A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736

METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: **TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

DATE: **March 31, 2006**

TIME: **9:30 A.M.**

PLACE: **Rooms 370A/B, Metro Regional Center**

9:30		Call to Order and Declaration of a Quorum	Andy Cotugno
9:30		Citizen communications to TPAC on non-agenda items	Andy Cotugno
9:35	*	Approval of February 24, 2006 Minutes	Andy Cotugno
9:40		Future Agenda Items • Damascus Concept Plan (March) • Freight Data Collection (March) • Elderly & Disabled Transportation and Land Use Study (March/April) • TriMet Annual Service Plan (April/May) • Willamette River Bridges (anytime) • Cost of Congestion Discussion (anytime) • New Look Updates • Columbia River Crossing Updates	Andy Cotugno
9:45	*	Resolution No. 06-3668, For the Purpose of Approving the FY 2007 Unified Planning Work Program – RECOMMENDATION TO JPACT REQUESTED	Andy Cotugno
9:50	*	Resolution No. 06-3667, For the Purpose of Certifying That the Portland Metropolitan Area Is In Compliance With Federal Transportation Planning Requirements – RECOMMENDATION TO JPACT REQUESTED	Andy Cotugno
10:00	*	STIP Comment Letter– RECOMMENDATION TO JPACT REQUESTED	Ted Leybold
10:25	*	Resolution No. 06-XXXX, For the Purpose of Amending the 2006-09 Metropolitan Transportation Improvement Program to Add a Preservation Project on Highway 213 Between I-205 and Conway Drive - RECOMMENDATION TO JPACT REQUESTED	Ted Leybold
10:30	#	2035 RTP Update – INFORMATION/DISCUSSION	Kim Ellis
11:15		Connect Oregon Update – INFORMATION	Julie Rodwell, ODOT
11:40	*	Air Quality • Regional Ozone Maintenance Plan – INFORMATION • Air Quality Annual Update - INFORMATION	Marianne Fitzgerald, DEQ Mark Turpel

11:50	*	MTIP Allocation Update re: I-205/Commuter Rail/N. Macadam Streetcar	Steve Siegel
12:00		ADJOURN	Andy Cotugno

* Material available electronically. Please call 503-797-1916 for a paper copy
** Material to be emailed at a later date.
# Material provided at meeting.
All material will be available at the meeting.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930

METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE
February 24, 2006

Metro Regional Center

MEMBERS PRESENT	**AFFILIATION**
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Mike McKillip	City of Tualatin, representing Cities of Washington County
Ron Papsdorf	City of Gresham, representing Cities of Multnomah County
John Rist	Clackamas County
Phil Selinger	TriMet
Paul Smith	City of Portland

MEMBERS ABSENT	**AFFILIATION**
Frank Angelo	Citizen
Scott Bricker	Citizen
James Castaneda	Citizen
Brent Curtis	Washington County
Greg DiLoreto	Citizen
John Hoefs	C-Tran
Leland Johnson	Citizen
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Karen Schilling	Multnomah County
Jason Tell	Oregon Department of Transportation (ODOT – Region 1)
Mike Williams	Washington State Department of Transportation (WSDOT)
Jonathan Young	FHWA

ALTERNATES PRESENT	**AFFILIATION**
Ed Abrahamson	Multnomah County
Andy Back	Washington County
Danielle Cowan	City of Wilsonville
Linda David	SW Washington RTC
Marianne Fitzgerald	Oregon Department of Environmental Quality (DEQ)
Sorin Garber	Citizen
Margaret Middleton	City of Beaverton
Satvinder Sandhu	FHWA
Lainie Smith	Oregon Department of Transportation (ODOT – Region 1)
Steven Matthews	Washington State Department of Transportation (WSDOT)

GUESTS PRESENT	AFFILIATION
Kenny Asher	City of Milwaukie
June Carlson	Citizen
John Wiebke	City of Hillsboro
Susan Wright	Kittleson & Assoc.

STAFF

Kim Ellis, Jenny Kirk, Ted Leybold, Jonathan Makler, Jessica Martin, Robin McArthur, Deena Platman, Amy Rose, Norio Sugasawa, (Legal Intern)

CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Ms. Robin McArthur called the meeting to order and declared a quorum at 9:35a.m.

CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

INPUT ON FUTURE AGENDA ITEMS

The committee members discussed and suggested the following future agenda items:

- Ozone Maintenance Discussion
- TriMet Annual Service Plan
- OTIA Update
- New Look Update
- Columbia River Crossing Update

MEETING MINUTES OF JANUARY 27, 2006

ACTION TAKEN: Mr. Phil Selinger moved and Mr. Paul Smith seconded the motion to approve the January 27, 2006 meeting minutes. Hearing no objections, the motion passed.

RESOLUTION NO. 06-3559, FOR THE PURPOSE OF APPROVING THE FY 2007 UNIFIED PLANNING WORK PROGRAM

Ms. Robin McArthur presented Resolution No. 06-3559, which would approve the FY 2007 Unified Planning Work Program (UPWP).

Mr. Ron Papsdorf inquired about what should be included in the UPWP. Ms. Jenny Kirk responded that the UPWP primarily includes the transportation planning activities from Metro and other area governments that are of regional significance. Mr. Satvinder Sandhu added that anything that receives federal funds also needs to be included the UPWP.

Ms. McArthur asked for edits and additions to the report. The following edits/additions were suggested:

- Adding a project description for the I-205/Airport Way project

- Adding a project description for US 26/Springwater EIS and preliminary engineering
- Correct spelling of TONQUIN trail on table of contents
- Page 77, first bullet under *Objectives/Products/Deliverables*: changing SW Boones Ferry Road to Scholls Ferry.
- Page 77, fifth bullet under *Objectives/Products/Deliverables*: add verb such as Evaluate.
- Incorporate updated version of *TriMet – Regional Job Access and Reverse Commute Program* section on page 88.

Ms. McArthur requested that all changes be submitted to Ms. Amity Lindsay by Friday of next week. The committee agreed to postpone approval of Resolution 06-3559, until the next meeting and all requested edits have been made.

MTIP POLICY REPORT REDUX

Mr. Ted Leybold appeared before the committee to discuss the MTIP Policy Report. Last month, TPAC recommended forwarding the MTIP Policy to JPACT. At the February 9th JPACT meeting, the committee requested further analysis and recommendation prior to adoption of the Policy Report for the 2008-11 MTIP Program. Mr. Leybold directed the committee's attention to a memo (included as part of this meeting record), listing each of the issues JPACT requested further clarification on. He reviewed each issue and the committee briefly discussed.

The committee requested that the recommendation to JPACT list the current technical evaluation process and criteria that addresses the economic development policy objective. The committee also requested Metro staff provide technical guidance to project applicants on how to generate and provide information regarding the relationship between transportation projects and economic development and the retention/attraction of traded-sector jobs.

ACTION TAKEN: Mr. Sorin Garber moved and Mr. Phil Selinger seconded the motion to approve the MTIP Policy Report with the above stated changes. The motion passed.

REGIONAL FREIGHT PLAN

Ms. Deena Platman appeared before the committee to present information on the Regional Freight Plan. Metro is conducting a planning process that will focus on the transportation system as it pertains to the movement of freight and delivery of goods and services in the Portland-Vancouver metropolitan region.

Ms. Platman reviewed the project objectives and work program (included as part of this meeting record). She noted that the primary tasks and objectives would be integrated with the RTP update process.

Ms. Platman presented the committee the selection criteria for a private-public task force (included as part of this meeting record), which would advise the development of the Metro-Region Plan for Freight and Goods Movement. She noted that the task force would be comprised of both private and public sector members representing the many elements of the region's multimodal freight system. The desired size of the committee would be 30 members – 20 from the private sector and 10 from the public sector. Two members of the task force would also serve on an advisory committee for the RTP. A separate Regional Freight Technical

Advisory Committee, comprised of public sector staff, would provide expertise to the planning analysis and conclusions.

Ms. Platman asked that recommendations for committee members be forwarded to her.

Mr. Selinger noted that *Warehouse/Distribution* was listed under the *Modal Criteria* section, but should be a separate category on its own.

Mr. Rist asked that the Oregon Ports Association and Oregon Trucking Association have representation on the committee.

The committee continued to discuss the make-up of the task force. Mr. Andy Back inquired as to whether the committee should contain a member representing an unrelated field, as he is not sure if the importance of freight is recognized beyond those who are in transportation related fields.

Mr. Papsdorf asked if the committee was doing a disservice to other system components (bike, pedestrian and transit) by singling freight out.

Ms. Platman noted that how the committee educates individuals of the importance of freight could be done through some overlap in the committee structure. However, by diluting the expert group, you run the risk of loosing their influence. She stressed the importance of having a focus group that can tie results together. She concluded the presentation by noting that the plan will not solve any problems, rather, it will identify them.

METRO'S TRANSPORTATION OPERATIONS PROGRAM

Mr. Jon Makler appeared before the committee and presented a PowerPoint on Metro's Transportation Operations Program (included as part of this meeting record).

In June 2005, Portland became one of three regions in the United States that received a grant from the Federal Highway Administration to demonstrate a new term in transportation planning: the Regional Concept of Transportations Operations (RCTO). The grant will help the region further its efforts to maximize the value of existing infrastructure, as necessitated by the current funding situation. The grant funds have been used to hire Mr. Makler who will work with both the Portland Office of Transportation and Metro to carry out the work. The grant was secured through the efforts of TransPort, TPAC's ITS subcommittee. TPACs approval will be sought for completed RCTOs. The RCTO development process will be stakeholder-intensive, representing an important opportunity to discuss what it means to "manage the existing system". Mr. Makler noted that this Spring, workshops will be held to craft the vision for the initial set of RCTO. He asked that TPAC members provide him with recommendations on who should participate.

2035 REGIONAL TRANSPORTATION PLAN UPDATE

Ms. Kim Ellis appeared before the committee to present information on the 2035 Regional Transportation Plan Update. Ms. Ellis noted that the consultant team is on board. The team lead by Terry Moore of ECONorthwest, with support from MIG, Kittleson & Associates, is well rounded and moving forward. Ms. Ellis directed the committee's attention to a handout illustrating the project timeline (included as part of this meeting packet). The current Regional Transportation Plan expires in March 2008. As part of the scoping phase, stakeholders will be

engaged in order to identify key issues, outcomes and questions that need to be addressed. Ms. Ellis mentioned that one challenge is how to address how to ensure we are coordinating and integrating the TSMO, Freight and Cost of Congestion Study.

Mr. Sandhu asked if the plan for public outreach would be separate or part of the scope of work. Ms. Ellis responded that they would be developed together and they are trying to find ways to be efficient about connecting with stakeholders in the region.

BLUE PRINT FOR BETTER BICYCLING REPORT

The Blue Print for Better Bicycling Report will be presented at a future TPAC meeting.

FREEWAY LOOP STUDY

Mr. Steve Iwata appeared before the committee and presented a PowerPoint (included as part of this meeting record) on the Freeway Loop Study.

Mr. Iwata stated that the I-5/405 Freeway Loop Advisory Group (FLAG) completed its review of the near and long-term transportation land use, and urban design issues regarding the I-5/405 Freeway Loop. Appointed by Mayor Vera Katz and ODOT Director Bruce Warner, the 24-member group has studied the Freeway Loop since Fall 2003. The FLAG, which provided direction and oversight for the study, found that this freeway system is in urgent need of improvement.

Mr. Iwata presented a project summary report of the Freeway Loop Study (included as part of this meeting record). The summary includes information on:

- History/background of the Freeway Loop
- What happens if nothing is done
- Funding for freeway Improvements
- Key Findings about the Freeway Loop
- FLAG Recommendations

Mr. Smith noted that the Portland Freight Committee was concerned that I-5/I-84-Interchange was dropped from the appropriations list, as Commissioner Adams is receiving pressure to increase the importance of the interchange.

