

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY ) RESOLUTION NO. 06- 3651  
2006 UNIFIED PLANNING WORK PROGRAM )  
) Introduced by Councilor Rex Burkholder

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2006; and

WHEREAS, approval for new funding and projects to the FY 2006 UPWP requires Metro Council consent; and

WHEREAS, the State of Oregon Department of Transportation (ODOT) increased Metro's Federal Metropolitan Planning Funds (PL) contract by \$438,380; and

WHEREAS, the budgets and draft scopes of work to be included in the Unified Planning Work Program are attached as Exhibits A-K; and

WHEREAS, Metro will jointly participate with ODOT and Washington Department of Transportation (WDOT) for the Columbia River Crossing Project; and

WHEREAS, the Columbia River Crossing Project will be funded by an Intergovernmental Agreement through the WDOT; and

WHEREAS, the Columbia River Crossing Project UPWP budget and scope of work is attached as Exhibit H; and

WHEREAS, Metro received a Transportation and Growth Management (TGM) grant to complete a regional freight study as identified in UPWP in Exhibit I; and

WHEREAS, four new local planning studies have been identified for fiscal year 2005-06 in the 2006-09 Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, Metro will participate in the administration of these planning activities through agreements with the ODOT and a local city transportation agency; and

WHEREAS, the budgets and draft scopes of work to be included in the UPWP are attached as Exhibits J; and

WHEREAS, ODOT will amend the ODOT-Metro Marketing Agreement for Regional Travel Options to develop a travel options marketing campaign; and

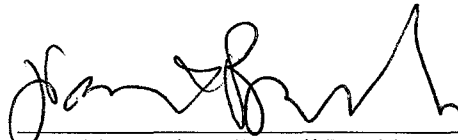
WHEREAS, the management of the Regional Travel Options partner contracts has transitioned from TriMet to Metro which increases Metro's use of Congestion Management Air Quality (CMAQ) funds previously allocated through MTIP as a pass-through to subcontractors; and

WHEREAS, Metro has applied to receive the CMAQ funds; now therefore

BE IT RESOLVED that the Metro Council approves and authorizes the following FY 2006 UPWP amendments:

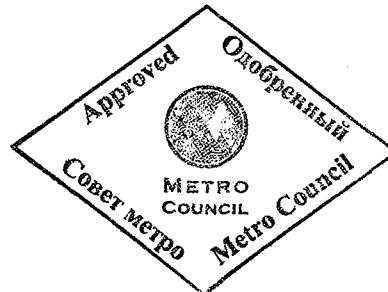
1. The \$438,380 amendment in Federal Highway Planning funds;
2. The addition of \$75,000 to the Freight Study program through a TGM grant;
3. The addition of an intergovernmental agreement to provide \$409,468 for Metro's support on the Columbia River Crossing Project;
4. Inclusion of four new local planning projects of regional significance;
5. The \$586,600 amendment to the ODOT Marketing Agreement for the Regional Travel Options program;
6. The addition of \$433,372 to Regional Travel Options in CMAQ funding; and
7. Metro's Chief Operating Officer is authorized to apply for, accept and execute grants and agreements specified in the UPWP.

