.
- Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects.
- Additional executed communications and fiber sharing permits and other activities between VAST agencies.
- Update of the shared communications assets management database and mapping system to include detailed fiber and communications field data.
- Adopted standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee.
- Facilitation of the activities of the Steering Committee and the Communications Infrastructure Committee.
- Management of consultant technical support activities as needed.
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.
- Update to and maintenance of the VAST web site.

FY 2009 Funding: RTC

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC: VAST Program Coordination/Management	87,090	CM/AQ	75,333
		MPO Local Match (13.5%)	11,757
Total	**87,090**		**87,090**

Federal funds for project implementation by WSDOT and local agencies are programmed in the MTIP.

1E. I-5 COLUMBIA RIVER CROSSING PROJECT (CRCP)

The Columbia River Crossing project is a bridge, transit, and highway improvement project for the purpose of addressing the congestion and mobility problems on I-5 between Washington and Oregon. The CRC Draft Environmental Impact Statement will be completed in 2008.

The Transportation Equity Act for the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The Portland-Vancouver I-5 Transportation and Trade Partnership strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The Committee found that the I-5 corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight.

In 2001, a Task Force appointed by Governors Gary Locke of Washington and John Kitzhaber of Oregon met to guide development of the Partnership Study. On June 18, 2002, the Bi-State Governors' Task Force adopted its recommendations, which were incorporated into the Strategic element of the Metropolitan Transportation Plan for Clark County. Work on implementing the I-5 recommendations now continues with the I-5 Columbia River Crossing Project (CRCP) and initiation of the Draft Environmental Impact Statement process.

Phase I of the Columbia River Crossing Project developed a wide range of alternatives, conducted an analysis to narrow the range of alternatives, and selected a set of alternatives to be carried into the Draft Environmental Impact Statement (DEIS). Phase II of the project will complete the DEIS. Phase II began in March 2007 and is expected to continue through June 2008 with the selection of a locally preferred alternative.

The Final Environmental Impact Statement is to be completed in early 2009.

The RTC Board receives regular briefings on the CRC and has input into the project via project committees. In 2006, adoption of the problem definition, evaluation criteria, development and analysis of a wide range of alternative packages, and staff recommendations for alternatives to be carried into the DEIS phase of the project were complete. In early 2007, policy makers and the CRC Task Force selected select build alternatives for detailed study in the DEIS. A separate but related issue to the Columbia River Crossing Project is the Delta Park widening project. In late 2006, ODOT selected the preferred alternative for public comment. Upon final approval the project moves to final design and construction.

RTC, as the federally designated Metropolitan Transportation Planning Organization (MPO) for Clark County, has a mandated role regarding the DEIS process. A key element of the DEIS is the Locally Preferred Alternative. Ultimately, the RTC Board, as MPO and as one of the project sponsor agencies will be required to make a decision regarding the locally preferred highway and transit alternatives (the LPA) and to incorporate them into the region's adopted MTP. The DEIS process, as well as the FEIS that will follow beginning in mid-2008, is a complex effort that requires significant staff resources from a number of partnering agencies and the consultant team.

The LPA will include the following major decision points: 1) the river crossing structure (supplemental or replacement bridge); 2) the high capacity transit mode (Bus Rapid Transit or Light Rail Transit); 3) the high capacity transit alignment (I-5 or Vancouver); and 4) a project funding strategy. In addition to the completion of the DEIS, the project will also be submitting a request for Federal Transit New Starts Funding in August. RTC staff has direct involvement in the project's technical analysis and staff members are a part of the Columbia River Crossing Project Development Team as well as a number of other project advisory groups.

Work Element Objectives

RTC's key staff involvement areas include the following: 1) local agency liaison, 2) day to day project development activities, provide input and analysis in the development of alternatives, 3) provide transportation data and analysis, and 4) conduct the travel demand model elements of the Clark County side of the project. In addition, RTC will act as lead CRC agency for the preparation, review, coding, and refinement of recommended transit network alternative within the travel demand model process. After the publication of the locally preferred alternative (LPA), RTC will work with the sponsor agencies to optimize the recommended transit alternative to compete for funding in the Federal Transit Administration New Starts process. RTC will continue to work with agency and consultant partners to improve the performance and competitiveness of the transit element of the project after it enters preliminary engineering. RTC's role in this element will enhance local oversight in the transit-modeling element of the CRC Project.

RTC's Work in the CRC Project:

- RTC will participate in the Project Development Team, a host of technical working groups including, Travel Demand Forecasting, Environmental, Transit, and New Starts. RTC will also continue as a key participant in the bi-weekly FTA-FHWA coordination meetings.

- RTC will have key activities in the CRC transportation planning work element. This includes the development of study parameters, data collection, initial and secondary screening of alternatives, transportation analysis of baseline and build alternatives, and support for other tasks, including the environmental and design tasks. RTC will act as the lead Clark County agency to review and assist in developing and conducting the transportation analyses for the No Build, Baseline and recommended build alternative and will work collaboratively with Metro on the travel forecasting process.

- RTC will provide key assistance to the project team on the review and development of required New Starts submittals for the Federal Transit Administration. RTC will provide assistance in the definition of the No Build and Build alternatives in collaboration with C-TRAN and local jurisdictions. RTC will work actively with key partners and the project team to define the Federal Transit Administration required Baseline Alternative that provides the key comparison to the Build alternatives in measuring their cost effectiveness. After the selection of an LPA, these efforts will focus on refinements to the No Build, Baseline and recommended transit build alternative.

- RTC will provide quality assurance and review of the FTA required SUMMIT analysis and will participate in equilibrating and refining the alternatives based on technical analysis and oversight by FTA.

- RTC will work on the CRC Project in partnership with the sponsor agencies made up of ODOT, WSDOT, Metro, the cities of Vancouver and Portland, TriMet, C-TRAN, and RTC. Key elements of this coordination will include the following: prepare documentation to FTA for the New Starts submittal required to enter into preliminary engineering for the transit project, develop and complete the Final Environmental Impact Statement (FEIS) as well as the record of decision for the multimodal transportation project.

- RTC's specific role in FY 2008/09 is to work cooperatively with regional partners on all elements of the FEIS and to specifically assist with the development of travel demand networks and analysis of model results, traffic analysis associated with tolling options, and development of multimodal Columbia River Crossing alternatives.

- RTC will attend and contribute to public participation activities relating to the CRCP.