Mr. Iwata noted that the Loop is a complicated facility, with a large number of needs and some contradictions. He noted that it is important to recognize the immediate needs and the I-84 interchange has been a problem area from a capacity and accident standpoint.

ADJOURN

As there was no further business, Ms. McArthur adjourned the meeting at 12:25p.m.

Respectfully submitted,

Jessica Martin
Recording Secretary

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FY 2007 UNIFIED PLANNING WORK PROGRAM	)))	RESOLUTION NO. 06-3668 Introduced by Councilor

WHEREAS, The Unified Planning Work Program (UPWP) as shown in Exhibit A, describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2007; and

WHEREAS, The FY 2007 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Oregon Department of Transportation, TriMet, City of Wilsonville SMART, the Port of Portland and the local jurisdictions; and

WHEREAS, Approval of the FY 2007 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2007 UPWP is consistent with the proposed Metro budget submitted to the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council hereby declares:

1. That the FY 2007 UPWP is adopted.

2. That the FY 2007 UPWP is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

3. That Metro's Chief Operating Officer is authorized to apply for, accept and execute grants and agreements specified in the UPWP.

4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.

ADOPTED by the Metro Council this _____ day of April 2006.

_____
David Bragdon, Council President

Approved as to form:

_____
Daniel B. Cooper, Metro Attorney

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 06-3668 FOR THE PURPOSE OF ADOPTING THE FY 2007 UNIFIED PLANNING WORK PROGRAM

Date: March 23, 2006 Presented by: Andrew C. Cotugno

BACKGROUND

The FY 2007 Unified Planning Work Program (UPWP) describes transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2006. Included in the document are federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), TriMet, City of Wilsonville SMART, the Port of Portland, and local jurisdictions.

ANALYSIS/INFORMATION

1. **Know Opposition-** No known opposition

2. **Legal Antecedents-** Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted UPWP as a prerequisite for receiving federal funds according to Title 23 of the Code of Federal Regulations, Part 450 subpart c.

3. **Anticipated Effects -**Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2006, in accordance established Metro priorities.

4. **Budget Impacts-** The UPWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

RECOMMENDED ACTION

Approve Resolution No. 06-3668 which adopts the Unified Planning Work Program (UPWP) continuing the transportation planning work program for FY 2007; and authorize submittal of grant applications to the appropriate funding agencies.

FY 2006-07
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Draft

March 23, 2006

FY 2006-07

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

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FY 2006-07
PORTLAND AND METROPOLITAN AREA

UNIFIED PLANNING WORK PROGRAM
OVERVIEW

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and 3 counties. It is Metro's responsibility to meet the requirements of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12) and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use plans for the region, with an emphasis on implementation of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and is consistent with financial constraints.

The Unified Planning Work Program (UPWP) primarily includes the transportation planning activities of Metro and other area governments with reference to transportation planning activities, for fiscal year July 1, 2006 through June 30, 2007. Unless otherwise noted, all program objectives are on-going tasks.

DECISION-MAKING PROCESS

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

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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

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

BI-STATE

The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, the Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall

take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

METRO POLICY ADVISORY COMMITTEE

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

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

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with this requirement, the transportation plan developed to meet SAFETEA-LU, the LCDC Transportation Planning Rule and Charter requirements was developed with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

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

METRO TECHNICAL ADVISORY COMMITTEE

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

PLANNING PRIORITIES FACING THE PORTLAND REGION

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

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

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

- Implementation of the Regional Transportation Planning (RTP)
- Development of a financing strategy for the RTP
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2006-2009
- Implementation of projects selected through the STIP/MTIP updates
- Multi-modal refinement studies in the corridors of Highway 217, South Transit Corridor, the I-5/99W Corridor and Sunrise Corridor
- Land use and transportation concept plan for the Damascus area

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

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

JOINT RESOLUTION OF THE
METRO COUNCIL
AND
OREGON DEPARTMENT OF TRANSPORTATION

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 06-3667 Introduced by Councilor Rex Burkholder

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

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

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

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

ADOPTED by the Metro Council this _____ day of April 2006.

_____
David Bragdon, Council President

Approved as to form:

_____
Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation this _____ day of _____

2006.

_____
Craig Greenleaf
Transportation Development Administrator

PROGRAM

The 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 and the Transit Planning program. Transit supports Metro's effort to identify and promote multiple transportation choices that easily access all areas of the region.

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 began in Fall 2005, with completion of federal requirements anticipated in late 2007, prior to the March 5, 2008 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. The update will include the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) planning provisions. 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 Process (CMP) was first incorporated into the RTP, as part of the 2000 update, and the CMP will be expanded as part of the upcoming update to incorporate new recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The updated RTP will implement a CMP Roadmap that responds to federal corrective actions identified during the 2004 triennial review. Key activities for FY 2006-07 will be to create processes that incorporate CMP information into planning activities, initiate system monitoring based upon management-system performance measures, complete local project review for consistency with the CMP and ongoing data collection, and input to keep the CMP current. As part of the CMP work program, Metro will also establish a steering group of key CMP partners, including Portland State University, Oregon Department of Transportation (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 part of the CMP will also be

incorporated into this report. The report will include a user-friendly, public-release version, which will be electronically accessible on the web 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 and other stakeholders interested in the RTP as well as public agencies involved in local plan updates. To ensure early access and engagement into the current RTP update, a kick-off full-day Scoping Workshop involving representatives from throughout the region is being planned, The workshop will help to communally inform stakeholders about the constrained resources available to address the broad spectrum of transportation needs and will begin to identify criteria and a process for "budgeting for outcomes" as related to the prioritization of projects in the RTP update. Among other best practices that will be employed, on-going public involvement efforts will also include an integrated electronic web site, the use of survey instruments and other on-line forums to ensure easy access to transportation and other planning issues.

Transit Planning: Metro will assist public, non-profit organizations and local jurisdictions that provide public transit service in development of their short- medium- and long-range transit plans including:

- Assisting transit operators in meeting service requirements mandated by the Americans with Disabilities Act (ADA), Title VI the Civil Rights Act and other federal requirements;
- Providing guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources;
- Assisting transit providers in implementation of the Tri-County Elderly and Disabled (E&D) Transportation Plan and related elements of the RTP;
- Coordinating right-of-way management issues with the other agency and local jurisdiction members of the Willamette Shoreline Consortium.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington
- Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation (MWACT) and Northwest Area Commission on Transportation (NWACT)
- Area Transit providers
- FHWA
- FTA
- ODOT
- TriMet
- Willamette Shoreline Consortium
- Metro Freight Advisory Committee
- Organizations involved with minority and non-English speaking residents

OBJECTIVES/PRODUCTS/DELIVERABLES

- 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 project and financial plan database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost (including Operations and

Maintenance) and revenue estimates and amendments to local comprehensive plans. 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 CMP steering group to oversee CMP program development, and incorporation of CMP data into the RTP process;
- Approval of a consultant team and work program for the 2008 RTP;
- Organize and facilitate meetings of the Willamette Shoreline Consortium as needed;
- Coordination with TriMet, Lake Oswego, and Portland as necessary to facilitate operation of the Willamette Shore Trolley and manage and maintain the right-of-way;
- Participation with the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan as a SAFETEA-LU compliant, coordinated human services and public transportation plan integrated into the 2007 RTP update;
- Continue to work with the Special Transportation Fund Advisory Committee to advise TriMet as the governing body on the use of State of Oregon Special Transportation Formula and Discretionary Funds;
- Prepare detailed work programs, budgets and schedules for various transit planning related activities;
- Manage transit related studies in accordance with defined work programs, budgets and schedules;
- Assist TriMet, Ride Connection and other paratransit providers in developing and implementing productivity improvements;
- Serve as liaison with FTA;
- Manage federal grant funding and execute intergovernmental agreements as needed;
- Consultation on an air quality conformity determination of any amendments to the existing plan and the 2007 RTP update;
- Will discuss environmental mitigation activities in the RTP update as required by SAFETEA-LU;
- Will Consult with land use management, natural resources, environmental protection, conservation, and historic preservation as required by SAFETEA-LU.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the current fiscal year the 2004 RTP document was published for distribution to interested members of the public and regional agency partners. An RTP Technical Appendix was also completed for regional distribution. In late 2005, staff worked with ODOT to develop an RFP for the public outreach component of the next RTP update, and began consultant solicitation and selection in December and January of 2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	439,824	PL	$	555,940
Interfund Transfers	$	148,026	STP/ODOT Match	$	91,085
Materials & Services	$	310,500	ODOT Support	$	77,054
Printing and Postage- $41,000			Section 5303	$	86,991
Consultant Contract- $ 236,500			TriMet	$	39,114
Other Program Costs- $33,000			Metro	$	53,816
Computer	$	5,650			
TOTAL	**$**	**904,000**	**TOTAL**	**$**	**904,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.6
TOTAL	**4.6**

PROGRAM

The Green Streets program began in FY 2000-01 to address the growing conflict between good transportation design, planned urbanization in developing areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the program include:

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Environmental Community

OBJECTIVES/PRODUCTS/DELIVERABLES

- Evaluate SAFETEA-LU implications for Green Streets program and incorporate needed program refinements into the 2035 RTP and next printing of the Green Streets handbook;
- Continue to distribute the *Green Streets* handbook to local officials and interested citizens;
- Implement Green Street design principles through the MTIP process;
- Identify and fund needed culvert retrofits on the regional system through the MTIP process;
- Conduct outreach and training activities to promote the Green Streets program;
- Develop an expanded online presence for the Green Streets program on Metro's web site;
- Work with TPAC and Water Resources Policy Advisory Committee (WRPAC) to develop a long-term action plan for culvert retrofits and forward final recommendations as amendments to the 2000 Regional Transportation Plan (RTP) to JPACT, MPAC and the Metro Council.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

During FY 2005-06 Metro added engineering staff resources to assist in better implementing the Green Streets design principles and project recommendations through the MTIP program and local programs. The expanded program continues to include distribution of the *Green Streets* handbook, education and outreach to promote the program and local design support for project planning that incorporates the design principles.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	23,050	PL	$	17,828
Interfund Transfers	$	6,950	STP/ODOT Match	$	15,408
Materials & Services	$	5,000	Metro	$	1,764
TOTAL	**$**	**35,000**	**TOTAL**	**$**	**35,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.2
TOTAL	**0.2**

PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2006-07, the Livable Streets Program will more closely focus those activities on projects that directly relate to implementation of Region 2040 land use components, including "boulevard" projects funded through the Metrbopolitan Transportation Improvement Program (MTIP). The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

In early 2006, Metro added engineering staff to enhance technical outreach and advocacy for the program. The enhanced Livable Streets Program will include more extensive public outreach, special workshops and tours, awards program for project recognition, technical support for local design efforts and involvement in local project conception with the goal of improving the quality and scope of projects submitted for MTIP funding.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Environmental Community

OBJECTIVES/PRODUCTS/DELIVERABLES

- Implement regional street-design policy by participating in local project development and design activities, including technical advisory committees, design workshops and charrettes as well as formal comment on proposed projects;
- Sponsor a boulevard design workshop that spotlights successful projects in the region, and promotes livable streets principles among practicing professionals and interested citizens involved in local project development;
- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process;
- Expand Metro's web-based resources for livable streets implementation;
- Implement the proposed Livable Streets enhancement activities, should supplemental funding be allocated;
- Provide leadership in the professional engineering community on innovative designs and the transportation/land use connection.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY 2003-04, the second edition of the 1997 “Creating Livable Streets” handbook was printed, providing updated design guidelines for implementation of the Livable Streets Program. In 2002, the complementary “Green Streets” and “Trees for Green Streets” were developed, and subsequently published in 2003. These tools continued to be the focus of outreach and advocacy efforts in FY 2005-06. Throughout the life of the program, staff has focused on implementation of regional street design policies and objectives at the local project-development level.