ADOPTED by the Metro Council this day 5<sup>th</sup> of January 2006

  
David Bragdon, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney



**Metro**  
**FY 2006 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY**

|  | <i>carryover</i> |   |                                |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    |                  |                   |
|--|------------------|---|--------------------------------|----------------------------------|----------------------------|-------------------------|----------------|-------------------------------|----------------------------------|---|-------------------------|---|----------------------------|--------------------|------------------|-------------------|
| <b>METRO</b>                           | 06PL<br>ODOT     | key 134783<br>06 STP*<br>Metro<br>H230<br>(1) | 04 STP<br>ODOT<br>Match<br>(1) | FY06<br>ODOT<br>Support<br>Funds | FY06<br>Sec5303*<br>80X015 | FY06<br>Local<br>TriMet | FY06<br>TriMet | FY06<br>Eastside<br>Streetcar | FY05<br>ODOT<br>RTO<br>STP/Match | FY05*<br>FTA<br>Willamette<br>Shoreline(a)<br>OR90-X115 | FY04*<br>TriMet<br>CMAQ | key 13293<br>FY04*<br>Damascus<br>STP<br>Q230 | FHWA<br>TRANSIMS<br>66-01* | Other<br>Funds (3) | Local<br>Match   | TOTAL             |
| <b>Transportation Planning</b>         |                  |   |                                |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    |                  |                   |
| 1. Regional Transportation Plan        | 553,378          | 177,346                                       | 4,730                          | 73,527                           | 16,600                     | 31,133                  |                |                               |                                  |   |                         |   |                            |                    | 27,286           | 884,000           |
| 2. Green Streets Program               | 6,710            | 19,836  |                                |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    | 2,454            | 29,000            |
| 3. Livable Streets Program             | 4,710            | 20,899  | 359                            |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    | 2,032            | 28,000            |
| 4. 2040 Performance Indicators         | 14,320           | 49,725  | 2,159                          | 1,000                            | 1,000                      | 1,000                   |                |                               |                                  |   |                         |   |                            |                    | 4,796            | 74,000            |
| 5. Regl Mobility Program/CMS/ITS       | 25,591           | 20,652  | 1,182                          | 15,643                           | 3,000                      | 2,000                   |                |                               |                                  |   |                         |   |                            |                    | 2,932            | 71,000            |
| 6. Urban Growth Boundry Planning       |                  |   |                                |                                  | 5,600                      |                         |                |                               |                                  |   |                         |   |                            |                    | 1,400            | 7,000             |
| 7. 2040 Re-Evaluation - Trans Support  | 218,113          | 57,229  | 2,813                          | 4,000                            | 32,456                     | 1,000                   |                |                               |                                  |   |                         |   |                            |                    | 12,389           | 328,000           |
| 8. Bike There! Walk There              |                  | 34,636  | 1,983                          |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    | 1,981            | 38,600            |
| 9. Metro Transportation Imprv Prog     | 155,340          | 131,403                                       | 360                            | 33,866                           | 13,307                     | 64,100                  |                |                               |                                  |   |                         |   |                            |                    | 15,624           | 414,000           |
| 10. Damascus Area Planning Program     |                  |   |                                |                                  |                            |                         |                |                               |                                  |   |                         | 213,206                                       |                            |                    | 8,832            | 222,038           |
| <b>Research &amp; Modeling</b>         |                  |   |                                |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    |                  |                   |
| 1. Trans Model Improvement Prog        |                  |   |                                |                                  |                            |                         |                |                               |                                  |   |                         |   | 188,000                    |                    | 47,000           | 235,000           |
| 2. Model Development Program           | 240,417          | 111,293                                       | 3,738                          | 4,000                            | 21,418                     | 2,851                   |                |                               |                                  |   |                         |   |                            |                    | 27,663           | 411,380           |
| 3. Trans System Monitoring             | 20,422           | 55,254  | 3,057                          |                                  | 20,000                     |                         |                |                               |                                  |   |                         |   |                            |                    | 8,267            | 107,000           |
| 4. Technical Assistance Program        |                  | 38,192  |                                | 27,500                           |                            | 8,300                   |                |                               |                                  |   |                         |   |                            |                    | 4,370            | 78,362            |
| 5. Data, Growth Monitoring             | 86,373           |   |                                | 15,000                           | 63,336                     | 37,500                  |                |                               |                                  |   |                         |   |                            | 514,684            | 871,634          | 1,588,527         |
| <b>Administrative Services</b>         |                  |   |                                |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    |                  |                   |
| 1. Mgmt & Coord/Grants Mgmt            | 375,132          | 211,712                                       | 2,466                          | 16,027                           | 30,800                     | 8,000                   |                |                               |                                  |   |                         |   |                            |                    | 51,581           | 695,718           |
| 2. Environmental Justice/Title VI      |                  | 4,487   |                                | 5,134                            | 2,947                      | 6,316                   |                |                               |                                  |   |                         |   |                            |                    | 12,116           | 31,000            |
| <b>Corridor Planning</b>               |                  |   |                                |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    |                  |                   |
| 1. I/205/Portland Mall Light Rail Proj |                  |   |                                |                                  |                            |                         | 50,000         |                               |                                  |   |                         |   |                            |                    |                  | 50,000            |
| 2. Milwaukie Light Rail SDEIS          |                  |   |                                |                                  |                            |                         | 255,000        |                               |                                  |   |                         |   |                            |                    |                  | 255,000           |
| 3. Willamette Shoreline AA             |                  |   |                                |                                  |                            |                         |                |                               |                                  | 165,000   |                         |   | 688,000                    | 97,629             | 950,629          |                   |
| 5. Eastside Transit AA                 |                  |   |                                |                                  |                            |                         |                | 674,000                       |                                  |   |                         |   |                            |                    | 6,000            | 680,000           |
| 4. Transit Planning                    |                  |   |                                |                                  |                            | 16,800                  |                |                               |                                  |   |                         |   |                            |                    | -                | 16,800            |
| 6. Project Development                 | 100,000          |   |                                | 2,000                            | 25,000                     | 17,750                  |                |                               |                                  |   |                         |   |                            |                    | 6,250            | 151,000           |
| 7. Next Corridor                       | 123,204          | 519,378                                       | 843                            | 5,000                            | 2,325                      | 15,402                  |                |                               |                                  |   |                         |   |                            |                    | 70,658           | 736,810           |
| 8. Hwy 217 Corridor Refinement Plan    | 9,673            | 86,883  | 4,970                          |                                  | 9,200                      |                         |                |                               |                                  |   |                         |   |                            |                    | 7,274            | 118,000           |
| 9. Bi-State Coordination               | 33,044           | 4,058   |                                | 5,000                            | 5,000                      | 7,484                   |                |                               |                                  |   |                         |   |                            |                    | 1,914            | 56,500            |
| 10. Regional Freight Plan              | 46,871           | 92,049  | 500                            |                                  | 20,000                     |                         |                |                               |                                  |   |                         |   |                            | 90,000             | 16,580           | 266,000           |
| 11. RegionalTrans Planning Financing   | 59,500           | 19,515  |                                | 17,303                           | 31,667                     | 5,364                   |                |                               |                                  |   |                         |   |                            |                    | 18,151           | 151,500           |
| 12. Regional Travel Options            |                  |   |                                |                                  |                            |                         |                |                               | 1,036,600                        |   | 789,600                 |   |                            |                    | 40,772           | 1,866,972         |
| 13. Columbia River Crossing Project    |                  |   |                                |                                  |                            |                         |                |                               |                                  |   |                         |   |                            | 409,468            | -                | 409,468           |
| <b>Metro Subtotal</b>                  | <b>2,072,798</b> | <b>1,654,547</b>                              | <b>29,160</b>                  | <b>225,000</b>                   | <b>303,656</b>             | <b>225,000</b>          | <b>305,000</b> | <b>674,000</b>                | <b>1,036,600</b>                 | <b>165,000</b>  | <b>789,600</b>          | <b>213,206</b>                                | <b>188,000</b>             | <b>1,702,152</b>   | <b>1,367,585</b> | <b>10,951,304</b> |
| <b>GRAND TOTAL</b>                     |                  |   |                                |                                  |                            |                         |                |                               |                                  |   |                         |   |                            |                    |                  |                   |
|  | 2,072,798        | 1,654,547                                     | 29,160                         | 225,000                          | 303,656                    | 225,000                 | 305,000        | 674,000                       | 1,036,600                        | 165,000   | 789,600                 | 213,206                                       | 188,000                    | 1,702,152          | 1,367,585        | 10,951,304        |

\*Federal funds only, no match included

(1) FY 06 STP is comprised of \$770,000 federal plus FY04 (Key 12465(Q23)) carryover of \$509,548 federal +29,160 ODOT (1/2 match) freight study + \$300,000 Next Corridor Study

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

(2) See narratives for  
anticipated funding sources

10,951,304

*Metro UPWP PL and STP Admin. Revision Request*

|  | 06 PL ODOT<br>Budget | PL Adjust. | Revised 06 PL<br>ODOT | 06 STP<br>Budget | STP Adjust. | Revised STP<br>Budget |
|--|----------------------|------------|-----------------------|------------------|-------------|-----------------------|
| <b><i>METRO</i></b>                    |                      |            |                       |                  |             |                       |
| <i>Transportation Planning</i>         |                      |            |                       |                  |             |                       |
| 1. Regional Transportation Plan        | 304,378              | 150,000    | 454,378               | 177,346          |             | 177,346               |
| 2. Green Streets Program               | 6,710                |            | 6,710                 | 19,836           |             | 19,836                |
| 3. Livable Streets Program             | 4,710                |            | 4,710                 | 20,899           |             | 20,899                |
| 4. 2040 Performance Indicators         | 14,320               |            | 14,320                | 49,725           |             | 49,725                |
| 5. Regl Mobility Program/CMS/ITS       | 5,591                |            | 5,591                 | 20,652           |             | 20,652                |
| 6. Urban Growth Boundry Planning       |                      |            | -                     |                  |             |                       |
| 7. 2040 Re-Evaluation - Trans Support  | 368,113              | (150,000)  | 218,113               | 57,229           |             | 57,229                |
| 8. Bike There! Walk There              |                      |            | -                     | 34,636           |             | 34,636                |
| 9. Metro Transportation Imprv Prog     | 55,340               |            | 55,340                | 131,403          |             | 131,403               |
| 10. Damascus Area Planning Program     |                      |            | -                     |                  |             | -                     |
| <i>Research &amp; Modeling</i>         |                      |            |                       |                  |             |                       |
| 1. Trans Model Improvement Prog        |                      |            | -                     |                  |             | -                     |
| 2. Model Development Program           | 152,037              |            | 152,037               | 111,293          |             | 111,293               |
| 3. Trans System Monitoring             | 20,422               |            | 20,422                | 55,254           |             | 55,254                |
| 4. Technical Assistance Program        |                      |            | -                     | 38,192           |             | 38,192                |
| 5. Data, Growth Monitoring             | 86,373               |            | 86,373                |                  |             | -                     |
| <i>Administrative Services</i>         |                      |            |                       |                  |             |                       |
| 1. Mgmnt & Coord/Grants Mgmnt          | 344,132              |            | 344,132               | 211,712          |             | 211,712               |
| 2. Environmental Justice/Title VI      |                      |            | -                     | 4,487            |             | 4,487                 |
| <i>Corridor Planning</i>               |                      |            |                       |                  |             |                       |
| 1. I/205/Portland Mall Light Rail Proj |                      |            | -                     |                  |             | -                     |
| 2. Milwaukie Light Rail SDEIS          |                      |            | -                     |                  |             | -                     |
| 3. Willamette Shoreline AA             |                      |            | -                     |                  |             | -                     |
| 5. Eastside Transit AA                 |                      |            | -                     |                  |             | -                     |
| 4. Transit Planning                    |                      |            | -                     |                  |             | -                     |
| 6. Project Development                 |                      |            | -                     |                  |             | -                     |
| 7. Next Corridor                       | 123,204              |            | 123,204               | 519,378          | (147,000)   | 372,378               |
| 8. Hwy 217 Corridor Refinement Plan    | 9,673                |            | 9,673                 | 86,883           | 147,000     | 233,883               |
| 9. Bi-State Coordination               | 33,044               |            | 33,044                | 4,058            |             | 4,058                 |
| 10. Regional Freight Plan              | 46,871               |            | 46,871                | 92,049           |             | 92,049                |
| 11. RegionalTrans Planning Financing   | 59,500               |            | 59,500                | 19,515           |             | 19,515                |
| 12. Regional Travel Options            |                      |            | -                     |                  |             | -                     |
| <b>Metro Subtotal</b>                  | <b>1,634,418</b>     | <b>-</b>   | <b>1,634,418</b>      | <b>1,654,547</b> | <b>-</b>    | <b>1,654,547</b>      |