Relationship To Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The Columbia River Crossing project is addressed in the

Strategic Plan section of RTC's adopted MTP (December 2007). As the CRC project progresses, this will be reflected in MTP updates.

This RTC work element relates to the "ODOT - I-5/Columbia River Crossing" work element described in Metro's FY 2008-09 Unified Work Program (UWP).

FY 2009 Products

- Definition of the Locally Preferred Alternative for the CRC project.
- Work on the FEIS and record of decision for the multimodal transportation project.
- FTA New Starts documentation.

FY 2009 Funding: RTC

FY 2009 Expenses:		**FY 2009 Revenues:**	
RTC	$115,626	WSDOT	$115,626
Total	**$115,626**		**$115,626**

The work element is led by ODOT/WSDOT.
The numbers above represent the balance of funds estimated to be available to RTC as of July 1, 2008.

1F. CLARK COUNTY HIGH CAPACITY TRANSIT SYSTEM STUDY

Regional transportation policy direction surrounding the issue of high capacity transit, including corridors and alternative high capacity transit modes, has been an uncertain part of the regional transportation system for the last 10 years. In late November of 2004, the 2005 federal transportation Appropriations Bill included a $1.488 million earmark to RTC for the analysis of the I-5/I-205/SR-500 transit loop. The purpose of the HCT study is to identify a high capacity transit system that provides efficient and high quality transit service connecting residents with where they need and want to go. The key outcomes of the study include the identification of the most promising high capacity transit corridors, modes, and policies for developing a Clark County HCT system. The study's HCT corridor system is targeted to be incorporated into RTC's Metropolitan Transportation Plan, C-TRAN's 20-year Transit Development Plan and the Clark County Comprehensive Growth Management Plan. The technical analysis and policymaking process includes the participation of RTC member jurisdictions with land use, transportation, and transit authority that would be impacted by the HCT policies.

The need for developing a high capacity transit system was predicated on the assumption that as planned growth and economic development continue, traffic volumes will increase. The constrained ability to expand highway capacity in a number of the major regional corridors could be expected to cause traffic congestion to worsen so increasing the need to develop an alternative to the auto. The High Capacity Transit System Study, initiated in 2007, is anticipated to be completed in July 2008.

The next phase in the HCT project development process would be to identify the top priority HCT corridor to go into Federal Transit's New Starts Alternative Analysis process.

Work Element Objectives

- Implement the Clark County High Capacity Transit System Study's scope of work.
- Identify a set of high capacity transit policies that would balance the land use goals, transit priorities, and regional transportation system needs to guide the development of the region's high capacity transit element.
- Provide information on the feasibility of a range of high capacity transit options within Clark County.
- Identify the most promising high capacity transit corridors and modes in order to increase the level of transit service in Clark County.
- Address connection to any high capacity transit solutions that may result from the Columbia River Crossing project.
- Re-designate high capacity corridors in the Metropolitan Transportation Plan.
- Provide preliminary financial information for HCT.

Relationship To Other Work Elements

Transit is an important component of the regional transportation system. Transit as a component of the regional transportation system provides mobility and accessibility to help support the region's growth and economic development goals. The Clark County High Capacity Transit System Study is included in the Strategic Plan section of the Metropolitan Transportation Plan for Clark County (December 2005). The recommendations of this study, including high capacity transit policies and goals for the Clark County region, will be incorporated into the MTP. The study recommendations will be embedded in the C-TRAN long range plan and local comprehensive plans.

FY 2009 Product

- HCT Policy Recommendations and System Plan (anticipated July 2008).

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC	275,000	Section 5309	220,000
		Local Match (20%)	55,000
Total	**275,000**		**275,000**

Federal and local funds were programmed in the 2006-2008 MTIP for Clark County and STIP. The balance of funds will be carried forward from the FY 2008 into the FY 2009 UPWP.

IG. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 1990. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003, and February 2006. In 2003, Skamania County completed a transit feasibility study and recommendations of this transit study continue to be implemented. In January 2007, a Human Services Transportation Plan, that included the Skamania County area, was adopted. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

- Conduct a regional transportation planning process.
- Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update, if needed.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Further develop the transportation database for Skamania County, for use in the Regional Transportation Plan update.
- Coordinate with WSDOT staff and review plans of local jurisdictions for consistency with RTP and WTP.
- Continuation of transportation system performance monitoring program.
- Assistance to Skamania County in implementing a new federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
- Work with Skamania County to ensure that High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
- Continue assessment of public transportation needs, including specialized human services transportation, in Skamania County. Recommendations of the 2003 Skamania County Transit Feasibility Study began implementation in 2004 when commuter service between Skamania County and Clark County (Fisher Landing Transit Center) was initiated. Work with Skamania County in its coordination with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations, such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. To help meet the region's need for special services transportation, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.
- Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
- Assistance to Skamania County in conducting regional transportation planning studies.

Relationship To Other Work Elements

The RTPO work program activities for Skamania County will be tailored to the County's specific needs and issues and, where applicable, coordinated across the RTPO region with Clark County to the west and with Klickitat County to the east.

FY 2009 Products

- Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
- Continued development of a technical transportation planning assistance program.
- Development of the 2009-2012 Regional Transportation Improvement Program.
- An updated Regional Transportation Plan if warranted after review of existing Plan.
- Coordinate with WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC	18,723	• State RTPO Planning (Group 1)	17,733
		• State RTPO - Long Range 2	990
Total	**18,723**		**18,723**

1H. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 1990. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The Klickitat County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003 and February 2006. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County is kept up to date. RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

- Continue regional transportation planning process.
- Ensure the Klickitat County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Keep the transportation database for Klickitat County updated and current so that data and information can be used as input to the Regional Transportation Plan.
- Coordinate with WSDOT staff and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
- Review plans of local jurisdictions for consistency with RTP and WTP.
- Work with Klickitat County to ensure that High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
- Continuation of transportation system performance monitoring program.
- Assistance to Klickitat County in implementing the new six-year federal transportation reauthorization bill. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation, in Klickitat County. Currently, Klickitat County is fulfilling transit service needs through grant funding. Work with Klickitat County in its coordination with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations, such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. To help meet the region's need for special services transportation, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.
- Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
- Assistance to Klickitat County in conducting regional transportation planning studies.

Relationship To Other Work Elements

The RTPO work program activities for Klickitat County are tailored to the specific needs and issues of the Klickitat County region and, where applicable, coordinated across the RTPO.