LIVABLE STREETS PROGRAM

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	50,646	PL	$	5662
Interfund Transfers	$	16,354	STP/ODOT Match	$	41,951
Materials & Services	$	13,000	ODOT Support	$	22,082
			Section 5303	$	5,000
			Metro	$	5,305
TOTAL	**$**	**80,000**	**TOTAL**	**$**	**80,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.47
TOTAL	**0.47**

PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

In cooperation with the Data Resource Center, the first performance measures were completed in 2002. These measures included those mandated by the state and are related primarily to factors assessing the region's Urban Growth Boundary (UGB). FY 2006-07 work includes further refinement of outcome measures and development of an ongoing monitoring and data-collection system, including expanded monitoring or congestion measures as part of Metro Congestion Management Process (CMP). A semi-annual publication will be developed in support of major projects and key decision points to help the region to better understand how we have done. Metro will be able to update public interests and concerns with how our region should manage growth. Annual publications on transportation measures will be issued as part of the CMP program.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Ensure a broad and complete understanding of how the region is doing;
- Meet federal CMP requirements;
- Develop a sustainable system for monitoring and updating performance measure data;
- Create an annual update on transportation performance and periodic updates on other measures.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Continued program development and data collection were completed in FY 2005-06, including development of a CMP "roadmap" in response to federal requirements. Summary documents were not published during this fiscal year.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	82,767	PL	$	106,528
Interfund Transfers	$	26,773	STP/ODOT Match	$	11,998
Materials & Services	$	30,000	ODOT Support	$	15,232
Computer	$	460	Section 5303	$	3.477
			TriMet	$	520
			Metro	$	2,245
TOTAL	**$**	**140,000**	**TOTAL**	**$**	**140,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.86
TOTAL	**0.86**

PROGRAM

The 2004 Federal Update to the Regional Transportation Plan (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 both recurring (chronic) and non-recurring congestion and its ongoing effects 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 Process (CMP) Road Map required as part of the 2004 federal certification review. These programs are already largely incorporated into the RTP and include:

- Inventory of Congestion Hot Spots: Staff will work closely with Transportation Policy Alternatives Committee (TPAC), Oregon Department of Transportation (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 the Joint Policy Advisory Committee on Transportation (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 2008;
- 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 TransPort Committee guides the region's intelligent transportation activities. The committee is a multi-agency group of system providers involved in implementing intelligent transportation policy and operations as recommended by SAFETEA-LU. 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
- Oregon Transportation Commission
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- TriMet

OBJECTIVES/PRODUCTS/DELIVERABLES

- Establish a CMP Management Team as well as technical and stakeholder committees to implement the CMP roadmap and to address issues such as data, performance measures and the identification of congestion problem areas;
- Conduct regional CMT training in partnership with the FHWA;

- In coordination with work on the 2040 Performance Indicators Report and the periodic Existing Conditions Report, conduct an assessment of appropriate and feasible performance measures based on the importance of ongoing evaluation of congestion and communication with stakeholders, including the general public, elected officials and the business community;
- Develop new public information tools regarding where, when and especially why congestion occurs; prepare and map an inventory of congestion hot spots that affect the regional transportation system;
- Develop criteria for ranking congestion hot spots. In tandem, implement a system for differentiating the appropriate type of response to each congestion problem: policies/programs, projects, and real-time management/operations techniques. Prepare a ranked list of proposed congestion relief initiatives that improve movement of people and goods for review by JPACT and Metro Council;
- Support JPACT and the Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner;
- Continue to develop new innovations in congestion monitoring as part of evolving the region's congestion management strategy;
- Expand Metro's involvement with the TransPort Committee
- Support implementation of the FHWA Demonstration Grant regarding "Regional Concepts of Transportation Operations".

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The RTP seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. The RTP also recognizes that different congestion measures should be applied in different areas. Since 2000, the peak-hour congestion standard in the RTP 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. A higher standard is retained in major statewide "through-traffic" corridors and key-freight connections. The RTP also contains congestion management criteria that are used to screen all projects in the plan. These criteria have been used for two updates since 2000, and have resulted in a marked shift in project composition and a new emphasis on multi-modal solutions.

In 2004, the FHWA and FTA identified needed enhancements to the region's CMP program as a corrective action. In response, Metro developed a CMP "Roadmap" that describes an enhanced scope for fulfilling the requirement. As part of this work, Metro has formed a CMP Management Team as well as a technical committee that includes Metro, ODOT, the Portland State University Center for Transportation Research and other major transportation providers. Metro will work closely with FHWA to advance the implementation of the CMP "roadmap", with regular coordination meetings and project updates.

In 2005, the FHWA awarded the Portland region a special two-year grant to demonstrate a new management tool: the Regional Concept of Transportation Operations. Metro and the City of Portland will jointly administer the project, with the goal of closely integrating the program with the CMP program. In late 2005, Metro and the City recruited a project manager; work began in earnest in December 2005.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	55,197	PL	$	56,795
Interfund Transfers	$	18,243	STP/ODOT Match	$	24,834
Materials & Services	$	45,100	ODOT Support	$	19,277
Computer	$	460	Section 5303	$	3,000
			TriMet	$	9816
			Metro	$	5,278
TOTAL	**$**	**119,000**	**TOTAL**	**$**	**119,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.55
TOTAL	**0.55**

PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro Council directed transportation support for UGB planning activities include:

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

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Ongoing general support and coordination with UGB planning activities;
- Coordination between the upcoming 2004-06 update to the RTP with UGB planning activities ensuring work efficiencies and project consistency between efforts;
- Develop and analyze transportation scenarios for Metro's "New Look" update to the 2040 Growth Concept.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	16,443	Section 5303	$	19,921
Interfund Transfers	$	4,557	Metro	$	1,079
TOTAL	**$**	**21,000**	**TOTAL**	**$**	**21,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.15
TOTAL	**0.15**

PROGRAM

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

During the next year, Metro will be completing an update to the long-term vision with a “New Look” plan that revisits critical 2040 provisions, and updates regional growth policy accordingly. Like the 2040 plan, the New Look will establish a long-term blueprint for urban growth in the region that shapes Urban Growth Boundary (UGB) decisions and all other planning activities that follow.

To support this activity, Metro will conduct an extensive transportation analysis that evaluates the relative merits of different growth scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work will also shape the concurrent update to the Regional Transportation Plan (RTP).

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

- Developing and refining conceptual future transportation networks for varying growth scenarios to model and analyze transportation demand;
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation;
- Identifying major improvements to the regional transportation system needed to serve varying growth scenarios and a preferred future growth scenario;
- Conduct a concurrent update to the RTP that draws from the New Look work, and identifies improvements needed to implement the first 20 years of the new 50-year vision.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Northwest Area Commission on Transportation (NWACT)
- Mid-Willamette Area Commission on Transportation (MWACT)
- Salem-Keizer Metropolitan Planning Organization (MPO)
- SW Regional Transportation Council (RTC)
- Organizations involved with minority and non-English speaking residents

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete the development, analysis and reporting on transportation issues and effects on growth for the New Look scenarios;
- Coordination between the concurrent RTP update and New Look planning.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY 2005-06, Metro began background work to update regional models to cover the expanded area that will be considered in the New Look, and to test new transportation models that will be used for the first time on this project and the RTP update. Metro also developed detailed, coordinated work plans for the RTP update and New Look that fully integrate these complex efforts.

NEW LOOK @ 2040– TRANSPORTATION SUPPORT

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	191,780	PL	$	59,543
Interfund Transfers	$	59,920	STP/ODOT Match	$	135,132
Computer	$	2,300	ODOT Support	$	2,274
			Section 5303	$	32,456
			TriMet	$	1,380
			Metro	$	23,215
TOTAL	**$**	**254,000**	**TOTAL**	**$**	**254,000**

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

PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

In 2006, Metro will continue to transition into a new role of guiding project development for planning activities funded through the MTIP, at the request of ODOT. 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
- FHWA
- FTA
- ODOT
- Metro Committee for Citizen Involvement (MCCI)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission
- Organizations involved with minority and non-English speaking residents

OBJECTIVES/PRODUCTS/DELIVERABLES

The following are MTIP program objectives for FY 2006-07:

MTIP/STIP Update: Metro will begin the Priorities 2008-11 update; implementing updated MTIP policies and project review criteria for the next funding cycle. The updated MTIP will be published in complete and executive summary formats. Continued conformity with federal air quality standards will be demonstrated. The timing of this update will also bring the Metro program into alignment with the STIP.

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

Other MTIP activities for FY 2006-07:

- 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 greater more integrated use of electronically accessible formats such as the web, integration of more visualization techniques, greater use of specific printed materials with well defined distribution plans (such as identifying freight specific projects to more fully engage the freight community in the MTIP process) , 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 federal and 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;
- Continue to implement the recommendations of TPAC to improve the on-budget/on-schedule delivery of local project programming;
- Conduct environmental justice analysis for the Transportation Priorities and ODOT project prioritization process and the 2008-11 MTIP.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2002, a major update of MTIP policies and review criteria was launched to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP. This policy framework has since been implemented through the 2004-07 and 2006-09 MTIP project selection processes.

FY 2005-06 saw completion of the Priorities 2006-09 update to the MTIP and allocation of $52 million in transportation funds to regional projects. The 2006-09 update included a demonstration of ongoing conformity with air quality laws. In January 2005, FHWA and FTA 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 2005. Metro also published an accompanying MTIP brochure illustrating the projects funded through the 2006-09 program for general public education.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	343,010	PL	$	162,999
Interfund Transfers	$	107,931	STP/ODOT Match	$	182,975
Materials & Services	$	22,000	ODOT Support	$	14,784
Computer	$	13,058	Section 5303	$	13,307
			TriMet	$	85,448
			Metro	$	26,486
TOTAL	**$**	**485,999**	**TOTAL**	**$**	**485,999**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.64
TOTAL	**3.64**

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

Under FHWA and Federal Transit Administration (FTA) guidelines, Metropolitan Planning Organization (MPO) need to:

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

The majority of work to ensure compliance with the above will be done within the individual program/ project work plans. However, broad community data collection, outreach and qualitative evaluation methods will be developed and employed to assist the Planning Department, as a whole, to effectively comply with the spirit and letter of the guidelines. In addition, recognizing that an ever-growing majority of citizens in the region are using electronically accessible formats such as the web, improved and expanded use of this medium will be implemented. This will include expanded use of visualization techniques to help further describe plans and make information more easily understood. TriMet does separate Title VI outreach.

Metro has also established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro’s diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

Census 2000 information provides the foundation from which staff can assess aspects of projects or programs that may be of interest or have potential impact or benefit to minority and/or low-income populations. This, combined with community outreach efforts such as stakeholder interviews, helps us to better engage appropriate communities in effective communication and decision-making processes. This on-going program helps to identify the location of traditionally underserved and/or non-English speaking members of the community. It works in tandem with organizations, schools, businesses or other

community assets that might help engage those traditionally unaware of or disconnected from the making of public policy. It also helps to identify where the use of translators or translated information, might be helpful. As discussed in the Metropolitan Transportation Improvement Program narrative, Metro will conduct environmental justice analysis for the Transportation Priorities and ODOT project prioritization process and the 2008-11 MTIP.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A comprehensive Title VI/Environmental Justice plan was published in June 2005, and included mapping analysis and procedures for implementing the Title VI policy. Metro provided the plan to the FHWA and FTA in July 2005, in response to federal certification requirements. Metro also completed a Title VI analysis as part of the 2006-09 Metropolitan Transportation Improvement Program (MTIP) update that was completed in late 2005.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	11,551	PL	$	15,000
Interfund Transfers	$	3,449			
TOTAL	**$**	**15,000**	**TOTAL**	**$**	**15,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.1
TOTAL	**0.1**

TRANSPORTATION MODEL IMPROVEMENT PROGRAM (TRANSIMS)

PROGRAM

The TRANSIMS project is a US Department of Transportation (USDOT) research program intended to develop new travel demand modeling paradigms for use in assessing the transportation system response to policy issues. Portland is the chosen site for the model development activities and test applications. Metro has served on the research team with Federal Highway Administration (FHWA) and other consulting firms since the project conception.