**Metro UPWP PL Revision Request**

| <u>METRO</u>                           | 06 PL ODOT<br>Budget | PL Amend.         | Revised 06 PL<br>ODOT |
|--|----------------------|-------------------|-----------------------|
| <i>Transportation Planning</i>         |                      |                   |                       |
| 1. Regional Transportation Plan        | 454,378              | 99,000            | 553,378               |
| 2. Green Streets Program               | 6,710                |                   | 6,710                 |
| 3. Livable Streets Program             | 4,710                |                   | 4,710                 |
| 4. 2040 Performance Indicators         | 14,320               |                   | 14,320                |
| 5. Regl Mobility Program/CMS/ITS       | 5,591                | 20,000            | 25,591                |
| 6. Urban Growth Boundry Planning       | -                    |                   | -                     |
| 7. 2040 Re-Evaluation - Trans Support  | 218,113              |                   | 218,113               |
| 8. Bike There! Walk There              | -                    |                   | -                     |
| 9. Metro Transportation Imprv Prog     | 55,340               | 100,000           | 155,340               |
| 10. Damascus Area Planning Program     | -                    |                   | -                     |
| <i>Research &amp; Modeling</i>         |                      |                   |                       |
| 1. Trans Model Improvement Prog        | -                    |                   | -                     |
| 2. Model Development Program           | 152,037              | 88,380            | 240,417               |
| 3. Trans System Monitoring             | 20,422               |                   | 20,422                |
| 4. Technical Assistance Program        | -                    |                   | -                     |
| 5. Data, Growth Monitoring             | 86,373               |                   | 86,373                |
| <i>Administrative Services</i>         |                      |                   |                       |
| 1. Mgmnt & Coord/Grants Mgmnt          | 344,132              | 31,000            | 375,132               |
| 2. Environmental Justice/Title VI      | -                    |                   | -                     |
| <i>Corridor Planning</i>               |                      |                   |                       |
| 1. I/205/Portland Mall Light Rail Proj | -                    |                   | -                     |
| 2. Milwaukie Light Rail SDEIS          | -                    |                   | -                     |
| 3. Willamette Shoreline AA             | -                    |                   | -                     |
| 5. Eastside Transit AA                 | -                    |                   | -                     |
| 4. Transit Planning                    | -                    |                   | -                     |
| 6. Project Development                 | -                    | 100,000           | 100,000               |
| 7. Next Corridor                       | 123,204              |                   | 123,204               |
| 8. Hwy 217 Corridor Refinement Plan    | 9,673                |                   | 9,673                 |
| 9. Bi-State Coordination               | 33,044               |                   | 33,044                |
| 10. Regional Freight Plan              | 46,871               |                   | 46,871                |
| 11. RegionalTrans Planning Financing   | 59,500               |                   | 59,500                |
| 12. Regional Travel Options            | -                    |                   | -                     |
| <b>Metro Subtotal</b>                  | <b>1,634,418</b>     | <b>438,380.00</b> | <b>2,072,798</b>      |

01/24/05  
revised 12/12/05

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

| <u>Federal Aid Number</u>      | <u>Project</u>                          | <u>Jurisdiction</u>                   | <u>STP</u>       | <u>CMAQ</u>      | <u>37-x00101 JARC</u> | <u>Section 1118</u> | <u>Section 5309</u> | <u>SPR</u>       | <u>Funds/ Match</u> | <u>TOTAL</u>      |
|--------------------------------|---|---------------------------------------|------------------|------------------|-----------------------|---------------------|---------------------|------------------|---------------------|-------------------|
| X-STP5900(144)                 | <i>Red Electric</i>                     | <i>Portland</i>                       | 135,000          |                  |                       |                     |                     |                  | 15,000              | 150,000           |
|                                | <i>Division Street</i>                  | <i>Portland</i>                       | 303,000          |                  |                       |                     |                     |                  | 34,680              | 337,680           |
|                                | <i>Interstate TravelSmart SMART</i>     | <i>Portland</i><br><i>Wilsonville</i> | 500,365          | 91,000           |                       |                     |                     |                  | 52,935              | 553,300           |
| X-HPPC067(043)                 | <i>I-5/99W Corridor</i>                 | <i>Washington Co</i>                  | 2,100,000        |                  |                       |                     |                     |                  | 1,850,000           | 3,950,000         |
|                                | <i>Regional Freight Data</i>            | <i>Port of Portland</i>               | 500,000          |                  |                       |                     |                     |                  | 164,000             | 664,000           |
|                                | <i>Streamline/ Bus Stop Development</i> | <i>TriMet</i>                         |                  | 1,233,788        |                       |                     |                     |                  | 141,121             | 1,374,909         |
|                                | <i>Job Access/JARC</i>                  | <i>TriMet</i>                         |                  |                  | 1,678,800             |                     |                     |                  | 1,678,800           | 3,357,600         |
| NCPD S000(197)                 | <i>Interstate Max Eval</i>              | <i>TriMet</i>                         |                  |                  |                       |                     | 295,539             |                  | 75,461              | 371,000           |
|                                | <i>I-5 Columbia Riv Crosng</i>          | <i>ODOT</i>                           |                  |                  |                       | 6,500,000           |                     |                  | 400,000             | 6,900,000         |
|                                | <i>MLK Jr. Blvd.</i>                    | <i>Portland</i>                       | 500,000          |                  |                       |                     |                     |                  | 54,450              | 554,450           |
|                                | <i>St. Johns Ped/Frieght</i>            | <i>Portland</i>                       | 75,000           |                  |                       |                     |                     |                  | 7,840               | 82,840            |
|                                | <i>Highway 43 Blvd.</i>                 | <i>West Linn</i>                      | 200,000          |                  |                       |                     |                     |                  | 20,900              | 220,900           |
|                                | <i>Tonquin Trail</i>                    | <i>Metro</i>                          | 188,000          |                  |                       |                     |                     |                  | 19,650              | 207,650           |
|                                | <i>Planning Assistance</i>              | <i>ODOT</i>                           |                  |                  |                       |                     |                     | 3,526,400        |                     | 3,526,400         |
| <b>GRAND TOTAL</b>             |   |                                       | <b>4,501,365</b> | <b>1,324,788</b> | <b>1,678,800</b>      | <b>6,500,000</b>    | <b>295,539</b>      | <b>3,526,400</b> | <b>4,525,252</b>    | <b>22,352,144</b> |
| Division - STIP-13529          |   |                                       |                  |                  |                       |                     |                     |                  |                     | 22,352,144        |
| Red Electric - STIP Key #11443 |   |                                       |                  |                  |                       |                     |                     |                  |                     |                   |
| I-5/99W -STIP Key #09788       |   |                                       |                  |                  |                       |                     |                     |                  |                     |                   |