FY 2009 Products

- Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
- Continued development of a technical transportation planning assistance program.
- Development of the 2009-2012 Regional Transportation Improvement Program.
- An updated Regional Transportation Plan if warranted after review of existing Plan.
- Coordinate with WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2009 Expenses:		**FY 2009 Revenues:**	
	$		$
RTC	21,737	• State RTPO Planning (Group 1)	19,887
		• State RTPO - Long Range 2	1,850
Total	**21,737**		**21,737**

1I. STATE ROUTE 35 COLUMBIA RIVER CROSSING: FEIS

The SR-35 Columbia River Crossing Final Environmental Impact Statement (FEIS) work element results from a local grass roots effort by a wide range of individuals who are interested in the near-term and longer-term future of the White Salmon/Bingen, Washington and Hood River, Oregon region. A Draft Environmental Impact Statement (DEIS) was completed in January 2004 that assessed the environmental impacts of three action alternatives as well as a "no action" alternative. The SR-35 Columbia River Crossing FEIS will evaluate potential impacts of the preferred alternative as well as the other alternatives that were evaluated in the DEIS.

The existing Columbia River Bridge is referred to locally as the Hood River Bridge and was built in 1924. The bridge spans the Columbia River connecting the cities of Bingen and White Salmon in Washington to Hood River in Oregon. This bridge is the second oldest Columbia River crossing and one of only three crossings in the Columbia River Gorge National Scenic Area. It provides a vital economic link between Washington and Oregon communities and commerce. The existing structure is 4,418 feet long with two 9.5-foot wide travel lanes and no pedestrian or bicycle facilities. It has open grid steel decking, which is known to adversely affect vehicle tracking.

The Final Environmental Impact Statement and preliminary design is expected to begin in 2009 and last approximately one year. The SR-35 Columbia River Crossing FEIS will be funded with $547,500 in federal funding and state/local matching funds. The FEIS will be managed by RTC in partnership with WSDOT and ODOT and will be carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

- Conduct an environmental evaluation of alternatives to meet NEPA requirements and produce a Final Environmental Impact Statement (FEIS).
- Conduct a public and agency participation program including communication and outreach to tribes that builds a decision-making structure and local consensus for a long-term solution.

Relationship To Other Work Elements

The SR-35 Columbia River Crossing FEIS is most closely related to work under the Klickitat County RTPO work element and is also of significance to the Skamania County RTPO work element.

FY 2009 Products

- Final Environmental Impact Statement (FEIS) and preliminary design.

FY 2009 Expenses:	$	FY 2009 Revenues:	$
RTC	20,000	Federal High Priority	273,500
Consultant	321,875	ODOT & WSDOT Match	64,102
		Other local Match	4,273
Total	**341,875**		**341,875**

$547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Act, SAFETEA-LU (2005), after takedowns. The table above assumes 50% to be used in FY 2009 and 50% in FY 2010.
Local matching funds are required but sources have not been finalized.

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

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel forecasting model, and includes functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in updating and implementing Comprehensive Plans required by the state's Growth Management laws. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs and its output is used to support development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program. EMME/2 software has been used to carry out travel demand and traffic assignment steps in this region. However, to enhance micro-simulation capabilities, RTC is transitioning to use of the PTV Vision suite of modeling software (including VISUM and VISSIM). RTC continues to coordinate with Metro on use of Metro's regional model and to ensure that model data input, including census demographic data and land use, are current.

This work element also includes air quality planning. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Currently, under the new federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as an "unclassifiable/attainment" area for ozone and no longer needs to demonstrate conformity, therefore regional emissions analyses of the Plan (MTP) and Program (MTIP) were no longer required for ozone after June 15, 2005, when the new standard took effect. The Vancouver AQMA is designated as a CO maintenance area. In 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency (EPA). The Limited Maintenance Plan received a finding of adequacy by EPA, which was published in the Federal Register on December 4, 2007. The adequacy finding means that emissions from the on-road transportation sector in the Vancouver region will continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses for the Plan (MTP) and Program (MTIP), and emission budget tests, are no longer required. CO conformity analysis for transportation projects must still be conducted. RTC will continue technical support for local jurisdictions and agencies with use of the EPA Mobile Emissions model and analysis of project-level air quality impacts for CO. RTC also assists the region's air quality planning program in providing demographic forecasts, develops a Vehicle Miles Traveled (VMT) grid, and monitors changes and growth in VMT.

Work Element Objectives

- Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data, developed by C-TRAN. The database is used as support for development of regional plans, travel forecasting model and transportation maps. Maps help RTC develop visualization tools to help make transportation plans more understandable.
- Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, the Census Bureau's American Community Survey, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data (http://nhts.ornl.gov/2001/index.shtml), travel behavior survey data, and County GIS information.
- Continue to maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.

- Compile accident data for use in development of plans and project priorities.
- Analyze demographic forecasts for the region for use in regional travel forecast model development. RTC reviews the Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs) and incorporates these assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.
- Analyze growth trends and relate these to future year population and employment forecasts.
- Coordinate with Metro on procedures for forecasting the region's population and employment data for future years as well as on Metroscope development, a process that integrates land use development and transportation system change in an integrated model. RTC staff will also research the use of models such as UrbanSim to enable integrated transportation and land use modeling.
- Continue to incorporate transportation planning data elements into the ArcInfo system and work with Clark County's Assessment and GIS Department to support transportation data being incorporated in the County ArcGIS system.
- Maintain GIS layers for the designated regional transportation system, federal functional classification system of highways and freight routes.
- Assist local jurisdictions in analyzing data and information from the regional transportation data base and in updating and implementing GMA plans, including Concurrency Management programs.
- Coordinate with the County's computer division to update computer equipment and software, as needed.
- Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.
- Develop and maintain the regional travel model to include: periodic update to provide updated base year and twenty year horizons together with necessary re-calibration, network changes, speed flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements.
- Document the regional travel forecast model development and procedures.
- Update RTC travel demand model codes with WinMTX, which is developed by RTC staff. WinMTX is a matrix manipulation tool set written in Visual Basic. It will be upgraded and optimized continuously to run travel demand models more efficiently.
- Work with state and local agencies to help them use the regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, the procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are followed.
- Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.
- Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP) to learn about model development in Oregon and the Portland region. A major travel activity survey has been planned by Metro in coordination with Oregon MPOs and RTC. The travel activity and behavior survey information is used to support development of the regional travel forecast model.
- Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency,

peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style, as well as the more traditional transportation issues.