During the next phase of the project, Metro will serve as a resource to provide local data to the project consultant team and to review periodic model results during the calibration efforts.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- USDOT (FHWA)
- Several consulting firms
- Metro Planning Department
- Agencies involved in modeling in the U.S. have an interest in this work, as the results will potentially influence future model specifications

OBJECTIVES/PRODUCTS/DELIVERABLES

- Provide local data to the consultant team, as necessary;
- Serve as a resource to review intermittent model results and assess their reasonableness.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Networks and all the required roadway attributes have been prepared for use in the micro-simulation assignment;
- Prototype assignments have been run to identify anomalies, to optimize the assignment process, and to test the reasonableness of the results;
- Preliminary demand model forms were developed and tested;
- The demand model serves as the seed for the remaining work elements.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	29,266	TRANSIMS – FHWA	$	32,000
Interfund Transfers	$	8734	Metro	$	8,000
Materials & Services	$	2,000			
TOTAL	**$**	**40,000**	**TOTAL**	**$**	**40,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.3
TOTAL	**0.3**

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro Planning Department
- Oregon Department of Transportation (ODOT)
- Port of Portland
- Cities and counties of this region
- Private sector clients

OBJECTIVES, PRODUCTS, DELIVERABLES

Survey and Research

- Travel Behavior Survey: A household activity survey will be conducted in FY 2006-07. The data collection work elements are defined in a separate program. In this program, data from the survey will be analyzed to produce summaries of various travel characteristics (trip frequencies, travel patterns, and mode shares).
- Freight Data Collection: Continue to participate on a regional committee to advise and comment on the freight data collected during FY 2005-06.

Model Enhancements

- Personal Transport Model: Continue the enhancement of the algorithms used to estimate travel decisions. Use the early survey data and the elements derived from the TRANSIMS demand model research to conceptualize an enhanced model form. In addition, the demand model will be updated to be compliant with the North American Industry Classification System (NAICS) employment data.
- Regional Freight Model: Update the regional freight model using the full complement of the data collected during the Phase 2 Freight Data Collection effort. The origin and destination freight data is being collected during FY 2005-06.
- Linkage to Metroscope: Continue to enhance the data interfaces between the transport model and the land-use allocation model (Metroscope).
- New Modeling Software: Complete the transition to the new travel demand modeling software. Particular focus will be placed on implementing micro simulation 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 and the Innovations in Freight Modeling Committee.

- National Panels: Serve on national committees as warranted. Including, 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, peer review panels that 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 coordinate the implementation of a statewide travel behavior survey.
- Freight Data Collection: Participated on a regional committee to advise and comment on the survey objectives and survey process.

Model Enhancements

- Personal Transport Model: Updated the travel demand model to better address the special characteristics found in the streetcar market share.
- Freight Model: Updated the regional freight model based upon the information captured in the early phases of the freight data collection project.
- New Modeling Software: The Visum/Vissim software (marketed by PTV America) was purchased in FY 2005-06. Auto and transit functionality was developed with regard to equilibrium and dynamic (temporal) assignment processes.
- Linkage to Metroscope: A simplified transport model (a.k.a., the Metroscope transport model) was created for use with Metroscope. The simplified transport model runs much more quickly and is less data intensive than the full transport model. The modeling tool was integrated with a new Metroscope application software.

Model Maintenance

- Modeling Network Attributes: Reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries). The volume delay functions were updated to account for individual turn and through move capacities (versus a single intersection approach capacity). This new approach was made possible because of enhanced capabilities in the Visum software. The 2039 zone system was fully integrated into project use.

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee: Staff currently serves as the chair for this committee.
- Transportation Research Board Committees: Served on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee and the Innovations in Freight Modeling Committee.
- National Panels: Served on national committees including 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. Participated on peer review panels that assessed travel demand models used in other regions (e.g., Puget Sound Regional Council model review).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	212,821	PL	$	136,700
Interfund Transfers	$	78,219	STP/ODOT Match	$	120,192
Materials & Services	$	11,960	ODOT Support	$	2,994
			Section 5303	$	21,418
			TriMet	$	2,851
			Metro	$	18,845
TOTAL	**$**	**303,000**	**TOTAL**	**$**	**303,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.3
TOTAL	**2.3**

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

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

STAKEHOLDERS

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

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

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Coordinated collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and enter the data in a computerized database;
- Compiled Highway Performance Monitoring System (HPMS) vehicle counts from Oregon Department of Transportation (ODOT);
- Established a web site that summarizes VMT and VMT per capita;

- Compiled TriMet patronage information;
- Collected parking cost information for key areas within the central city;
- Reviewed and commented on key documents that pertain to comparisons of national system performance (e.g., Texas Transportation Institute – Urban Mobility Report, FHWA – Federal Highway Statistics, FHWA – HPMS Summary Report);
- Provided information to those seeking system performance data (e.g., traffic counts, VMT, VMT per capita);
- Assembled Transportation system performance data for inclusion into the next Metro Performance Measure document.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	77,868	PL	$	19,099
Interfund Transfers	$	25,132	STP/ODOT Match	$	55,017
			Section 5303	$	20,000
			Metro	$	8,884
TOTAL	**$**	**103,000**	**TOTAL**	**$**	**103,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.82
TOTAL	**0.82**

PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Provide data and modeling services to regional jurisdictions and agencies;
- Provide data and modeling services to private consultants and other non-governmental clients;
- Provide funds to the local governmental agencies to purchase and maintain transportation modeling software.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Provide data and modeling services to regional jurisdictions and agencies (e.g., City of Portland – Central City Plan Update);
- Provide data and modeling services to private consultants and other non-governmental clients (e.g., future forecast volumes, trip distribution patterns and mode share characteristics);
- Modeling software has been purchased for five governmental agencies (ODOT Region 1, City of Portland, City of Gresham, Clackamas County, Multnomah County, and Washington County).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	55,076	STP	$	36,489
Interfund Transfers	$	15,331	ODOT Support	$	27,000
Computer	$	5,659	TriMet	$	8,400
			Metro	$	4177
TOTAL	**$**	**76,066**	**TOTAL**	**$**	**76,066**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.54
TOTAL	**0.54**

PROGRAM

The Household Survey Program requires that funds be earmarked for the purpose of conducting a regional travel behavior survey. The last survey was conducted in 1994. The data are instrumental in identifying behavioral relationships with regard to travel decisions.

The survey will be administered over five years at a total cost of approximately $1.3 million. Regional funding partners (Metro, Oregon Department of Transportation - ODOT, TriMet, and the Southwest Washington Regional Transportation Council) are participants in the financing of the survey. This project will be conducted in two phases in fiscal years 2007 and 2008 and then it will move into a longitudinal study. . During the first two years, a 6000 household cross-sectional survey will be administered. Using a panel of 1,000 households sampled from the cross-sectional, a three-year longitudinal panel will then be conducted. The same 1,000 households will be interviewed repetitively in years three, four, and five.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Federal Highway Administration (FHWA), Federal Transportation Administration (FTA), and Environmental Protection Agency (EPA) require that project analysis be carried out using methods and modeling tools that meet certain guidelines. Failure to meet the guidelines may result in project analysis conclusions that do not meet federal approval. Given that the most recent survey data are twelve years old, the survey data needs to be updated since it serves as the underpinning for the model relationships. Not having recent data may raise concerns during Metro's Metropolitan Planning Organization (MPO) certification proceedings.

STAKEHOLDERS

- Metro
- ODOT
- TriMet
- Port of Portland
- The cities and counties of the region
- Private sector clients

OBJECTIVES/PRODUCTS/DELIVERABLES

- During the first two phases, 6,000 cross-sectional surveys will be conducted for the purpose of capturing a "snapshot" of current travel characteristics and to capture data to update the regional travel demand model. Approximately 5,000 of the survey households will be sampled from the Oregon portion of the region. 1,000 households will be selected from Clark County.
- Years two through five will use a 1,000 household longitudinal panel to obtain data to better understand traveler response to change (e.g., household or work location, infrastructure, household composition, income, urban development, etc.). In the longitudinal panel surveys, the same households will be interviewed yearly to identify the changes through time.
- A survey advisory committee will be formed to guide the endeavor.
- As data is collected from the cross-sectional survey and the longitudinal panel survey, documents will be prepared that summarize the findings.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro has significant experience in conducting surveys. Surveys were fielded in 1977, 1985, and 1994. As in 1994, Metro is working together with the other MPOs in the state and the ODOT Transportation Planning Analysis Unit to conduct a survey that covers the entire state. A common contractor and survey form will be used to ensure data compatibility and to maximize the efficient use of the financial resources.

HOUSEHOLD SURVEY

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	19,796	PL	$	175,000
Interfund Transfer	$	5,518	TriMet HHS	$	75,000
Materials & Services	$	424,686	ODOT HHS	$	125,000
			RTC HHS	$	75,000
TOTAL	**$**	**450,000**	**TOTAL**	**$**	**450,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.2
TOTAL	**0.2**

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

STAKEHOLDERS

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

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Use the 2035 forecast of population and employment to provide services for transportation modeling, such as corridor planning projects;
- Use the newly streamlined version of MetroScope to produce 2050 scenarios for the New Look project. This will include providing model scenario results in the form of graphics (charts and graphs), maps and 3-D renderings and fly-throughs;
- Develop a new database structure that will house Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan (RTP) project data and system maps. The database will be housed at Metro, but maintained through a cooperative partnership with local jurisdictions to ensure that the project information is maintained in a timely manner.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Allocation of pop/emp to census tract and Transportation Analysis Zone (TAZ) for the transport model using MetroScope;
- Forecast of pop/emp for bi-state region to 2035;
- Allocation of pop/emp to census tract and TAZ for the transport model using MetroScope;
- Completion of the 2035 forecast of population and employment and its distribution to TAZ's by MetroScope. This is a primary data input to the transport model;
- Automation the MetroScope to eliminate need for manual functions and to include an embedded transport model to reduce the time required to produce growth scenarios;
- Update of population by census tract and block group to the current year from 2000;
- Update of employment to mapped locations for current year.

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

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	686,967	PL	$	107,888
Interfund Transfers	$	220,740	ODOT Support	$	15,000
Materials & Services	$	205,793	Section 5303	$	80,336
Aerial Photo Contract- $130,000			TriMet	$	37,500
Computer Software etc- $37,000			Metro	$	872,776
Computer Maintenance- $33,600					
Other Program Costs- $4,693					
TOTAL	**$**	**1,113,500**	**TOTAL**	**$**	**1,113,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.5
TOTAL	**6.5**

PROGRAM

Grants Management and Coordination provides overall ongoing department management and includes Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes budgeting, UPWP, contracts, grants, and personnel. It also includes staff to meet required needs of the Joint Policy Advisory Committee on Transportation (JPACT), Transportation Policy Alternatives Committee (TPAC), Metro Technical Advisory Committee (MTAC), Bi-State Coordination Committee, Regional Freight Committee, Regional Travel Options (RTO) Subcommittee, Housing Choice Task Force (HCTF), and Metro Council. As an MPO, Metro is both regulated by federal planning requirements, and a direct recipient of federal transportation grants. The purpose of the MPO is to ensure that federal programs unique to urban areas are effectively implemented. The MPO program also includes coordination and consultation with state and federal regulators.