## **REGIONAL TRANSPORTATION PLAN**

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### **PROGRAM**

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

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

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

RTP Update: An update is scheduled to begin in Fall 2005, with completion of federal requirements anticipated in late 2006, prior to the March 5, 2007 lapse date for the current RTP. Amendments identified in local and regional corridor planning efforts will be incorporated as well as a new horizon year of 2035 for project planning and systems analysis. It also will re-establish conformity with air quality regulations, and all other planning factors called out in federal regulations and in corrective actions identified in the 2004 federal triennial review that have not already been addressed through separate actions. This update will include development of a new financially constrained transportation system that will become the basis for upcoming funding allocations. The update will also implement "New Look" policies resulting from the upcoming re-evaluation of the 2040 Growth Concept.

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

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

Management Systems: the federally mandated Congestion Management System (CMS) was first incorporated into the RTP as part of the 2000 update, and the CMS will be expanded as part of the upcoming update to incorporate new recommendations from the FHWA. The updated RTP will implement a CMS Roadmap that responds to federal corrective actions identified during the 2004 triennial review. Key activities for FY 2005-06 will be to create processes that incorporate CMS information into planning activities, initiate system monitoring based upon management-system performance measures, complete local project review for consistency with the CMS and ongoing data collection and input to keep the CMS current. As part of the CMS work program, Metro will also establish a steering group of key CMS partners, including Portland State University, ODOT, TriMet and other major transportation providers.

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies. The report will list information and data commonly requested by the public and media, including supporting text and graphics. Data collected, as

## **REGIONAL TRANSPORTATION PLAN**

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part of the CMS will also be incorporated into this report. The report will include a user-friendly, public-release version as well as a Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project.

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

### **STAKEHOLDERS**

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

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

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

### **ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

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

The 2000 RTP established consistency with federal regulations for development of a financially constrained transportation system. The RTP financially constrained system was created in partnership with ODOT, TriMet and local governments using state forecasts generated by ODOT. The 2000 RTP also addresses all planning factors called for in federal regulations. As such, the



## **REGIONAL TRANSPORTATION PLAN**

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RTP functions as an element of the Oregon Highway Plan for the metropolitan region, and establishes eligibility for use of federal funds in transportation projects.

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

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

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

### **BUDGET SUMMARY**

| <b>Requirements:</b> |          |           | <b>Resources:</b> |                |           |                |
|----------------------|----------|-----------|-------------------|----------------|-----------|----------------|
| Personal Services    |          | \$        | 515,773           | PL             | \$        | 553,378        |
| Interfund Transfers  |          | \$        | 169,050           | STP/ODOT Match | \$        | 182,076        |
| Materials & Services |          | \$        | 179,000           | ODOT Support   | \$        | 73,527         |
| Printing             | \$10,000 |           |                   | Section 5303   | \$        | 16,600         |
| Misc.                | 19,000   |           |                   | TriMet         | \$        | 31,133         |
| Contract             | 100,000  |           |                   | Metro          | \$        | 27,286         |
| Computer             |          | \$        | 20,178            |                |           |                |
| <b>TOTAL</b>         |          | <b>\$</b> | <b>884,000</b>    | <b>TOTAL</b>   | <b>\$</b> | <b>884,000</b> |

### **Full-Time Equivalent Staffing**

|                       |            |
|-----------------------|------------|
| Regular Full-Time FTE | 5.3        |
| <b>TOTAL</b>          | <b>5.3</b> |

## **REGIONAL MOBILITY PROGRAM – CONGESTION MANAGEMENT – ITS**

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### **PROGRAM**

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

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

The Regional Mobility Program encompasses federal mandates to maintain “congestion management” and “intelligent transportation” systems. This work implements the Congestion Management System (CMS) Road Map required as part of the 2003 federal certification review. These programs are already largely incorporated into the RTP and include:

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

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

### **STAKEHOLDERS**

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

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

Objectives for FY 2005-06 include:

- Prepare and map an inventory of congestion hot spots that affect the regional transportation system
- Develop criteria for ranking congestion hot spots. Prepare a ranked list of proposed congestion relief projects that improve movement of people and goods for review by JPACT and Metro Council

**REGIONAL MOBILITY PROGRAM – CONGESTION MANAGEMENT – ITS**

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- Support JPACT and the Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner
- Complete a CMS Roadmap in response to the 2003 federal triennial review corrective action
- Increase Metro’s involvement with the TransPort Committee
- Establish a CMS steering group in partnership with Portland State University, ODOT, TriMet and other local ITS providers to help guide implementation of the CMS Roadmap
- Conduct regional CMS training opportunities in partnership with the Federal Highway Administration
- Develop a Congestion Management System procedure manual defining data collection and publication requirements
- Integrate CMS data collection with the bi-annual 2040 Performance Indicators report and other periodic reporting activities
- Continue to develop new innovations in congestion monitoring as part of evolving the region’s congestion management strategy

**ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

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

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

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

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

**BUDGET SUMMARY**

|                      |                  |                   |                  |
|----------------------|------------------|-------------------|------------------|
| <b>Requirements:</b> |                  | <b>Resources:</b> |                  |
| Personal Services    | \$ 52,339        | PL                | \$ 25,591        |
| Interfund Transfers  | \$ 17,561        | STP/ODOT Match    | \$ 21,834        |
| Materials & Services | \$ 1,100         | ODOT Support      | \$ 15,643        |
|                      |                  | Section 5303      | \$ 3,000         |
|                      |                  | TriMet            | \$ 2,000         |
|                      |                  | Metro             | \$ 2,932         |
| <b>TOTAL</b>         | <b>\$ 71,000</b> | <b>TOTAL</b>      | <b>\$ 71,000</b> |

**Full-Time Equivalent Staffing**

|                       |            |
|-----------------------|------------|
| Regular Full-Time FTE | 0.6        |
| <b>TOTAL</b>          | <b>0.6</b> |

## **METROPOLITIAN TRANSPORTATION IMPROVEMENT PROGRAM**

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### **PROGRAM**

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan 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 ODOT and other regional, county and city agencies as well as significant public-involvement efforts.