- Continue research into regional travel forecasting model enhancement.
- The transition from use of EMME/2 to the PTV Vision suite of software as part of the regional travel model process will continue in FY 2009. The PTV Vision software includes VISUM for strategic transportation planning and VISSIM for traffic analysis and management. The transition will require staff training and development of a new framework for modeling analyses. The new software will provide better integration of transportation planning and transportation operational analysis through use of traffic simulation tools. Use of the new, integrated transportation planning and operational analysis software will necessitate the development of standard practices and travel modeling parameters to achieve consistency in transportation analysis.
- Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies.
- Continue to expand RTC's travel modeling scope through development of operational modeling applications and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis.
- Further develop procedures to carry out post-processing of results from traffic assignments.
- Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. In FY 2009, the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data to support project design and implementation.
- Assist local jurisdictions in conducting their Concurrency Management Programs by modifying the travel model so it can be used to analyze defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvement needs.
- Continue technical model participation in the CRC Project including transportation data and analysis and the travel demand model elements of the Clark County side of the project. In addition, act as lead agency for the preparation, review, coding, and refinement of transit network alternatives within the travel demand model process
- Provide technical support for analysis of High Capacity Transportation (HCT) needs in the Clark County High Capacity Transit Systems study.

Air Quality Planning

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2009, this will include addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area recently found to be adequate by the EPA. In addition, the Portland-Vancouver area is reclassified from maintenance to attainment status for ozone based on the Environmental Protection Agency’s (EPA’s) eight-hour ozone standard. However, monitored data still indicates potential ozone problems.

- Because of the new eight-hour standard for ozone, an ozone emissions budget is no longer required for the MTP. In addition, the Limited Maintenance Plan for CO eliminates the need for a CO mobile emissions budget in the MTP. The Limited Maintenance Plan calls for the Southwest Clean Air Agency to track countywide mobile emissions through the Ecology emission inventories triennially to verify continued attainment. Transportation analysis and Vehicle Miles Traveled data required to estimate emission inventories will be provided by RTC.

- Work with the air quality consultation agencies to comply with the new provisions under consideration under the proposed new standard for Particulate Matter of 2.5 mcg (PM 2.5). The Environmental Protection Agency (EPA) is evaluating monitored data to determine if the Vancouver Air Quality Maintenance Area (AQMA) is in violation of the new standard. If transportation is a significant contributor, new transportation conformity requirements may be required. RTC will coordinate with air agencies to determine the regulatory and technical impact of conformity.

- Program any identified TCMs in the Metropolitan Transportation Improvement Program (MTIP), as necessary.

- Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.

- Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. In addition, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.

- Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. This consultation process includes support for the review, update, and testing of any new Mobile 6 emissions model, to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.

- Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model.

- Tracking of mobile emission strategies required in Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.

- Provide assistance to SWCAA, as needed, to produce mobile emissions inventory estimates, vehicle miles traveled information and other transportation data in support of the Carbon Monoxide Limited Maintenance Plan requirements. In addition, determine and carry out any responsibilities that may be required under the region's status as an Ozone attainment area.

- Analyze transportation data as required by federal and state Clean Air Acts.

- Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.

- Use TCM Tools, where applicable, to assess the comparative effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for MTIP programming and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.

- Review project conformity and conduct project conformity analysis for agency members, when requested, for the Vancouver AQMA.
- Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

Transportation Technical Services

- The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common and consistent regional basis for analysis of traffic issues is a key element in maintaining, planning for and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of the land use and growth forecasts into the travel demand model. In FY 2009, RTC staff will continue to provide support to local agencies transitioning to use of PTV Vision software. In addition, RTC will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

Relationship To Other Work Elements

This element is key to support for all RTC's regional transportation planning activities including developing visualization tools and materials to help make transportation plans more understandable. Output from the database is used by local jurisdictions and supports development of the MTP, MTIP, congestion management report and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Process and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecast model. Development and maintenance of the regional travel forecasting model is vital as the most significant tool for long-range transportation planning.

FY 2009 Products

- Update of the regional transportation database with data from the U.S. Census, including the US Census Long Form Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) which derives data from a much smaller sample than the census, as well as the National Household Travel Survey (NHTS).
- Analysis of Clark County transportation information. The main elements include: transportation measures in the GMA update, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues.
- Update the base year for the regional travel forecast model to 2006. The MTP's long-range planning horizon is currently at 2030 and was revised for the December 2007 MTP update following adoption of the updated Comprehensive Growth Management Plan for Clark County (September 2007). A six-year model may also be developed for nearer-term planning purposes such as concurrency program and Capital Facilities Plan (CFP) development.
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements.
- Integration of transportation planning and GIS Arc/Info data.
- Coordinate with Clark County on maintenance and update of the highway network and local street system in a GIS coverage. A comprehensive review and update of the federal functional classification system will be

completed to be as consistent as possible with adopted local comprehensive plans. This update will include an updated report on total road mileage in the region.

- Work with regional bi-state partners on freight transportation planning including improving truck forecasting ability. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.
- Update of the traffic count database.
- Technical assistance to local jurisdictions.
- Transportation data analysis provided to assist C-TRAN in planning for future transit service provision.
- Purchase of updated computer equipment using RTPO revenues.
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling.
- Host Transportation Model Users' Group (TMUG) meetings.
- Update of travel demand codes in the WinMTX as Metro updates the regional travel forecast model structure.
- Refine travel forecast methodology using the VISUM and VISSIM software.
- Documentation of regional travel forecasting model procedures.
- Re-calibration and validation of model as necessary.
- Review and update of model transportation system networks, including highway and transit.
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts.
- Re-evaluate the peak one hour analysis and continue to consider adoption of multiple peak hour period in the regional travel model process.
- Use regional travel forecasting model data for MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP and support for corridor planning studies and environmental analysis such as the I-205 Corridor environmental process and I-5 Columbia River Crossing Project.

Air Quality Planning

- Participation in development of the transportation elements of air quality Maintenance Plan updates coordinated with Southwest Clean Air Agency.
- Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990.
- Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities.
- Project level air quality conformity analysis as requested by local jurisdictions and agencies.

Transportation Technical Services

- RTC will continue to serve local jurisdictions' needs for travel modeling and analysis.

- Output from the regional travel forecast model is used in the analysis process for local transportation concurrency analyses and concurrency program development. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements.
- Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region.
- Use of model results for local development review purposes and air quality hotspot analysis.
- Technical support for the comprehensive growth management planning process in the Clark County region. Local comprehensive plans were updated in 2004 and revisions for the Comprehensive Growth Management Plan for Clark County are anticipated in 2007.