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

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

Metro is periodically subject to federal certification review, whereupon the agency must demonstrate compliance with federal transportation planning requirements, including the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). The MPO program is also responsible for publishing an annual Unified Planning Work Program (UPWP) for the region, and monthly and quarterly reports to state and federal officials documenting our progress in completing the work program. Among these responsibilities is the requirement to establish air quality findings for Metro's transportation planning efforts that demonstrate continued conformity with the federal Clean Air Act. This air quality conformity work is a major component of Metro's MPO program.

Provide support to JPACT, TPAC, MTAC, Bi-State Committee, Regional Freight Committee, and subcommittees to ensure coordination between state, regional, and local transportation and land-use plans and priorities. These committees and subcommittees meet transportation and land-use coordination provisions outlined in SAFETEA-LU.

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
- Metro Council
- Local jurisdictions
- TPAC
- JPACT

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Prepare and manage the department budget, personnel, programs and products.
- FY 2007-08 UPWP/Self Certification.
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports.
- Send monthly progress reports to TPAC.
- Produce meeting minutes, agendas and documentation.
- Execute, administer and monitor contracts, grants and agreements.
- Complete a periodic review with FHWA and FTA on UPWP progress.
- Complete Federal Certification.
- Single audit responsibility for Planning grants.
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements.
- Continue to participate in MPO coordination meetings.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is an ongoing program.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	399,978	PL	$	408,518
Interfund Transfers	$	198,791	STP/ODOT Match	$	201,560
Materials & Services	$	42,498	Section 5303	$	7,947
Computer	$	1,564	Metro	$	24,806
TOTAL	**$**	**642,831**	**TOTAL**	**$**	**642,831**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.83
TOTAL	**3.83**

PROGRAM

This project is a follow up to the I-205/Portland Mall Light Rail Project Final Environmental Impact Statement (FEIS) completed in FY 2004-05. This activity will be funded through an Intergovernmental Agreement (IGA) with TriMet as part of their intergovernmental coordination for Final Design and Construction of the project. Tasks will include Federal Transit Administration (FTA) coordination and new starts reporting, implementation of the project's funding plan, development of the FTA-required Before and After Study and other tasks as required. This will be the start of a multi-year IGA with TriMet that will likely run through FY 2009-10 when construction of the I-205 and Portland Mall segments are complete.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro Council
- Central City, SE Portland and Clackamas County neighborhoods
- City of Portland
- Downtown business community – LID participants
- Clackamas and Multnomah Counties
- FTA
- ODOT
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – South/North DEIS Locally Preferred Alternative selected, which included the Portland Mall;
- 1999 – 2001 – South Corridor Transportation Alternatives Study evaluates non-light rail options in the corridor, which leads to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments;
- 2002 – 2003 – South Corridor Supplemental DEIS includes a Phase 1 I-205 alignment for light rail between Gateway and Clackamas Regional Centers as well as light rail on the Portland Mall;
- January 2004 – Amended SDEIS for downtown Portland Mall and I-205 LRT Project, solidifying mode, terminus, station location and alignment decision on the Portland Mall segment;
- December 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final Environmental Impact Statement published in the Federal Register;
- October 2005 – TriMet receives Final Design approval from FTA.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	20,238	TriMet IGA	$	28,000*
Interfund Transfers	$	7,762			
TOTAL	**$**	**28,000**	**TOTAL**	**$**	**28,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.2
TOTAL	**0.2**

* Budget and amount of IGA to be determined

PROGRAM

The Milwaukie Light Rail Supplemental Draft Environmental Impact Statement (SDEIS) project advances Phase 2 of the Locally Preferred Alternative (LPA) for the South Corridor Light Rail Project. Environmental work for the Willamette River Crossing, the Lincoln Street portion of the alignment needs to be updated from the original 1998 South/North Draft Environmental Impact Statement (EIS). A potential new alignment through Milwaukie also requires revision of the LPA selected in April 2003.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

STAKEHOLDERS

- Metro Council
- Central City, SE Portland and Milwaukie neighborhoods
- City of Milwaukie
- City of Portland
- Clackamas County
- Multnomah County
- Federal Transit Administration (FTA)
- ODOT
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	564,296	TriMet IGA*	$	1,492,000
Interfund Transfers	$	165,056			
Materials & Services	$	750,000			
Consultant Contract(s)- $750,000	$	12,648			
Computer	$				
TOTAL	**$**	**1,492,000**	**TOTAL**	**$**	**1,492,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.8
TOTAL	**5.8**

* Anticipated

STREETCAR TECHNICAL METHODS AND SYSTEM PLAN

PROGRAM

As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which included funding for advancement of Streetcar technical methods and a system plan as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process. The technical methods will assist the Federal Transit Administration (FTA) in the development of guidance for travel demand forecasting and economic development methodologies for the Small Starts funding program. In FY 2005-06, initial work was done to evaluate potential approaches for this work, funded through the Eastside Transit Project and Lake Oswego to Portland Transit Corridor Project Alternatives Analyses. The Streetcar System Plan will evaluate potential alignments and extensions to the existing system and will serve as input into the Regional Transportation Plan update.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Develop a Streetcar System Plan for the region and provide input into the Regional Transportation Plan update;
- Develop technical methods for travel forecasting that fully explain the ridership patterns of the Streetcar mode to assist FTA in the evaluation of Small Starts projects;
- Develop technical methods for evaluating the impact of Streetcar on development patterns and measuring the economic development potential of the Streetcar mode to assist FTA in the evaluation of Small Starts projects.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- The first segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. The alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown, and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capital provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- In 2005, Eric Hovee Inc. was retained to develop a correlation between the presence of the Portland Streetcar and Central City development patterns. This study recommended potential methods to show causality between the streetcar and intensity of development that form the basis of the current work program
- In 2005, PB Consult was retained to evaluate the travel demand forecasting methods to be used to evaluate the Streetcar mode. Several sub-mode adjustments were made to Metro's travel forecasting model as a result.
- An FTA Alternatives analysis was completed and a Locally Preferred Alternative selected for both the Eastside and Portland to Lake Oswego Transit Projects in federal FY 2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	51,030	FTA Streetcar grant	$	794,110
Interfund Transfers	$	36,019	Metro	$	10,000
Materials & Services	$	807,950	Local Jurisdiction Match	$	90,889
Consultant Contract(s)- $510,725					
City of Portland IGA- $221,000					
Other Program Costs- $16,225					
TOTAL	**$**	**894,999**	**TOTAL**	**$**	**894,999**

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

ALTERNATIVE ANALYSIS & STREETCAR PROGRAMS SUMMARY - by Grant

	FY 06	**FY 07**	**TOTAL**
Total FTA SAFETEA-LU Streetcar Earmark	**$750,000**	**$2,234,278**	**$2,984,278**
Eastside Transit Alternatives Analysis	$550,000	$547,354	$1,097,354
Lake Oswego to Portland AA/DEIS	$200,000	$892,814	$1,092,814
Streetcar Methods and System Plan	$0	$794,110	$794,110
Total MTIP FY 05-06 Grant	**$300,000**	**$0**	**$300,000**
Lake Oswego to Portland AA	$300,000	$0	**$300,000**
Total MTIP FY 06-07 Grant	**$688,000**	**$0**	**$688,000**
Lake Oswego to Portland AA	$688,000	$0	$688,000
TOTAL	**$1,738,000**	**$2,234,278**	**$3,972,278**

LAKE OSWEGO TO PORTLAND CORRIDOR (Willamette Shoreline)

PROGRAM

This project will build upon the completion of the Willamette Shoreline Alternatives Analysis (AA) in FY 2005-06. Promising alternatives advanced from the AA would connect the South Waterfront area of the Central City to the Lake Oswego town center. The Draft Environmental Impact Statement (DEIS) will advance the project to the point where application may be made to the Federal Transit Administration (FTA) for the Project Development phase of the Small Starts funding program.

The Alternatives Analysis evaluated use of the Jefferson Branch rail line, owned by the Willamette Shoreline Consortium, as a potential transit route, as well as Highway 43 and other local roadways. A bicycle and pedestrian trail was also considered within the envelope of the Jefferson Branch right-of-way and possibly on local streets.

This activity is the second step in the federal transit planning process. In order to be eligible for federal funding, the project must be selected through a thorough analysis of promising alternatives and their environmental impacts and must receive FTA approvals to move into subsequent phases of project development.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts and Small Starts projects.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process.
- The Region 2040 Plan, the Regional Transportation Plan (RTP), City of Portland Plans for North Macadam, and Lake Oswego Redevelopment plans all call for improved transit service in the Macadam/Highway 43 corridor between the central city and the Lake Oswego Town Center.
- The Willamette Shoreline Consortium, formed in 1985, managed the acquisition of the Jefferson Branch rail line and has been operating historic trolley service on the line. The Consortium also manages maintenance of the line to ensure it remains an active rail alignment for future enhanced transit service.
- The City of Lake Oswego is developing a Foothills District Refinement Plan for an urban renewal district in the Foothills area adjacent to the Jefferson Branch rail alignment that anticipates a high level of transit service.

STAKEHOLDERS

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

- Business and civic organizations
- Private industry and the public

OBJECTIVES/PRODUCTS/DELIVERABLES

- Initiate a DEIS for the Lake Oswego to Portland Transit Corridor;
- Implement a public participation plan that provides opportunities for all parties to comment, employs visualization techniques and other best practices to help describe alternatives and options and uses enhanced electronically accessible information formats, such as on-line survey instruments and the Web;
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding included in SAFETEA-LU;
- Ensure that the project is properly positioned for federal review and advancement into the Project Development phase of the Small Starts program.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. The double-tracked line is 2.4 miles end-to-end with 32 stop locations. RiverPlace streetcar extension was completed in May 2005. Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge;
- Completion of a corridor study background report that includes compilation, summarizations and analysis of historical transportation and land-use issues plans and polices along the corridor;
- Establishment and implementation of a 20-member Project Advisory Committee who represent the communities, residents, businesses and interest groups in the travel corridor between Lake Oswego and Portland;
- Definition of a wide-range of alternatives to be considered during the Scoping Process and the development of a visually descriptive geographic overview packet of Highway 43 and Willamette Shore railway right-of-way.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	361,922	FTA Streetcar Grant	$	898,197
Interfund Transfers	$	120,858	Local Match	$	102,803
Materials & Services	$	530,000	Metro	$	15,000
Consultant Contract(s)- $410,000					
City of Portland IGA- $110,000					
Other Program Costs- $10,000					
Computer	$	3,220			
TOTAL	**$**	**1,016,000**	**TOTAL**	**$**	**1,016,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.92
TOTAL	**3.92**

ALTERNATIVE ANALYSIS & STREETCAR PROGRAMS SUMMARY - by Grant

	FY 06	FY 07	TOTAL
Total FTA SAFETEA-LU Streetcar Earmark	**$750,000**	**$2,234,278**	**$2,984,278**
Eastside Transit Alternatives Analysis	$550,000	$547,354	$1,097,354
Lake Oswego to Portland AA/DEIS	$200,000	$892,814	$1,092,814
Streetcar Methods and System Plan	$0	$794,110	$794,110
Total MTIP FY 05-06 Grant	**$300,000**	**$0**	**$300,000**
Lake Oswego to Portland AA	$300,000	$0	**$300,000**
Total MTIP FY 06-07 Grant	**$688,000**	**$0**	**$688,000**
Lake Oswego to Portland AA	$688,000	$0	$688,000
TOTAL	**$1,738,000**	**$2,234,278**	**$3,972,278**

EASTSIDE TRANSIT ALTERNATIVE ANALYSIS

PROGRAM

This project will advance the Locally Preferred Alternative selected as part of the FY 2005-06 federal Alternatives Analysis (AA) into a Documented Categorical Exclusion or Environmental Assessment, depending on the Federal Transit Administration's (FTA) determination of the appropriate National Environmental Protection Act (NEPA) review. The AA evaluated alternative transit modes and alignments to connect downtown Portland to the Lloyd District and Central Eastside. Alternatives included a no-build option, bus circulator and streetcar alternatives, including three minimum operable segments. The proposed streetcar alternative would be an extension of the existing Portland Streetcar alignment over the Broadway Bridge to the Lloyd District, extending south through the Central Eastside to OMSI, and eventually connecting with a new Caruthers light rail bridge when Milwaukie light rail is constructed to complete the Streetcar loop into Downtown.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. A recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects.
- The Region 2040 Plan, the Regional Transportation Plan (RTP) and various City of Portland plans including the Central City Plan (1986) and the Central City Transit Plan (1994) call for improved internal Central City circulation for workers, residents, and visitors.
- In federal FY 2005-06, Metro Council selected a Locally Preferred Alternative to advance into the NEPA process.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete documented Categorical Exclusion (CE) or Environmental Assessment (EA) for the Eastside Transit Project;
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding included in SAFETEA-LU;
- Ensure that the project is properly positioned for federal review and approval to advance into the Project Development phase of the Small Starts funding program.