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

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

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

In 2005, Metro will transition into a new role of guiding project development for planning activities funded through the MTIP, at the request of the Oregon Department of Transportation. This new activity will involve expanding Metro's professional capabilities to include a licensed professional engineer, and establishing project oversight protocols to guide our review.

### **STAKEHOLDERS**

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

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

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

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

: Metro will provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will also monitor past and current funding allocations and project schedules to manage cost variations from initial project estimates, and produce quarterly reports that document funding authorizations, obligations and

## **METROPOLITIAN TRANSPORTATION IMPROVEMENT PROGRAM**

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reserves by funding category and jurisdiction. Metro will also produce an annual report required by FHWA that reflects current costs, schedules, priorities, actual appropriations and other actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by ISTEA.

Other MTIP activities for FY 2005-06:

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

### **ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

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

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

**METROPOLITIAN TRANSPORTATION IMPROVEMENT PROGRAM**

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**BUDGET SUMMARY**

**Requirements:**

|                      |    |         |
|----------------------|----|---------|
| Personal Services    | \$ | 287,561 |
| Interfund Transfers  | \$ | 95,736  |
| Materials & Services | \$ | 22,000  |
| Computer             | \$ | 8,704   |

**Resources:**

|                |    |         |
|----------------|----|---------|
| PL             | \$ | 155,340 |
| STP/ODOT Match | \$ | 131,763 |
| ODOT Support   | \$ | 33,866  |
| Section 5303   | \$ | 13,307  |
| TriMet         | \$ | 64,100  |
| Metro          | \$ | 15,624  |

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**TOTAL** \$ **414,001**

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**TOTAL** \$ **414,000**

**Full-Time Equivalent Staffing**

Regular Full-Time FTE 2.80

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**TOTAL** **2.80**

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## **MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT**

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### **PROGRAM**

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

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

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

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

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

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

### **STAKEHOLDERS**

- Federal, state and local funding agencies
- Local jurisdictions
- TPAC
- JPACT
- Metro Council
- Oregon MPO Consortium

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

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

**MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT**

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**ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

This is an ongoing program.

**BUDGET SUMMARY**

| <b>Requirements:</b> |                   | <b>Resources:</b> |                   |
|----------------------|-------------------|-------------------|-------------------|
| Personal Services    | \$ 502,981        | PL                | \$ 375,132        |
| Interfund Transfers  | \$ 159,577        | STP/ODOT Match    | \$ 214,178        |
| Materials & Services | \$ 23,700         | ODOT Support      | \$ 16,027         |
| Computer             | 9,460             | Section 5303      | \$ 30,800         |
|                      |                   | TriMet            | \$ 8,000          |
|                      |                   | Metro             | \$ 51,581         |
| <b>TOTAL</b>         | <b>\$ 695,718</b> | <b>TOTAL</b>      | <b>\$ 695,718</b> |

| <b><u>Full-Time Equivalent Staffing</u></b> |             |
|---|-------------|
| Regular Full-Time FTE                       | 5.24        |
| <b>TOTAL</b>                                | <b>5.24</b> |



## **PROJECT DEVELOPMENT**

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### **PROGRAM**

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

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

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

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

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

### **STAKEHOLDERS**

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

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes as well as formal comment on proposed projects
- Implement the Corridor Initiatives Project strategy in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts.
- Participate in the development of Columbia River Crossing Project
- Participate in ODOTs' Oregon Innovative Partnerships Program (OIPP), which is seeking private partners to help develop transportation facilities. In August they received proposals from private firms in response to a solicitation on the I-205 and several other facilities. Metro staff has been asked to participate in negotiations and scoping work this winter and spring. The work is on a fast track and of a high priority.

## **PROJECT DEVELOPMENT**

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### **ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

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

- Corridor Initiatives Project prioritized the multi-modal corridors outlined in the 2000 RTP (2001)
- Corridor Refinement Work Plan adopted into RTP (2002)
- Highway 217 initial scoping and grant application (2002)
- Powell Foster Phase I initiated (2002)
- Powell Foster Phase II work completed (2003)
- Travel forecasting and FTA liaison for Washington County Commuter Rail project (2001-present)
- Participation in eastside streetcar and I-405 loop studies (2004-2005)
- Scoping and grant applications for I-5/99W project (2003-present)
- Participation in scoping, funding, travel analysis and advisory committees for Sunrise Corridor (2003-present)
- Update of Corridor Priorities Work Plan (2005)

### **BUDGET SUMMARY**

| <b>Requirements:</b> |                   | <b>Resources:</b> |                   |
|----------------------|-------------------|-------------------|-------------------|
| Personal Services    | \$ 111,090        | PL                | \$ 100,000        |
| Interfund Transfers  | \$ 39,810         | ODOT Support      | \$ 2,000          |
| Materials & Services | \$ 100            | Section 5303      | \$ 25,000         |
|                      |                   | TriMet            | \$ 17,750         |
|                      |                   | Metro             | \$ 6,250          |
| <b>TOTAL</b>         | <b>\$ 151,000</b> | <b>TOTAL</b>      | <b>\$ 151,000</b> |

| <b><u>Full-Time Equivalent Staffing</u></b> |             |
|---|-------------|
| Regular Full-Time FTE                       | 1.05        |
| <b>TOTAL</b>                                | <b>1.05</b> |

## **MODEL DEVELOPMENT PROGRAM**

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### Model Enhancements

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

### Model Maintenance

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

### Statewide and National Professional Involvement

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

## **ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

### Survey and Research

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

### Model Enhancements

- Personal Transport Model: Updated the travel demand models to align with the new employment designations (Bureau of Labor Statistics) adopted by the Data Resource Center. Refinements were also made to the algorithms in the destination choice and mode choice models.

## **MODEL DEVELOPMENT PROGRAM**

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- New Modeling Software: Began the transition to new travel demand modeling software. This process was begun in FY 2004-05. The software will provide enhanced visual and analytical capabilities.

### Model Maintenance

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

### Statewide and National Professional Involvement

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

## **BUDGET SUMMARY**

| <b>Requirements:</b>      |                   | <b>Resources:</b> |                   |
|---------------------------|-------------------|-------------------|-------------------|
| Personal Services         | \$ 226,700        | PL                | \$ 240,417        |
| Interfund Transfers       | \$ 70,379         | STP/ODOT Match    | \$ 115,031        |
| Materials & Services      | \$ 103,379        | ODOT Support      | \$ 4,000          |
| Household Survey \$15,000 |                   | Section 5303      | \$ 21,418         |
| Computer                  | \$ 10,922         | TriMet            | \$ 2,851          |
|                           |                   | Metro             | \$ 27,663         |
| <b>TOTAL</b>              | <b>\$ 411,380</b> | <b>TOTAL</b>      | <b>\$ 411,380</b> |

| <b><u>Full-Time Equivalent Staffing</u></b> |              |
|---|--------------|
| Regular Full-Time FTE                       | 2.269        |
| <b>TOTAL</b>                                | <b>2.269</b> |

## **COLUMBIA RIVER CROSSING PROJECT**

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### **PROGRAM**

Metro will provide a variety of services to the Columbia River Crossing Project (CRC), led jointly by the Oregon and Washington Departments of Transportation. Federal, state and local funding will be passed through to Metro via an Intergovernmental Agreement that will cover an approximately 15 month period beginning November 1, 2005. Metro staff will participate in and coordinate activities relating to the National Environmental Policy Act (NEPA) and the Federal Transit Administration's (FTA) New Starts Program. Metro will coordinate CRC Project review and decision-making for the Portland region, including the Joint Policy Advisory Committee on Transportation (JPACT), and their Transportation Finance Subcommittee, and the Transportation Policy Alternatives Committee (TPAC).