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC	403,992	• Federal FHWA	170,458
Computer Equipment (use of RTPO revenues)	6,000	• Federal FTA	68,228
		• Federal STP	80,000
		• State RTPO Planning (Group 1)	22,075
		• State RTPO - Long Range 2	29,400
		• MPO Funds	39,831
Total	**409,992**	**Total**	**409,992**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$56,146

2B. TRAVEL BEHAVIOR SURVEY

A major activity based travel survey has been planned by Metro in coordination with Oregon MPOs and RTC. A region-wide, home-based travel survey has not been conducted in this region since 1995. The scoping and preparatory work needed to conduct the survey will begin in 2008 with the actual survey anticipated to be conducted in 2009. Preparation for the survey will require coordination with transportation planning partners on both sides of the Columbia River.

Work Element Objectives

- Conduct an updated activity based travel survey to inform the regional transportation planning process and enable update and calibration of the regional travel forecasting model.
- Use appropriate data collection techniques and equipment such as GPS units to collect data and beginnings of a longitudinal panel survey

Relationship To Other Work Elements

The travel activity and behavior survey information is used to support development of the regional travel forecast model to support regional transportation planning.

FY 2009 Products

- Preparation for the travel behavior study.
- Fielding of the travel and activity based survey.

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC	462,428	STP	400,000
		Local Match	62,428
Total	**462,428**		**462,428**

Federal STP funds are programmed in the MTIP for Clark County in anticipation of the survey.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Coordination Committee that addresses both transportation and land use issues of bi-state significance. In addition, this Coordination and Management work element provides for public outreach and involvement activities as well as the fulfillment of federal and state requirements.

Work Element Objectives

Program Coordination and Management

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership and coordination as well as represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate and promote regional and bi-state transportation issues with the Washington State legislative delegation and with the Washington State congressional delegation. The Washington State legislative delegation from this region are ex-officio, non-voting members of the RTC Board of Directors.
- Represent RTC's interest when working with organizations such as the following: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on implementation of Washington's Transportation Plan (WTP). The WTP update was adopted in November 2006.
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. The Human Services Transportation Plan (HSTP) for the RTC region was adopted in January 2007 and will be reviewed in FY 2009. RTC will coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. During FY 2009, it is anticipated that the Clark County Human Services Transportation Stakeholders Group first convened to develop the HSTP in 2006 will be re-convened to support potential Plan update and future project identification.
- Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will work with local partners to participate in ACE meetings. In 2008, RTC

anticipates continuing participation in the Steps Walkability Policy Team. Participation in the Walkability Team helps partnership efforts between RTC, Community Choices, local jurisdictions, WSDOT, health interests and local advocates to help support pedestrian transportation issues and development of pedestrian-friendly environments. RTC also anticipates working with local jurisdictions on planning for pedestrian and bicycle transportation modes. RTC staff will continue to collaborate with statewide ACE stakeholders. These stakeholders include the state Departments of Health, Transportation, and Community, Trade and Economic Development as well as other Regional Transportation Planning Organizations and some local health departments. RTC will work with local partners to complete and/or update community assessments regarding Active Community Environments, review policies and suggest projects to improve non-motorized transportation modes in the Clark County region.

- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in September 2007. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.
- Communicate and outreach to tribes in the region regarding transportation issues.
- Facilitate early environmental decisions in the planning process through work with resource agencies and local partners. This may involve working with the Signatory Agency Committee (SAC) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon as well as with the State Historic Preservation Office.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation.
- Represent the MPO at EIS scoping meetings relating to transportation projects and plans.
- Provide support for the Governor’s Executive Order 07-02 on climate change and RCW 80.80.
- Monitor new legislative activities as they relate to regional transportation planning requirements.
- Participate in transportation seminars and training.
- Prepare RTC’s annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2008 this will include the I-5 Columbia River Crossing Project and implementation of the Delta Park Widening Project.
- Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.

Bi-State Coordination Committee

- In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. RTC and Metro coordinate the organization of meetings of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including around 60,000 daily commuters who travel from Clark County to Portland to work. In 2008/09, the Committee can be expected to address the bi-state elements of the following projects/issues: Columbia River Crossing Project, Clark County HCT System Study, the Transportation Corridor Visioning Study, freight rail issues, regional transportation plans, and federal earmark requests. RTC and Metro would continue to serve as staff to the Committee.

Public Participation

- Increase public awareness of and provide information on regional and transportation issues. SAFETEA-LU requires that public outreach include visualization techniques including web site content, maps and graphics.
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.
- Periodically review the Public Participation Plan (PPP) to ensure its currency and update as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Hold public outreach events, including meetings relating to the MTP and MTIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN.
- Conduct public participation process for any special projects and studies conducted by RTC.
- Continue to update the RTC web site (http://www.rtc.wa.gov) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.
- Participate in the public participation programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.
- Communicate with local media.
- Maintain a mailing list of interested citizens, agencies, and businesses.
- Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.

- Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
- Support InterACT's efforts to raise awareness and solicit feedback from the public on transportation issues. InterACT is a subsidiary of Identity Clark County, a private, non-profit organization focused on community and economic development.

Federal Compliance

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program. The current federal Transportation Act is SAFETEA-LU enacted in 2005. Update to the federal Act is anticipated for 2009.
- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also produced.
- Certify the MPO transportation planning process as required by federal law. Every four years, federal reviewers meet with RTC and Metro in a weeklong series of meetings to complete the MPO federal certification process. This certification process is due to be held in September or October 2008. Self-certification of the MPO then occurs in the subsequent three years.
- Gather and analyze data to support C-TRAN and local jurisdictions' implementation of the Americans with Disabilities Act (ADA) enacted by the federal government in 1990. The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.
- Report annually on Title VI activities. The Title VI Plan was adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation follows release of the most recent decennial Census data.
- Compliance with Title VI and related regulations such as the President's 1994 Executive Order 12898 on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE). Coordinate with Southwest Clean Air Agency (SWCAA) on maintenance plan update and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.
- Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies, in Plan documents.

- As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental Protection, conservation, and historic preservation. Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, if available.

Relationship To Other Work Elements

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

FY 2009 Products

Program Coordination and Management

- Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
- Year 2009 Budget and Indirect Cost Proposal.
- Participation in Metro's regional transportation planning process.

Bi-State Coordination Committee

- Bi-State Coordination Committee meeting materials produced in partnership with Metro.