EASTSIDE TRANSIT ALTERNATIVE ANALYSIS

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. The alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capital provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- Portland Streetcar currently is providing over 2,000,000 rides per year. Since 1997, nearly 5,300 new units of multi-family housing have been built within 2-3 blocks of the streetcar and there has been over 3.5 million square feet of non-residential space developed.
- The RiverPlace streetcar extension is under construction.
- Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge.
- Portland Streetcar, Inc, after two years of public outreach and development with a project steering committee, developed an alignment that was adopted by Portland City Council on June 25, 2004.
- Metro entered into a contract with Portland Streetcar, Inc. in FY 2004-05 to develop the work program and perform the federal alternatives analysis for the project.
- An FTA Alternatives analysis was completed and a Locally Preferred Alternative selected in federal FY 2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	128,856	FTA Streetcar grant	$	547,354
Interfund Transfers	$	43,445	Local match	$	62,647
Materials & Services	$	437,700			
Consultant Contract- $45,475					
City of Portland IGA- $387,000					
Other Program Costs- $5,225					
TOTAL	**$**	**610,001**	**TOTAL**	**$**	**610,001**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.22
TOTAL	**1.22**

ALTERNATIVE ANALYSIS & STREETCAR PROGRAMS SUMMARY - by Grant

	FY 06	FY 07	TOTAL
Total FTA SAFETEA-LU Streetcar Earmark	**$750,000**	**$2,234,278**	**$2,984,278**
Eastside Transit Alternatives Analysis	$550,000	$547,354	$1,097,354
Lake Oswego to Portland AA/DEIS	$200,000	$892,814	$1,092,814
Streetcar Methods and System Plan	$0	$794,110	$794,110
Total MTIP FY 05-06 Grant	**$300,000**	**$0**	**$300,000**
Lake Oswego to Portland AA	$300,000	$0	**$300,000**
Total MTIP FY 06-07 Grant	**$688,000**	**$0**	**$688,000**
Lake Oswego to Portland AA	$688,000	$0	$688,000
TOTAL	**$1,738,000**	**$2,234,278**	**$3,972,278**

PROGRAM

The program implements multi-modal Regional Transportation Plan (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 Transportation Planning Rule (TPR), Metro is required to complete a regional Transportation System Plan, which identifies the need for transportation facilities and their function, mode and general location. The 2000 RTP calls for completion of 18 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 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies for the Powell/Foster and Highway 217 corridors in the 2002-2005 time period. In 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 Fall 2005, the Corridor Refinement Work Plan was updated to reflect current and new efforts and responsibilities. Over the next five years, the work plan, which was approved by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, calls for commencement of major new planning efforts on the East Multnomah County I-84/US 26 Connector, the Outer Southwest Area, I-205 and I-405 corridors and regional high capacity transit and tolling system plans.

STAKEHOLDERS

- Project partners include Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), TriMet and associated counties and cities;
- 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 project not yet funded by other grants or contracts;
- Participate in ODOTs' Oregon Innovative Partnerships Program (OIPP), which is seeking private partners to help develop transportation facilities. In FY 2006-07 this will focus on completing scoping work for proposals from private firms on I-205 and Sunrise Corridors;

- Develop and Implement public participation plans that provide opportunities for all parties to comment. Employ visualization techniques, electronically accessible formats such as on-line survey instruments and the Web and other best practices to help reach potentially impacted, minority and non-English speaking, or other interested residents in future selected corridors;
- Fully explore safety and community access/development considerations and other key factors in selected transportation corridors.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

(Most of the 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);
- Received TGM grant for Phase I Powell/Foster Corridor study (2002);
- Powell Foster Phase I completed (2003);
- Completed Highway 217 Corridor study (2005);
- Travel forecasting and FTA liaison for Washington County Commuter Rail project (2001-present);
- Participation in eastside streetcar and I-405 loop studies (2004-2005);
- Scoping and grant applications for I-5/99W project (2003-present);
- Participation in scoping, funding, travel analysis and advisory committees for Sunrise Corridor (2003-present);
- Update of Corridor Priorities Work Plan (2005);
- Participated in the development of Columbia River Crossing Project;
- Worked with ODOT OIPP on work plan development and negotiations with private consortium (OTIG) for proposals on I-205 and Sunrise corridors.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	32,402	STP/ODOT Match	$	38,584
Interfund Transfers	$	10,598	Metro	$	4,416
TOTAL	**$**	**43,000**	**TOTAL**	**$**	**43,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.3
TOTAL	**0.3**

PROGRAM

This work program is designed to complete the corridor refinement planning needed on the next priority corridor as defined by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council. The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2005-06, this program focused on completing the Highway 217 Corridor study and commencing the next multi-modal alternatives analysis. Work is intended to conclude in FY 2006-07 with selection of preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and Metro Council. Alternatives will be developed to the point that they can proceed directly into National Environmental Protection Act (NEPA) and preliminary engineering.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

In Winter 2005, Metro again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in Fall 2005, JPACT and Metro Council approved a corridor planning work plan update, which calls for initiation of five new corridor plans in the next five years (see Project Development narrative). In Winter 2006, Metro will commence work on one or more corridor planning efforts. Candidates include the I-205 South; the Outer Southwest Area (including a regional tolling system plan); and East Multnomah County I-84/US 26 Connector corridors as well as a regional transit system plan.

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete scoping of study;
- Issue consultant contracts;
- Complete background and existing conditions analyses;
- Identify initial range of alternatives for study;
- With advisory committees, establish goals and objectives for the corridor;
- Commence travel modeling and concept design for initial alternatives;
- Develop and Implement a public participation plan that provides opportunities for all parties to comment, employs visualization techniques, electronically accessible formats such as on-line survey instruments and the Web and other best practices to help reach potentially impacted, minority and non-English speaking, or other interested residents in the selected corridor;
- Fully explore safety and community access/development considerations and other key factors in the selected transportation corridor.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Completed Phase I Powell/Foster Corridor study (2003);
- Completed Highway 217 Corridor study (2005);
- With Transportation Policy Alternatives Committee (TPAC) subgroup, review priorities and identified potential next corridor study candidates (2005);
- JPACT and Metro Council approved corridor planning work plan update (Fall 2005);
- Select corridor for next study – (Winter 2006);
- Develop scope and initiate contracting (Spring 2006).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	268,629	PL	$	110,955
Interfund Transfers	$	80,294	STP/ODOT Match	$	179,475
Materials & Services	$	348,050	ODOT Support	$	12,000
Consultant Contract(s) -$269,000			Section 5303	$	81,226
Other Program Costs- $79,050			Next Corridor STP*	$	250,000
Computer	$	6,026	Next Corridor Match	$	28,614
			Metro	$	40,729
TOTAL	**$**	**702,999**	**TOTAL**	**$**	**702,999**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.06
TOTAL	**3.06**

* Anticipated

BI-STATE COORDINATION

PROGRAM

The Bi-State Coordination Committee was created in April 2004, through a transition from the Bi-State Transportation Committee. The Bi-State Coordination Committee is chartered by member agencies on both sides of the Columbia River including the cities of Vancouver and Battle Ground, Washington and Portland and Gresham, Oregon; Multnomah and Clark counties; the ports of Vancouver and Portland; TriMet and CTRAN; Washington State Department of Transportation and Oregon Department of Transportation; and Metro. The Committee reviews, discusses and makes recommendations about transportation and land use issues of bi-state significance.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro Council
- Cities of Portland and Vancouver
- Multnomah and Clark County
- Ports of Portland and Vancouver
- TriMet
- CTRAN

OBJECTIVES/PRODUCTS/DELIVERABLES

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

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

Products/Deliverables will include:

- Making recommendations to the Joint Policy Advisory Committee on Transportation (JPACT) or other agencies about land use and transportation issues of bi-state significance;
- Completing an Annual Report.

BI-STATE COORDINATION

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Determined that the two Metropolitan Planning Organization (MPO) forecasts of future jobs and housing should be coordinated and that 2030 should be the forecast horizon year for bi-state transportation projects;
- Made recommendations concerning alternatives for the I-5 Delta Park Project;
- Provided additional time for discussion and coordination of issues concerning the I-5 Columbia River Crossing;
- Discussed high occupancy vehicle lanes on I-5 in southwest Washington;
- Kept local officials up to date on heavy rail/freight movement in the bi-state area;
- Discussed the Cost of Congestion Report and possible actions to address this issue;
- Discussed the West Coast Corridor Coalition and implications for the Bi-State area.

A detailed description of Bi-State Coordination Committee work in a month-by month format is available in the Committee's 2005 Annual Report.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	15,354	STP/ODOT Match	$	29,844
Interfund Transfers	$	6,647	Metro	$	2,157
Materials & Services	$	10,000			
TOTAL	**$**	**32,001**	**TOTAL**	**$**	**32,001**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.18
TOTAL	**0.18**

PROGRAM

This program manages the identification of the region's freight system; policies and project needs and includes them in Regional Transportation Plan (RTP). The program updates the RTP's Regional Freight System plan that provides guidance to affected municipals and counties in accommodation of freight on the regional transportation system. It provides coordination with local, state, and federal plans so that freight plans remain consistent throughout the region. 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. Combining these elements, the program endeavors to identify 'trouble points' in the transportation system, proposed potential capacity improvements and identifies potential funding sources. Note that the level of effort identified is contingent upon receipt of continued Metropolitan Transportation Improvement Plan (MTIP) funding.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires Metropolitan Planning Organizations (MPO) to meet eight planning factors including planning for people and freight and supporting economic vitality by enabling global competition, productivity, and equity. In support of Oregon's Statewide Planning Goals 9 and 12, the Transportation Planning Rule (TPR) requires Transportation System Plans (TSP) 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
- JPACT
- Metro Planning (RTP)
- Cities and counties within the region including Clark County, Washington
- Federal Highway Administration (FHWA)
- ODOT
- Ports of Portland and Vancouver
- Businesses, including freight shippers and carriers, distribution companies, manufacturers, retailers and commercial firms
- Oregon Trucking Association and other business associations including the Westside Economic Alliance, the Columbia Corridor Association, and the Portland Business Alliance
- Metro area residents and neighborhood associations