Metro will provide technical services for land use allocation and travel demand forecasting for the project. The regional travel demand forecasting model set will be used by the project to provide forecasts for the Oregon and Washington sides of the project for the initial and secondary screening of alternatives and the DEIS. Metro will model all project alternatives and will coordinate data and methods with SW Washington's Regional Transportation Council (RTC). For the FTA New Starts process, Metro will utilize SUMMIT software to assess transit system user benefits and will provide assistance in the development of other land use and transportation data for FTA. Metro will also coordinate review of land use forecasts, issues and assumptions by the Portland region's Metro Policy Advisory Committee (MPAC), and the Metro Technical Advisory Committee (MTAC) and serve as co-lead with the Southwest Washington RTC to coordinate Project reviews by the Bi-State Coordinating Committee.

Other areas where Metro will provide assistance include the development of project funding scenarios and coordination with the JPACT Finance subcommittee, evaluation of tolling and managed lane scenarios as well as congestion pricing as a demand management strategy. The project has several committees that include Metro staff representation. The committees include the Project Development Team, the Regional Partners Group, and various Technical Working Groups including Travel Demand Forecasting, Environmental, Design, and Transit as well as other groups that are formed around specific project technical issues.

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

As provided by the State TPR, Metro is required to complete a regional Transportation System Plan, which identifies the need for transportation facilities and their function, mode and general location. The 2000 RTP calls for completion of 18 specific corridor refinements and studies for areas where significant needs were identified but which require further analysis before a specific project can be developed. Section 660-012-0025 of the TPR requires prompt completion of corridor refinements and studies. The Columbia Crossing River Project is the implementation of the recommendations forwarded by the I-5 Transportation and Trade Partnership, which evaluated the bi-state I-5 north corridor.

### **STAKEHOLDERS**

- Project partners include ODOT, WSDOT, FHWA, FTA, TriMet, RTC, C-Tran, the cities of Vancouver and Portland and Clark County.
- Business dependent on the corridor including those directly within the corridor, those who utilize it for freight and those whose employees rely on the corridor to reach work
- Commuters who travel to or through the corridor for work, shopping or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

## **COLUMBIA RIVER CROSSING PROJECT**

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### **OBJECTIVES/PRODUCTS/DELIVERABLES**

- Implement a multi-modal solution for bi-state mobility for the I-5 and I-205 river crossings.
- Implement the multi-modal transportation program in support of the I-5 Transportation and Trade Partnership including demand management strategies, managed lanes and tolling, and transit improvements.
- Ensure consistency of the CRC Project with regional plans and policies related to major transportation corridors and ensure that the CRC Project land use and transportation technical methods are consistent with current Metro practices.
- Ensure that the CRC Project competes favorably for FTA New Starts transit project funding.

### **ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

Some elements of this project have been completed as part of the start-up activities covered under the UPWP Project Development work program.

- I-5 Transportation and Trade Partnership Strategic Plan was completed in 2004
- Definition of the travel demand and land use allocation methodologies for the project
- Preparation of a work scope and budget for the Metro-WSDOT Intergovernmental Agreement
- Metro staff have supported the Task Force and Project Sponsors Council policy-level committees
- Metro staff sit on several project technical committees including the Project Development Team and the Travel Forecasting, Transit, Environmental, and Design Working Groups.
- Metro has participated in the development of the purpose and need and evaluation criteria.
- Metro staff have coordinated with the FTA regarding the New Starts and NEPA processes for the project.

### **BUDGET SUMMARY – FY 2006**

| <b>Requirements:</b> |                   | <b>Resources:</b> |                   |
|----------------------|-------------------|-------------------|-------------------|
| Personal Services    | \$ 311,918        | WSDOT IGA         | \$ 409,468        |
| Interfund Transfers  | \$ 73,987         |                   | \$                |
| Materials & Services | \$ 23,563         |                   | \$                |
|                      |                   |                   | \$                |
| <b>TOTAL</b>         | <b>\$ 409,468</b> | <b>TOTAL</b>      | <b>\$ 409,468</b> |

| <b><u>Full-Time Equivalent Staffing</u></b> |             |
|---|-------------|
| Regular Full-Time FTE                       | 2.73        |
| <b>TOTAL</b>                                | <b>2.73</b> |

## **REGIONAL FREIGHT PLAN**

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### **PROGRAM**

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

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

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

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

### **STAKEHOLDERS**

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

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

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

**REGIONAL FREIGHT PLAN**

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

**ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

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

**BUDGET SUMMARY**

|                      |                   |                     |                   |
|----------------------|-------------------|---------------------|-------------------|
| <b>Requirements:</b> |                   | <b>Resources:</b>   |                   |
| Personal Services    | \$ 194,237        | PL                  | \$ 46,871         |
| Interfund Transfers  | \$ 64,475         | STP/ODOT Match      | \$ 17,549         |
| Computer             | \$ 7,288          | MTIP STP            | \$ 75,000         |
|                      |                   | Section 5303        | \$ 20,000         |
|                      |                   | Metro               | \$ 16,580         |
|                      |                   | TGM Grant           | \$ 75,000.        |
|                      |                   | Metro/Port/ODOT IGA | \$ 15,000         |
| <b>TOTAL</b>         | <b>\$ 266,000</b> | <b>TOTAL</b>        | <b>\$ 266,000</b> |

|   |            |
|---|------------|
| <b><u>Full-Time Equivalent Staffing</u></b> |            |
| Regular Full-Time FTE                       | 1.9        |
| <b>TOTAL</b>                                | <b>1.9</b> |



## **OTHER PROJECTS OF REGIONAL SIGNIFICANCE**

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### **CITY OF PORTLAND – MLK Jr. Boulevard Turn Lanes: Columbia to Lombard**

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

- A 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
- 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
- Columbia Corridor Association

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

#### Problem Definition and Project Identification

- 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
- 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.

## OTHER PROJECTS OF REGIONAL SIGNIFICANCE

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### Project Development

- 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

|                          |                  |                   |                  |
|--------------------------|------------------|-------------------|------------------|
| <b>Requirements:</b>     |                  | <b>Resources:</b> |                  |
| Personal Services (PDOT) | \$204,450        | Regional STP      | \$500,000        |
| Materials & Services     | \$350,000        | PDOT match        | \$54,450         |
| <b>TOTAL</b>             | <b>\$554,450</b> | <b>TOTAL</b>      | <b>\$554,450</b> |

## **OTHER PROJECTS OF REGIONAL SIGNIFICANCE**

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### **CITY OF PORTLAND – St Johns Pedestrian and Freight Project (IVANHOE: RICHMOND-ST LOUIS)**

The St Johns Freight and Pedestrian consists of two related projects in the St Johns Town Center. The freight project implements the recommendations of the St Johns Truck Strategy and the pedestrian project implements the recommendations of the St Johns/ Lombard Plan. The planning phase that will refine the proposed improvements of both plans prior to design engineering.