Public Participation

- Documentation of public participation and public outreach activities carried out by RTC during FY 2009.
- Participate in public outreach activities related to regional transportation planning program and projects.
- Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences as well as through regular update to RTC's website.
- Continue to work with InterACT, which as a part of Identity Clark County leads a community-wide effort to create real solutions to Clark County's transportation issues.

Federal Compliance

- Completion of questionnaires and assembling of materials in summer 2008 in preparation for the federal MPO certification review process due in September or October 2008. MPO certification documentation will be prepared. A certification statement will be included in the MTIP.
- An adopted FY 2010 UPWP, annual report on the FY2008 UPWP and, if needed, amendments to the FY 2009 UPWP.
- Conduct data analysis and produce maps to support implementation of Title VI and environmental justice and documentation of the Title VI and Executive Order 12898 (Environmental Justice) program, as necessary. RTC completes a Title VI report annually.

FY 2009 Expenses:	$	**FY 2009 Revenues:**	$
RTC	219,528	• Federal FHWA	78,454
		• Federal FTA	31,402
		• Federal STP	60,000
		• State RTPO Planning (Group 1)	10,160
		• State RTPO - Long Range 2	21,180
		• MPO Funds	18,332
Total	**219,528**		**219,528**

Note: Federal $ are matched by state and local MPO $.
Minimum required match: $29,459

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2009 Unified Planning Work Program* that provides details of each planning element outlined below.

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

1. Support the I-5 Columbia River Crossing (also known as the Portland-Vancouver I-5 Transportation and Trade Partnership). Specific activities include:
   a. Support the Draft Environmental Impact Statement Phase.
   b. Provide staff support for the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
   c. Work with local and regional partners to develop and implement plans and activities related to TDM/TSM.
2. Coordinate with the RTPO's, MPO's, local jurisdictions, transit agencies, and tribes on updating the WTP, including an updated HSP. Specific activities include:
   a. Coordinate with MPO's, RTPO's, local jurisdictions, transit agencies and tribes in developing and refining solutions for highway deficiencies.
   b. Refine solutions and cost estimates for mobility improvements to update the HSP database.
   c. Conduct performance measurements and benefit-cost analyses of proposed improvements for project prioritization.
   d. Analyze and prioritize mobility and safety deficiencies on the state highway system.
   e. Update the travel delay program database.
   f. Transition traffic modeling analysis from EMME2 to Visum and Vissim software platforms.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
7. Provide public information and support opportunities for public participation and communication in elements of regional and statewide activities.
8. Coordinate with counties and local jurisdictions on planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements. Provide consultation and plan review for locally initiated studies or projects that include state facilities.

9. Review transportation sections of local comprehensive plans and development ordinances to assure consistency among jurisdictions, and with the State Highway System Plan.
10. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.
11. Coordinate freight rail planning issues with ODOT and WSDOT Rail Offices, MPO's/RTPO's, local jurisdictions and ports.
12. Participate in regional data collection, analysis and planning activities related to freight mobility issues.
13. Implement elements of the local Commute Trip Reduction program.
14. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
15. Work with RTC, ODOT and local governments on the SR 35 Columbia River Crossing Study.
16. Support the development of a long-term route development plan for routes consistent with the 2007-2026 Highway System Plan.
17. Support special studies on congestion relief issues or other topics and various Corridor, Route and special studies including such topics as Urban Area Access Management Implementation Strategic Plan Study, Regional Freight and Goods Movement, high Capacity Transit System Study.
18. Support Governor and Transportation Technical Working group as they develop goals for Climate Change, reductions in greenhouse gas emissions and strategies for transportation.

WSDOT PLANNING GROUP WORK ELEMENTS:

Planning and Administration
Public Information/Communications/Community Involvement
MPO/RTPO Regional and Local Planning
- MPO/RTPO Coordination and Planning
- Bi-State Coordination
- Tribal Coordination
- Regional or Local Studies

Corridor Planning
- Route Development Planning
- Corridor and Special Studies
- Corridor Management Planning

State Highway System Plan
- Deficiency Analysis
- Benefit/Cost Analysis

Data and Research
- Data Collection/Analysis
- Travel Demand Forecasting

Transportation Planning and Coordination
- Public Transportation and Rail Planning/Coordination
- Multimodal/Intermodal Planning/Coordination
- Transportation Demand Management (TDM)
- Commute Trip Reduction
- Congestion Relief/High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
- Non-Motorized (Bike & Pedestrian Planning/Coordination
- Freight Mobility Planning/Coordination
- Coordinate Access Management/SEPA/NEPA reviews and mitigation
- Local Comprehensive Plans/County Planning Policies and Other Policy Review
- Climate Change Transportation Planning and Coordination

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2009 (July 2008 through June 2009):

Regional Participation

C-TRAN will coordinate its transit planning with other transportation planning activities in the region through the Southwest Washington Regional Transportation Council (RTC). C-TRAN will continue to work with the MPO's, DOT's, city, county and regional agencies, and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN will also participate in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2008-09:

1. Columbia River Crossing Project: C-TRAN continues to work with regional partners in developing and recommending multimodal and highway capacity improvements to the I-5 Trade Corridor, including:
    a. Highway improvements to reduce bottlenecks and enhance express bus service.
    b. High capacity transit (HCT) option supported with local bus service.
    c. Transportation demand management and system management to reduce congestion and improve transit performance.
    d. Project sponsorship planning, and
    e. Implementation planning for local preferred alternative and New Starts proposal and application.
2. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
3. Human Services Transportation Plan: C-TRAN will assist in updating the Clark County Human Services Transportation Plan.
4. Participate in ongoing regional HCT planning and engineering studies.

Transit Planning

The C-TRAN **20-Year Transit Development Plan** will be completed and adopted by the Board of Directors. The Plan will include growth strategies for C-TRAN's future and allocation of resources among transit services. The Plan will also include a long-range capital facilities plan, address development of a high capacity transit system in Clark County and will begin to implement the Board's 50-Year Vision Statement.

High Capacity Transit Corridor Alternatives Analysis: Contingent on federal funding, C-TRAN will initiate an Alternatives Analysis (AA) Study for a preferred HCT corridor in Clark County in anticipation of a Small Starts project. The study will consider projected growth in the corridors identified by the RTC HCT Study to be complete din mid-2008, resulting in travel demand and sub-area plans. Information gathered will lay the foundation needed for planning C-TRAN's future HCT capital projects.