REGIONAL FREIGHT PLAN

OBJECTIVES/PRODUCTS/DELIVERABLES

- Working with the Port of Portland and ODOT, complete the Regional Freight Data Collection Study;
- Complete Transportation Growth Management work required for Regional Freight Plan, including recommendations regarding street design, classification and other policy changes and network and project proposals for freight;
- 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, meeting new SAFETEA-LU provisions for coordination of freight movement;
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing, I-205 and the Sunrise Corridor projects;
- 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;
- Coordinate information regarding freight needs in support of freight funding proposals being developed by the State Legislature;
- 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 and policies as part of 2000 RTP and updated for 2003 RTP;
- Partnered (with Port) on Commodity Flow Study and Updates;
- Developed regional truck model and incorporated updates to reflect new commodity forecasts;
- Updated truck model to incorporate results of 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 and Portland and Oregon Freight Advisory Committees;
- Active participant in local freight planning efforts such as the St. Johns Truck Study, the Sandy Boulevard study and the I-5 rail capacity analysis;
- Participated in ORULE and CONNECT Oregon committees;
- Entered into contract for Transportation Growth Management Grant for Regional Freight Plan;
- Complete consultant scope and initiate Regional Freight Plan work.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	207,410	PL	$	1,956
Interfund Transfers	$	65,010	STP/ODOT Match	$	108,368
Materials & Service	$	95,200	Freight STP	$	75,000
Consultant Contract(s) - $87,050			Metro	$	33,676
Other Program Costs - $8,150			TGM Grant	$	150,000
Computer	$	1,380			
TOTAL	**$**	**369,000**	**TOTAL**	**$**	**369,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.08
TOTAL	**2.08**

REGIONAL TRANSPORTATION PLAN FINANCING

PROGRAM

This program works with the business community, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council to develop expanded funding for transportation improvements to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. This program could include formulating a proposal for the 2007 Oregon legislature and a regional ballot measure for voters to consider in 2008.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

- Work with the RTP update and New Look efforts to identify projects which are important to the region's economy;
- Create linkage between the long-term vision for Metropolitan Transportation Improvement Program (MTIP) funding allocations and the implementation of priority RTP improvements;
- Establish an array of transportation finance options;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish an outreach program to gain public input on key issues and strategies;
- Help coordinate a regional finance request to the 2007 Oregon Legislature;
- Work with the business community and local governments to determine the viability of a regional transportation ballot measure.

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Work with key stakeholders to develop a proposal for the 2007 Oregon Legislature that will be supported by the business community and local governments;
- Develop regional priorities for funding from federal sources, including recommendations from the Transportation Investment Task Force and the JPACT Finance Committee;
- Coordinate with funding strategies for TriMet's Transit Investment Plan;
- Work with local partners, the public and business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level;
- Facilitate regional consensus on priority projects to seek state and federal authorization and appropriations.

ACCOMPLISHMENTS

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. This program provides Metro staff support for these efforts in FY 2005-06, oriented toward implementing key elements of the RTP Priority System. These efforts do not include lobbying activities of any kind. A nationally recognized consultant has recently

completed an analysis of the cost of congestion in the Portland Metro region. This work is fostering renewed interest in seeking additional funds for projects at the 2007 session of the Oregon Legislature and possibly a regional ballot measure in 2008.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	135,786	PL	$	193,996
Interfund Transfers	$	42,754	STP/ODOT Match	$	7,929
Materials & Services	$	168,000	ODOT Support	$	17,303
Consultant Contract(s)- $150,000			Sec 5303	$	31,667
Other Program Costs- $18,000			TriMet	$	39,971
Computer	$	460	Metro	$	56,134
TOTAL	**$**	**347,000**	**TOTAL**	**$**	**347,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.23
TOTAL	**1.23**

REGIONAL TRAVEL OPTIONS

PROGRAM

The Regional Travel Options (RTO) program is the region's Transportation Demand Management (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 Vehicle Miles Traveled (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 monitored on an ongoing basis through a system of detailed evaluations of individual components and employer surveys, and is documented in bi-annual reports published by Metro.

The Metro Council approved a new strategic plan for the RTO program in 2004, shifting the lead role for managing the program from TriMet to Metro. The updated program places a major emphasis on 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, and are administered by Metro. The key components of the RTO program are:

- Program administration
- Collaborative marketing program
- Regional rideshare - vanpool program
- Transportation Management Association program
- 2040 Initiatives Grant program
- Evaluation program

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The 2004 RTO Strategic Plan was approved by Metro Council resolution, and provides the framework for RTO policy development and program activities. The RTO Subcommittee of Transportation Policy Alternatives Committee (TPAC) serves as the technical committee for RTO policy development.

The RTO program is an economic development tool for regional centers and industrial areas. RTO strategies support economic growth in centers by freeing up land currently used for parking for jobs and housing. The program increases the capacity of 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
- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- RTO service providers (TriMet, Wilsonville SMART, van pool vendors and others)
- RTO Subcommittee and TPAC
- Joint Policy Advisory Committee on Transportation (JPACT)
- Private industry and the public

OBJECTIVES/PRODUCTS/DELIVERABLES

- Continued implementation of the RTO Strategic Plan;
- Continued policy development and evaluation in partnership with RTO Subcommittee;

REGIONAL TRAVEL OPTIONS

- Completion of 2004-2005 Annual Report;
- 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 2004 RTO Strategic Plan;
- Completion of 2003 RTO Annual Report;
- Completion of 2004 Travel Behavior Barriers and Benefits Research;
- Completion of 2005 Rideshare Market Research and Implementation Plan.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	313,457	ODOT/STP	$	37,946
Interfund Transfers	$	100,386	FY 05 CMAQ*	$	1,073,507
Materials & Services	$	1,693,158	ODOT Transit	$	825,000
Marketing Consultant- $825,000			BETC Match	$	133,494
Other Contracts- $586,808			Metro	$	2,054
Other Program Costs- $281,350			Bike There	$	35,000
TOTAL	**$**	**2,107,001**	**TOTAL**	**$**	**2,107,001**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.0
TOTAL	**4.0**

* CMAQ Allocated through 04-07 MTIP Process

I-5/COLUMBIA RIVER CROSSING PROJECT

PROGRAM

This project, led by Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) is evaluating alternatives for improving transit, highway and freight access across the Columbia River on I-5. Metro's participation is funded through an Intergovernmental Agreement with WSDOT. Metro would provide a variety of services to the project including project review and decision-making as Metropolitan Planning Organization (MPO) for the Portland region, Federal Transit Administration (FTA) coordination, travel demand forecasting, review of land use forecasts, issues and assumptions, development of project funding scenarios, day-to day project committee support, and congestion pricing and tolling technical review.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- This program is included in the long-range transportation plans of both Metro and Southwest Washington Regional Transportation Council (RTC), the SW Washington MPO, with the Metro 2000 Regional Transportation Plan (RTP) making specific recommendations for a Corridor Refinement Plan in the I-5 bi-state corridor.
- This program builds upon the recommendations of the *Strategic Plan of the I-5 Transportation and Trade Partnership* from 2004. Metro and other local, regional and state agencies including the cities of Portland and Vancouver, the ports of Portland and Vancouver, ODOT, WSDOT, RTC, TriMet, and C-Tran endorsed the recommendations of the Partnership.
- Metro's 2005 *Cost of Congestion Study* identified substantial costs incurred by private industry and the public from delays on the highway network. The I-5 corridor has long been recognized as the worst bottleneck for congestion in the region.
- Other relevant antecedents to the project include the I-5 Trade Corridor Study, the Interstate MAX Light Rail Transit (LRT) Project, and the South/North LRT Project Draft Environmental Impact Statement, led by Metro, which evaluated a LRT line that would span the Columbia River.
- Metro is performing services under an Intergovernmental Agreement with WSDOT, which was signed in Fiscal Year 2006 and which covers work to be performed through Fiscal Year 2007.

STAKEHOLDERS

- Metro Council
- RTC Board
- WSDOT - Washington Governor's Office
- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- ODOT - Oregon Transportation Commission
- Bi-State Committee
- Cities of Portland and Vancouver
- Multnomah and Clark Counties
- Ports of Portland and Vancouver
- Business and civic organizations
- Private industry and the public

OBJECTIVES/PRODUCTS/DELIVERABLES

- FTA coordination, including the preparation of materials for the FTA's Annual New Starts Ranking process;
- 2030 travel demand forecasts and documentation;
- 2030 land use forecasts, issues and assumptions;
- Project funding analysis, including development of project funding scenarios;
- Congestion pricing and tolling technical review and documentation.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Project initiated as a federal Alternatives Analysis in 2005;
- Purpose and Need, Evaluation Criteria, and Problem Definition approved by project committees and FTA and FHWA in 2006;
- Alternative components screened in early 2006;
- Detailed Definition of Alternatives developed in mid- 2006;
- The project will complete the federal Alternatives Analysis phase of project development, which will result in a handful of alternatives to be carried into a Draft Environmental Impact Statement.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	566,881	WSDOT	$	782,000
Interfund Transfers	$	161,439			
Materials & Services	$	50,000			
Consultant Contract(s) $50,000					
Computer	$	3,680			
TOTAL	**$**	**782,000**	**TOTAL**	**$**	**782,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.35
TOTAL	**5.35**

CITY OF PORTLAND – RED ELECTRIC RECONNAISSANCE STUDY

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

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

CITY OF PORTLAND - DIVISION STREETSCAPE & RECONSTRUCTION PROJECT: SE 6TH - SE 60TH

(formerly Division Street Study: SE 10th – SE 60th)

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

With the plan in place, preliminary engineering and construction can take place for Phase 1 implementation of the Division Streetscape and Reconstruction Project between SE 6th Ave and SE 39th Ave funded with $2.45 million of federal transportation funds and City of Portland Transportation System Development Charge funds. The roadway pavement is in serious disrepair and is due to be reconstructed and resurfaced. Although a substantial portion of the funds are necessary for the roadway reconstruction and resurfacing, some of the funding will be directed toward transportation and streetscape improvements that will foster the character of the main street.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

Major Outcomes

- A planning process fundamentally grounded in the vision, goals and objectives of Division Green Street / Main Street Plan (2006).
- Implementation of a public participation strategy that provides a foundation for participants to engage in a meaningful way and builds consensus towards solutions;
- A plan for infrastructure maintenance and improvements in the public right-of-way supports a pedestrian-friendly, economically vibrant and environmentally sustainable main street.

- Raise awareness within the community around transportation choices that include walking, cycling and transit.

Key Deliverables
- A public participation strategy that values the community's contribution to the decision-making process. The strategy will engage people through a variety of venues, activities and media, and emphasize providing clear information, building trust, and facilitating open dialog.
- An opportunities and constraints analysis based on an inventory of the street's conditions, community values and available resources.
- Design principles to guide decision-making and measure results.
- Produce a corridor concept plan, with a focus on the transportation system.
- Identify corridor transportation alternatives, and a process to analyze and evaluate the alternatives.
- A final streetscape and reconstruction plan for Division Street that reflects the community's goals and values, and that works within the City's policy framework.
- Selection of improvements for Phase 1 construction that meet the project's budget.
- Implementation strategies for completing the Division Streetscape and Reconstruction Plan in the years ahead.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The project is intended to help support Division Street's 2040 Main Street designation. The Portland Office of Transportation identified the project in its *Transportation System Plan* that was adopted in October 2002. The project will be a follow-up to the 2003-2005 TGM-funded Division Green Street/Main Street land use and transportation study that is scheduled for adoption by Portland's City Council in early 2006.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services (PDOT)	$	150,000	Regional STP	$	215,352
Professional Services	$	75,000	PDOT match	$	24,648
Materials & Services	$	15,000			
TOTAL	**$**	**240,000**	**TOTAL**	**$**	**240,000**

CITY OF PORTLAND – INTERSTATE TRAVELSMART PROJECT

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

Phase I:

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

Phase II:

- Conduct Before In-Depth Survey – Hour-long interviews with randomly selected individuals to determine barriers and potential for shifting trips to environmentally friendly modes of travel.