Phase I of the St Johns Truck Strategy includes signal and geometry improvements to the N Philadelphia/ N Ivanhoe, Ivanhoe/ St Louis and St Louis/ Lombard intersections to improve freight mobility between the St Johns Bridge, Rivergate Industrial area and Columbia Blvd freight route. The project will also include improvements designed reduce conflicts with pedestrian circulation within the town center core area and discourage use of non-designated freight routes. The planning work will refine the basic design concept proposed in the St Johns Truck Strategy to address design issues associated with truck speeds, right-of-way acquisition and access to the town center for other modes.

Planning for the pedestrian improvements will focus on design refinement of the curb extensions recommendations of the St Johns Lombard Plan to improve pedestrian crossing safety. Key refinement issues include design and warrants of a proposed signal at N Richmond St and Ivanhoe St and the location, transit capability, and potential impacts to traffic capacity and on-street parking supply of the proposed curb extensions.

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

Both projects are identified in the Transportation System Plan of the City of Portland and the Regional Transportation Plan. The projects will be carried out and managed by the Project Management Division of the Portland Office of Transportation.

### **STAKEHOLDERS**

- Portland Office of Transportation
- Portland Bureau of Environmental Services
- Portland Bureau of Planning
- Tri-Met
- Oregon Department of Transportation
- Oregon Trucking Association
- North Portland Business Association
- St Johns Boosters Business Association
- St Johns Neighborhood Association
- Cathedral Park Business Association

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

#### Project Scoping

- Develop project work plan and assemble work team.
- Refine design concept for freight related improvements to determine basic intersection geometry, incorporate measures to control freight speeds, enhance pedestrian crossing safety, and minimize impacts to local access and circulation for non-freight traffic.
- Revisit location priorities for pedestrian crossing improvements and design options at chosen locations to address the design guidelines included in the St Johns/ Lombard Plan.

#### Plan Implementation

- Provide refined design concepts for preliminary engineering phase with cost estimates.

#### Public Outreach and Involvement

- Develop public involvement strategy consistent with conditions outlined in the MTIP.

## OTHER PROJECTS OF REGIONAL SIGNIFICANCE

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### ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Both the freight and pedestrian projects are intended to support St Johns' town center designation. The Portland Office of Transportation identified the projects in its Transportation System Plan and are the outgrowth of the St Johns Truck Strategy, adopted by City Council in 2001 and the St Johns/ Lombard Plan, adopted by City Council in 2004.

### BUDGET SUMMARY

|                          |                 |  |                   |                 |
|--------------------------|-----------------|--|-------------------|-----------------|
| <b>Requirements:</b>     |                 |  | <b>Resources:</b> |                 |
| Personal Services (PDOT) | \$75,000        |  | Regional STP      | \$75,000        |
| Materials & Services     | \$7,840         |  | PDOT match        | \$7,840         |
| <b>TOTAL</b>             | <b>\$82,840</b> |  | <b>TOTAL</b>      | <b>\$82,840</b> |

## **OTHER PROJECTS OF REGIONAL SIGNIFICANCE**

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### **CITY OF WEST LINN – Highway 43 Boulevard: West A Street to McKillican**

Complete a streetscape plan for Highway 43 between West A Street and McKillican Street in West Linn. The streetscape plan will develop implement regional street design guidelines and address substandard pedestrian, bicycle and transit facilities and the potential addition of a median/turn lane.

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

This project is identified in the Transportation System Plan of the City of West Linn and the Regional Transportation Plan. The project will be carried out and managed by the City of West Linn.

### **STAKEHOLDERS**

- City of West Linn
- Oregon Department of Transportation
- TriMet
- Bolton Middle School
- Bolton Neighborhood

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

- Planning background report summarizing planning activities, project need statement and project solution statement.
- Base map, profiles, typical sections and narrative describing field location data.
- 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.
- A public outreach summary report.

### **ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

Project development planning for this project is first step leading to proposal for future work on final design, right of way acquisition and construction.

### **BUDGET SUMMARY**

|                      |                  |  |                   |                  |
|----------------------|------------------|--|-------------------|------------------|
| <b>Requirements:</b> |                  |  | <b>Resources:</b> |                  |
| Personal Services    | \$200,000        |  | Regional STP      | \$200,000        |
| Materials & Services | \$20,900         |  | West Linn match   | \$20,900         |
| <b>TOTAL</b>         | <b>\$220,900</b> |  | <b>TOTAL</b>      | <b>\$220,900</b> |

## **OTHER PROJECTS OF REGIONAL SIGNIFICANCE**

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### **METRO – Tonquin Trail Master Plan**

This project will plan multi-use trail improvements between the cities of Wilsonville, Tualatin and Sherwood.

### **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. The project will be carried out and managed by Metro.

### **STAKEHOLDERS**

- Metro
- City of Wilsonville
- City of Tualatin
- City of Sherwood
- Clackamas County
- Washington County
- Costa Pacific Communities

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

The master plan would complete planning work to determine a more precise route for the trail along BPA power line corridors and the ODOT owned rail line and other public right of ways. Trail widths, surface materials, and signage, 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.

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.
- 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. Metro and the City of Wilsonville has worked with Costa Pacific homes to determine the dedication of a trail alignment through the Villaboiss property and to design the trail segment through the Graham Oaks natural area. 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.

**OTHER PROJECTS OF REGIONAL SIGNIFICANCE**

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**BUDGET SUMMARY**

|                           |                  |  |                   |                  |
|---------------------------|------------------|--|-------------------|------------------|
| <b>Requirements:</b>      |                  |  | <b>Resources:</b> |                  |
| Personal Services (Metro) | \$170,000        |  | Regional STP      | \$188,000        |
| Materials & Services      | \$37,650         |  | Metro match       | \$19,650         |
| <b>TOTAL</b>              | <b>\$207,650</b> |  | <b>TOTAL</b>      | <b>\$207,650</b> |

## **REGIONAL TRAVEL OPTIONS**

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### **PROGRAM**

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

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

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

### **MANDATES, AUTHORIZATIONS, CONSTRAINTS**

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

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

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

### **STAKEHOLDERS**

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

### **OBJECTIVES/PRODUCTS/DELIVERABLES**

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



**REGIONAL TRAVEL OPTIONS**

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- Development and implementation of a marketing campaign to raise public awareness of travel options and encourage people to reduce single-occupancy vehicle trips. The campaign will include television, radio and outdoor advertising, earned media and community outreach.