Rideshare Vanpool Program Development: C-TRAN will initiate a Vanpool Program within Clark County. The Vanpool Program will support local and regional Commute Trip Reduction (CTR) plans from Southwest Washington by providing another ridesharing option to help reduce single occupant vehicle trips during peak commute periods within Clark County and bi-state trips to the metropolitan Portland area.

Park & Ride Study: A park & ride demand study for the I-5 and I-205 corridors in Clark County will be conducted to update information last developed in the 1990's. The study will consider projected growth in Clark County and the cities within the county, and the resulting increase in travel demand. Information gathered will lay the needed foundation for planning C-TRAN capital projects.

Short-Range Planning: Following public review and input, the published *2008-2013 Transit Development Plan* will identify capital and operational changes planned over the six-year period.

Capital Facilities Master Plan: A system wide facilities master plan will be prepared that will consider the need for expanded facilities such as conducting a real estate market analysis and financial feasibility study to assess the potential for transit oriented development at Fisher's Landing Transit Center. The master plan will also consider the need for new facilities such as the Central County Park & Ride that requires a conceptual design, traffic analysis and environmental analysis to facilitate future development of this facility.

65th Street Administration, Operations and Maintenance (AOM) Campus Expansion: C-TRAN will initiate a site master plan for the expansion of the AOM facility contingent on federal funding. Purchase property to support he potential expansion area needs identified in the Preliminary Facility Needs Assessment prepared for C-TRAN in 2007.

Long-Range Transit Planning: C-TRAN will begin long-range transit corridor planning and AA for system planning and route development utilizing state-of-the-art modeling analysis software to predict ridership and operating cost projections suing VISUM and VISSIM software.

Station Area Planning: C-TRAN will participate in station area planning to provide for higher densities and mixed use developments within ½ mile of proposed future HCT stations and termini associated with various HCT lines under consideration by various planning studies. Land uses will be transit and p3edestrian focused, requiring less space for parking and reduced reliance on cars.

Fixed Route Service Reliability Study: C-TRAN has been awarded a grant to plan, locate, and develop a traffic signal prioritization system. C-TRAN will coordinate the traffic signal priority corridor analysis and prioritization study to improve transit travel times in conjunction with Phase III of the Regional Vancouver Area Smart Trek (VAST) project.

Public Information and Feedback

C-TRAN will inform and educate riders, businesses and the public and will continue to work with the disabled and environmental justice communities to ensure a broad level of public participation in the planning and delivery of regional and local transit services. Users of innovative transit services will be queried as to the effectiveness of the new service, with service revisions possible during 2008-09.

A Customer Survey will be conducted in FY 2009. These tools provide another means to interact with Clark County residents/businesses and C-TRAN customers' needs, providing public feedback to inform service planning decisions. Each of C-TRAN's major planning activities will include a public information and feedback process.

Environmental Justice and Title VI: C-TRAN will seek to avoid, minimize, or mitigate disproportionately high and adverse human-health and environmental effects, including social and economic effects, on minority populations and low-income populations. Environmental justice impacts will be analyzed and documents for system changes, including service, fares, and capital facilities.

Intelligent Transportation System

Vancouver Area Smart Trek (VAST) is a cooperative Intelligent Transportation System (ITS) program that includes transportation agencies in Clark County. The VAST program partnership is coordinated with similar efforts underway in the Portland area to ensure ITS strategies throughout the region are integrated. ITS investments are made possible by significant federal grants and earmarks that C-TRAN has received.

Automatic Passenger Counting and Automatic Vehicle Location systems data will be applied as analytical planning tools to evaluate route performance, and target marketing activities that generate additional ridership. ITS improvements will allow C-TRAN to more effectively operate and schedule fixed route and demand response service, as well as more efficiently gather data required by FTA.

Phase II: VAST improvements in phase II will allow for enhanced maintenance, provide dynamic schedule information to customers, and ensure ADA requirements are met. Implementation of Phase II is expected in the 2008-09 UPWP period and includes:

Automatic Fleet Maintenance software
Next bus signage at transit centers
ADA-compliant on-board announcements.

Phase III: Planning for Phase III will occur in 2008-09 and will include:

Traveler information delivered electronically
Traffic signal corridor analysis and prioritization
Additional traveler information signage.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning studies:

- Updating the Transportation Improvement Program (TIP).
- Maintenance of the Concurrency Management System including monitoring of existing capacity, tracking capacity reserved for approved developments and evaluation of LOS in response to new development proposals.
- Working to implement promising ITS strategies through the Vancouver Area Smart Trek (VAST) process.
- Working with the Bicycle Advisory Committee and other stakeholders to develop a fully integrated Bicycle & Pedestrian Plan during FY 2008-09.
- Conducting local (non-arterial) circulation planning in several unincorporated urban areas to protect the classified arterials and to serve local trips on the local street system.
- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas to reflect changes to previously adopted circulation plans.
- Coordinating road standards with the City of Vancouver.

CITY OF VANCOUVER has identified the following planning studies and other activities:

Citywide Planning / Studies

- 2009-2014 Transportation Improvement Program.
- Year 2008 Transportation Impact Fee Program – annual inflation update to fees.
- City of Vancouver Transportation System Plan (TSP), ongoing development code updates and plan implementation.
- 2008 Concurrency Program – Annual Report.
- High Capacity Transit Study – support to RTC initiative.
- Transportation Corridors Visioning Study – support to RTC initiative.
- Transportation Codes (development and concurrency) updates (ongoing).
- ADA Program – Transition Plan.
- Citywide Annual Traffic Safety Monitoring Report and Evaluation – update.
- City Transportation Services Business Plan Update.
- Vancouver/County annexation Interlocal Agreement Work Program – implementation of work program elements related to transportation per defined schedule.
- Commute Trip Reduction Program – provide direct services to affected employers in support of the Commute Trip Reduction (CTR) program. Contract directly with WSDOT in the provision of those services.

Sub-Area Studies

- Columbia River Crossing, City of Vancouver Coordination & Project Involvement.
- 192nd Avenue South Corridor Subarea Transportation Plan.
- Section 30 Subarea Transportation Plan.
- SWWMC Hospital District Subarea Transportation Plan.
- Annexation Transition Planning & Implementation.
- East 39th Street Rail Yard Overpass Design (with WSDOT).
- Evergreen Highway and Columbia River Trail Plan.
- Vancouver Waterfront Access Improvement—Roads & Rail.
- Fourth Plain Corridor Subarea – streetscape.
- SE 1st Street (SE 164th Avenue to SE 192nd Avenue) Corridor pre-design.