**ACCOMPLISHMENTS OF THIS PROGRAM TO DATE**

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

**BUDGET SUMMARY**

| <b>Requirements:</b> |                     | <b>Resources:</b> |                     |
|----------------------|---------------------|-------------------|---------------------|
| Personal Services    | \$ 292,132          | CMAQ              | \$ 789,600          |
| Interfund Transfers  | \$ 89,118           | ODOT Transit*     | \$ 1,036,600        |
| Materials & Services | \$ 1,485,722        | Metro             | \$ 40,772           |
| Marketing Consultant | \$1,026,625         |                   |                     |
| Other Contracts      | \$443,347           |                   |                     |
| Misc.                | 15,750              |                   |                     |
| <b>TOTAL</b>         | <b>\$ 1,866,972</b> | <b>TOTAL</b>      | <b>\$ 1,866,972</b> |

| <b><u>Full-Time Equivalent Staffing</u></b> |             |
|---|-------------|
| Regular Full-Time FTE                       | 3.05        |
| <b>TOTAL</b>                                | <b>3.05</b> |

\*Marketing Agreement No. 22211

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 06-3651 FOR THE PURPOSE OF AMENDING THE FY 2006 UNIFIED PLANNING WORK PROGRAM

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Date: November 28, 2005

Presented by: Andrew C. Cotugno

## SUMMARY

This resolution would to approve an amendment to the Unified Planning Work Program (UPWP) to 1) approve additional activities in transportation planning programs and to incorporate an increase of \$438,380 in the Federal Metropolitan Planning Funds (PL) by contract for FY 2006; 2) approve the addition of the Columbia River Crossing project of \$409,468 and authorizes execution of a resulting IGA; 3) adds \$75,000 for a TGM grant to fund consultant support for the Freight Study program; 4) includes new local government transportation planning projects for which Metro now has an administrative oversight role; and 5) for the Regional Travel Options program approve an amendment of \$586,600 to ODOT Marketing agreement and to account for increase in Congestion Management Air Quality (CMAQ) funds of \$433,372.

## BACKGROUND

The FY 2006 UPWP Amendment includes increases in transportation planning activities to be carried out in the Portland-Vancouver metropolitan region fiscal year 2006. Those additional activities included:

- **Regional Transportation Plan (RTP)**- RTP will be expanded to incorporate new corrective actions and recommendations identified in the federal 2004 triennial review and to implement “New Look” policies resulting from upcoming evaluation of the 2040 Growth Concept. In addition, this budget reflects a shift of \$150,000 from the 2040 reevaluation to the RTP update as approved by Resolution No. 05-3610A “For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expanded 2005-08 Regional Transportation Plan Update that Incorporates the “Budgeting for Outcomes” Approach to Establish Regional Priorities” which was adopted on September 22, 2005. The request for proposal will fund consultant support in developing the financially constrained RTP. *Increases Budget -\$249,000.*
- **Regional Mobility Program-Congestion Management-ITS**- Work will be expanded to include CMS as required as part of the 2003 federal certification review, increase Metro’s involvement with the TransPort Committee, establish a CMS steering group, conduct local CMS training, integrate CMS data collection with 2040 Performance Indicators, and continue to develop new innovations in congestion monitoring. *Increases Budget-\$20,000.*
- **Metropolitan Transportation Improvement Program (MTIP)**- Metro will begin a new role of guiding project development for planning activities funded through the MTIP at the request of Oregon Department of Transportation which will involve expanding Metro’s professional capabilities to include a licensed engineer. MTIP will also begin developing a new database that will enhance our ability to extract project data and conduct regular updates. *Increases Budget - \$100,000.*
- **Metropolitan Planning Organization (MPO)**- Adds development work on CMS roadmap and continued participation in MPO coordination activities through the Oregon MPO Consortium and

in quarterly MPO technical meetings. At ODOT's request Metro will also play a larger administrative role in regional planning project where the local is the lead agency, FHWA is the grantor and ODOT is the pass-through. Metro will take part in negotiating scope, schedule and budget with the locals and perform general contract administration. ODOT will continue to be the pass-thru agency, initiate 3-party IGAs and assist the local jurisdictions with their sub-consultant procurement. *Increases Budget-\$31,000.*

- **Project Development-** Adds Metro's participation in Oregon Innovative Partnership Program (dealing with private/public highway projects) and accounts for Metro's development work on Columbia River Crossing Project prior to the effective date of the IGA with Washington State Department of Transportation. *Increases Budget -\$100,000.*
- **Model Development-** Because Metro received additional PL we are able to obtain additional funding for Household Survey. *Increases Budget- \$88,380.*
- **HWY 217 Corridor Study-** Due to the delay in concluding the HWY 217 study and the associated delay in starting the Next Corridor study, \$147,000 is transferred from one budget to the other.

The amendment also includes the following projects to Metro's corridor planning role:

- **Columbia River Crossing Project-** A joint project with Oregon and Washington Departments of Transportation to implement the recommendations forwarded by the 1-5 Transportation and Trade Partnership. Metro will provide technical services for land use allocation and travel demand forecasting. This project is funded through the Washington State Department of Transportation. *Budget-\$409,468.*
- **Freight Study**—Metro received \$150,000 Travel & Growth Management grant to complete a regional freight study. \$75,000 is expected to be spent this fiscal year. *Increases Budget - \$75,000.*

At ODOT's request Metro will have an administrative role in the planning projects that receive regional flexible funds, where a local is the lead agency, FHWA is the grantor and ODOT is the pass-through agency. Metro is required to include all federally funded planning projects in MTIP and UPWP. The following regional projects have been approved in MTIP and need to be included in UPWP by amendment:

- **City of Portland- MLK Jr. Boulevard Turn Lanes: Columbia to Lombard**— This project will evaluate and develop a designs to improve truck movements between Columbia Boulevard and Lombard in the vicinity of NE Martin Luther King Jr. Boulevard. The project will be carried out and managed by the Project Management Division of the Portland Office of Transportation. *Budget- \$552,000.*
- **City of Portland- St. Johns Pedestrian and Freight Project** — This project will develop project design elements for pedestrian safety and truck movements in the St. Johns neighborhood of Portland. The project will be carried out and managed by the Project Management Division of the Portland Office of Transportation. *Budget \$82,838.*
- **City of West Linn- Highway 43 Boulevard: West A Street to McKillican** – This project will plan multi-modal improvements to Highway 43 through West Linn. *Budget \$220,900.*
- **Metro- Tonquin Trail Master Plan** – This project will plan multi-use trail improvements between the cities of Wilsonville, Tualatin and Sherwood. *Budget \$207,650.*

Additionally the amendment includes the following changes to the Regional Travel Options program:

- **Regional Travel Options-** ODOT is initiating an amendment to Metro's marketing agreement for Metro to subcontract a marketing campaign to raise public awareness of travel options. The campaign will include television, radio, and outdoor advertising, earned media and community outreach. Also Metro applied for an increase in CMAQ funds to account for the transition of the

management Travel Management Association (TMA) contracts from TriMet to Metro. *Increases Budget- \$1,019,972.*

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to this UPWP amendment.

### **2. Legal Antecedents**

#### **Metro**

- Resolution No. 05-3541, For the Purpose of Approving the FY 2006 Unified Planning Work Program, adopted April 28<sup>th</sup>
- Resolution No. 05-3610A, For the Purpose of Issuing a Request for Proposals to Develop a Work Scope for an Expended 2005-08 Regional Transportation Plan Update that Incorporates the “Budgeting for Outcomes” Approach to Establish Regional Priorities, adopted September 22, 2005.

### **3. Anticipated Effects**

This resolution will allow staff to carry out additional planning activities in the Portland-Vancouver metropolitan region in fiscal year 2006.

### **4. Budget Impacts**

Increased revenue will match increased expenses. A budget amendment to Metro’s annual budget will be forth coming.

## **RECOMMEND ACTION**

Staff recommends the adoption of Resolution No. 06-3651

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