- Phase I implementation CTR Growth and Transportation Efficiency Center (GTEC) – downtown Vancouver.

Capital Improvement Program – Projects and Planning Support

- Year 2008 CDBG Program – project planning and implementation.
- Year 2008 NTS REET Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.
- Mill Plain Traffic Safety Corridor – project planning and implementation, community outreach implementation.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.

CITY OF CAMAS has identified the following planning studies:

- North Lacamas UGA Expansion – Master Plan.
- ADA Inventory Study.
- 2009-2014 Transportation Improvement Program.
- Transportation Impact Study Guidelines, Update.
- Transportation Impact Fee Update.

CITY OF WASHOUGAL has identified the following planning studies:

- Transportation Improvement Program (TIP) – Annual Update.
- Transportation Impact Fee Program - Annual update to fees
- Coordinate with WSDOT and RTC on plans for SR 14 improvements east of Union. Roundabouts are being considered to address safety and capacity issues.
- Park Comprehensive Plan Adoption and Impact Fee Update.
- Sewer Master Plan Adoption – System Development Fee Update.
- Sewer Capital Facility Plan – Annual Update.
- Water Capital Facility Plan – Annual Update.

CITY OF BATTLE GROUND has identified the following planning studies:

- Implement an updated Transportation System Plan developed as part of the comprehensive growth management planning process. Elements of the Plan include the traffic impact fees program, access management, identification of truck routes and Capital Facilities Plan.
- Work with WSDOT on planning for access points onto SR-503 within Battle Ground.

- Establish traffic calming program.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- I-5 North Interchange. Battle Ground will continue coordination with WSDOT as the new interchange at I-5/219th Street is constructed and will continued participation in the WSDOT project to widen SR-502. Both projects are programmed in the MTIP.

CITY OF RIDGEFIELD:

- Complete revision of the City's Transportation Capital Facilities Plan.
- Modify City's transportation impact fee for new development consistent with the revised Transportation Capital Facilities Plan.
- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Continue design, permitting and right-of-way acquisition activities currently underway associated with replacement of the Interstate 5 and State Route 501 (Pioneer Street) interchange.
- Complete a feasibility study for development of a Transportation Benefit District supporting construction of the Interstate 5 and Pioneer Street interchange that is compliant with RCW Chapter 36.73.

PORT OF VANCOUVER:

The Port of Vancouver continues to experience extensive growth. In 2008, the Port will construct Schedule One of its West Vancouver Freight Access Project, purchase and develop 218 acres of waterfront-accessible maritime and industrial property, and prepare nearly 60 acres of light industrial property for construction – all requiring rail and road access.

- The Port will participate in the development and execution of a Clark County-wide freight mobility study.
- The West Vancouver Freight Access projects include rail improvements to the following:
  - This project will improve mainline velocity and capacity by removing a chokepoint at the Vancouver Wye.
  - The project will allow for unit-train access into the Port, and improves rail infrastructure to existing Port facilities.
  - The project will allow the port to serve new tenants on newly-developing maritime and industrial property.

TRANSPORTATION ACRONYMS

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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CM/AQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HB	House Bill
HC	Hydrocarbons

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUD	Department of Housing and Urban Development
IM	Interstate Maintenance
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process (relates to Columbia River Crossing Project)
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JPACT	Joint Policy Advisory Committee on Transportation
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan (relating to air quality)
LOS	Level of Service
LPA	Locally Preferred Alternative
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MDNS	Mitigated Determination of Non-significance
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NHTS	National Household Travel Survey
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
P&R	Park and Ride
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PDT	Project Development Team (relates to Columbia River Crossing Project)
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PIA	Portland International Airport
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PPP	Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PSC	Project Sponsors Council (relates to Columbia River Crossing Project)
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RAP	Rural Arterial Program
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RPG	Regional Partners Group (relates to the Columbia River Crossing Project)
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RW	Right of Way
SAC	Signatory Agency Committee Agreement (Washington)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TC	Transit Center
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21st Century
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan
UAB	Urban Area Boundary
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
V/C	Volume to Capacity

TRANSPORTATION ACRONYMS

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

FY 2009 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2009 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	1. FY 2009 Federal FHWA PL	2. FY 2009 Federal FTA	State RTPO (Group1)	State RTPO (Long Range 2)	Federal STP	Federal CM/AQ	Federal Sec. 5309	Federal High Priority	State (WSDOT/ ODOT)	MPO Funds	Local Funds	RTC TOTAL
I		**REGIONAL TRANSPORTATION PLANNING PROGRAM**												
	A	Metropolitan Transportation Plan	86,299	34,542	11,176	37,240	10,000					20,165		199,422
	B	Metropolitan Transportation Improvement Program	21,396	8,564	2,771							2,709		35,440
	C	Congestion Management Process 3.						75,000				11,705		86,705
	D	Vancouver Area Smart Trek						75,333				11,757		87,091
	E	I-5 Columbia River Crossing 4.									115,626			115,626
	F	Clark County High Capacity Transit System Study 5.							220,000				55,000	275,000
	G	Skamania County RTPO			17,733	990								18,723
	H	Klickitat County RTPO			19,887	1,850								21,737
	I	SR-35 Columbia River Crossing FEIS 6.								273,500				273,500
		Sub-Total	107,695	43,106	51,567	40,080	10,000	150,333	220,000	273,500	115,626	46,337	55,000	1,113,244
II		**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**												
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services	170,458	68,228	22,075	29,400	80,000					39,831		409,991
	B	Travel Behavior Survey					400,000						62,428	462,428
		Sub-Total	170,458	68,228	22,075	29,400	480,000					39,831	62,428	872,418
III		**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**												
	A	Reg. Transp. Program Coord. & Management	78,454	31,402	10,160	21,180	60,000					18,332		219,527
		TOTALS	**356,607**	**142,736**	**83,801**	**90,659**	**550,000**	**150,333**	**220,000**	**273,500**	**115,626**	**104,500**	**117,428**	**2,205,190**

3/25/08

NOTES:

1. Local match for FHWA PL funds is provided from State RTPO and MPO funds.
2. Local Match for federal FTA funds is provided from State RTPO and MPO funds.
3. Assumes use of $75,000 per year programmed in MTIP to support the CMP.
4. 8 months of a 14 month budget. Total funding from Jan 1, 2008 to Feb. 28, 2009 = $202,345.
5. Estimated balance remaining at beginning of FY 09.
6. $547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Bill (SAFETEA-LU, 2005). This assumes 50% to be used in FY 2009 and 50% in 2010.