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Phase I					
Personal Services	$	300,000	Regional STP	$	300,000
Materials & Services	$	30,000	Match	$	30,000
TOTAL Phase I	**$**	**330,000**	**TOTAL**	**$**	**330,000**

Requirements:			**Resources:**		
Phase II					
Personal Services	$	200,365	Regional STP	$	200,365
Materials & Services	$	22,935	Match	$	22,935
TOTAL Phase II	**$**	**223,300**	**TOTAL**	**$**	**223,300**

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
- Port of Portland
- Union Pacific/Southern Pacific Railroad
- Oregon Department of Transportation (ODOT)
- 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.

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

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

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 (ODOT)
- 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.

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. The projects are an 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

Requirements:			**Resources:**	
Personal Services (PDOT)	$75,000		Regional STP	$75,000
Materials & Services	$7,840		PDOT match	$7,840
TOTAL	**$82,840**		**TOTAL**	**$82,840**

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 (ODOT)
- 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; Right of Way (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

Requirements:			**Resources:**	
Personal Services	$200,000		Regional STP	$200,000
Materials & Services	$20,900		West Linn match	$20,900
TOTAL	**$220,900**		**TOTAL**	**$220,900**

CITY OF WILSONVILLE – SOUTH METRO AREA RAPID TRANSIT

The Transit Master Plan is currently in final draft stage and is expected to be complete in FY 05/06. With continuing growth and development in Wilsonville, South Metro Area Rapid Transit (SMART) recognizes the need to examine the nature, frequency and scope of its service. In particular, advent of commuter rail in Wilsonville, and the Villebois site, a 2,500-unit mixed-use development, will greatly increase demand for transit service. At the same time, the nature of the demand will be different than what it has been in the past. The Transit Master plan will address these changes and plan for future service over the next 20 years.

SMART provides fixed-route service within the City of Wilsonville and operates connecting service to Portland, Canby and Salem. SMART also provides transportation to medical appointments in the Portland area for Wilsonville seniors and people with disabilities. Fares are not charged to the passenger except for the Salem to Wilsonville route. All other routes and services remain free at this time. SMART's Transportation Demand Management (TDM) program (SMART Options) continues to promote transportation alternatives to driving alone and assists local employers in establishing transportation worksite programs.

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by grant funding from Federal Transit Authority (FTA) earmarked funds, Job Access & Reverse Commute (JARC), Section 5307, Elderly & Disabled, and Congestion Mitigation and Air Quality (CMAQ). With the exception of the SMART Options program, SMART does not currently receive grant funding for planning; all of the grants are for capital and operations. The SMART Options and Walk SMART programs are currently funded at an annual rate of $71,000 in CMAQ funds through the FTA.

STAKEHOLDERS

- FTA
- Oregon Department of Transportation
- TriMet
- Cities of Wilsonville, Portland, Canby and Salem
- CAT
- Cherriots
- Metro

OBJECTIVES/PRODUCTS/DELIVERABLES

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	35,231	CMAQ	$	71,000
Material & Services	$	43,061	Local Payroll Tax	$	7,292
TOTAL	**$**	**78,292**	**TOTAL**	**$**	**78,292**

CLACKAMAS COUNTY – SUNRISE PROJECT SDEIS (UNIT 1: I-205 TO ROCK CREEK JUNCTION)

The purpose of this project is to address the significant congestion and safety problems in the Highway 212/224 corridor between I-205 and the Rock Creek Junction (Unit 1) to serve the growing demand for regional travel and access to the state and federal highway system.

A Draft Environmental Impacts Statement (DEIS) was released in July 1993 for a Sunrise Corridor project with a proposed new roadway alignment of Oregon Highway 212/224, between I-205 and US26. The Sunrise Corridor was one of 15 state projects that were included in the Access Oregon Highway (AOH) funding program. The program goals and objectives were to connect economic centers in the state, to improve travel time, to improve capacity and to improve safety conditions. The objective of the Sunrise Corridor was to connect a major north-south interstate highway (I-205) with a regional east –west highway that connects Portland with the states central interior. In 1996 the Clackamas County Board of County Commissioners approved a preferred alternative for the Sunrise Corridor. Clackamas County in cooperation with Oregon Department of Transportation (ODOT) obtained permission from Federal Highway Administration (FHWA) to complete a Supplemental Draft Environmental Impacts Statement (SDEIS) for Unit 1 of the Sunrise Corridor. The SDEIS will update previous alternatives and likely add or modify alternatives based on current traffic data, addressing Unit 1 only. A SDEIS is appropriate since the purpose and need for the project has not changed since the release of the DEIS and the opportunity for alternatives remain the same with some variations. Unit 1 is an existing transportation need that has independent utility and does not preclude any alternatives within Unit 2. Unit 2 will be addressed at a future date in a separate document.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

STAKEHOLDERS

Stakeholders include, but are not limited to:

- ODOT
- FWHA
- Clackamas County
- City of Happy Valley
- City of Damascus
- Metro

OBJECTIVES/PRODUCTS/DELIVERABLES

The goals of the Supplemental EIS are the following:

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The project has completed the alternative development phase. Five alternatives within options have been identified for analysis during the EIS phase of the project. A related project, the Damascus Concept Plan has been completed that look at a potential alignment for unit 2 from the Rock Creek Junction through Damascus to US-26.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal services	$	1,298,000	STP	$	600,000
Materials & Services		1,571,000	Clackamas County	$	860.000
			ODOT	$	909,000
			Federal earmark	$	500,000
TOTAL	**$**	**2,869,000**	**TOTAL**	**$**	**2,869,000**

MULTNOMAH COUNTY- SELLWOOD BRIDGE

The purpose of the project is to either: 1) perform a major rehabilitation of the existing Sellwood Bridge and/or 2) construct a new replacement bridge, and provide this east-west link to the public with a 50-100 year service lifespan. This work is needed because the existing bridge is deteriorating badly and is at the end of its structural life.

The proposed rehabilitation/replacement of the Sellwood Bridge must also address growing travel demands. The existing bridge is functionally obsolete, creating a barrier to all modes of traffic, cars, and trucks, to buses, pedestrians and bicyclists. The Sellwood Bridge currently carries over 35,000 vehicles per day, with a weight restriction of 10 tons. Buses and all but the lightest trucks must use alternate, inconvenient routes. Emergency vehicles are limited in their access to the bridge. A rehabilitated/replacement bridge must serve the growing demands and needs of the Sellwood Community, travel demand of vehicles between Highways 99E and 43, freight, public transit, pedestrians and bicyclists.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

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

The Sellwood Bridge currently scores a sufficiency rating of 2 out of 100. Typically a score below 50 requires either replacement or rehabilitation. Prior to its current rating, the bridge already had a weight restriction of 32 tons (down from 40 tons). The current weight restriction for the bridge is 10 tons, thereby closing the bridge to buses, emergency vehicles and freight movement.

STAKEHOLDERS

- Metro
- Transportation Policy Alternatives Committee (TPAC)
- JPACT
- Metro Planning Update of Regional Transportation Plan
- Oregon Department of Transportation (ODOT)
- TriMet
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Sellwood-Moreland Improvement League (SMILE neighborhoods)
- Cities of Lake Oswego, Milwaukie and Portland
- Sellwood commercial and industrial users
- Portland Freight Committee

OBJECTIVES/PRODUCTS/DELIVERABLES

This program will assist the City of Portland and Multnomah County in developing alternatives necessary for the replacement of the current Sellwood Bridge and associated transportation network. Metro, in coordination with the City of Portland will develop travel demand forecasts (2030). Metro will also provide

the City with screen line travel analysis and provide assistance to the project's technical advisory committee on the transit, freight, pedestrian/bike and vehicular plans and coordinate efforts with concurrent transit planning on Lake Oswego Trolley and Milwaukie Light Rail Transit (LRT) extension. In FY 2005-06, the initial set of alternatives will be developed for replacement of the Sellwood Bridge. Stakeholders will review those plans, the refinement will be developed and a final recommendation(s) will be submitted for approval by the City and Multnomah County in FY 2006-07.

Multnomah County will be leading a consulting team in the preparation of an alternatives analysis (AA) report and either an Environmental Assessment (EA) of Environmental Impact Statement (EIS) for the Sellwood Bridge project. ODOT, TriMet, the cities of Milwaukie and Portland and Metro will participated in the project team.

In addition Metro will provide technical assistance in the evaluation of alternatives. Metro, coordination with the City of Portland will develop travel demand forecasts (2030) for two or three alternatives. Metro will also provide the City with screen line travel analysis for more detailed vehicle simulations.

The AA and NEPA process will begin in the spring of 2006 and is expected to last 18 months.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

South Willamette River Crossing Study (Summer 1999) –identifying motor vehicles, transit, bicycles and pedestrian improvements recognized by JPACT 2000 Regional Transportation Plan Regional Motor Vehicle system and Regional Freight System plans.

BUDGET SUMMARY

Item	Consultant	Non-Consultant	Total
Project Team Participation	100,000	200,000	300,000
Technical Advisory Committee		200,000	200,000
Alternatives Analysis	500,000		500,000
NEPA (EA/EIS)	1,000,000		1,000,000
Total	**1,600,000**	**400,000**	**2,000,000**

Total Project Funding (detail by year)
$7m SAFETEA (through FY09)
$2m FY08-09 STP (local)
$12.8m FY08-09 Highway Bridge Replacement Rehabilitation (HBRR) (local)
$1.5m FY08-09 (State)
$2.7m County

2007 Funding Request
$3m HBRR

WASHINGTON COUNTY – I-5/99W CONNECTOR STUDY

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

June 1997, the Metro Council adopted recommendations identified in the Western Bypass Study, including an amendment to add the I-5 to 99W Connector corridor to the 1995 Interim Federal RTP for the Portland metropolitan area. The amendment establishes need, mode, function and general location (transportation need, highway mode, statewide and regional function in the specified corridor) consistent with state land use statutes for the proposed I-5 to 99W Connector. A future selected alignment within the corridor would be subject to further land use review and actions.

Senate Bill 626, codified into Oregon Revised Statute 383 (ORS 383), passed by the 1995 Oregon Legislature, authorizes the building, operation and maintenance of tollways by governments, private entities or a combination of the two. The law requires that ODOT obtain authorization of the Legislative Assembly before entering into any agreements for the construction or operation of any tollway facilities except two: the Newberg-Dundee Bypass, and the Tualatin-Sherwood Highway, linking Interstate 5 and Highway 99W. This restriction was subsequently amended to include the Lewis and Clark Bridge in Columbia County and an unnamed project in the Portland urban area.

August 14, 1996, OTC approved proceeding with siting studies and land use and environmental feasibility reviews of the Tualatin-Sherwood and Newberg-Dundee tollway projects. This decision came after the OTC considered a staff report and public testimony regarding the preliminary assessment of the financial feasibility of these projects as toll roads.

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Residents and officials of Washington County, possibly Clackamas County (depending on the alignment selected), ODOT, Metro, LCDC, cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, McMinnville;
- Rural and farm land owners in the area;
- Industrial and other employers within the Tigard/Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees;
- Travelers and freight hauling operators to and from the Oregon central coast area;
- Other State agencies including DLCD, DEQ, Department of Fish and Wildlife, Corrections, State Lands;
- Federal agencies including FHWA, EPA, US Army Corps of Engineers, US Fish and Wildlife, National Oceanic and Atmospheric Administration, Fisheries, US Department of Interior.

OBJECTIVES/PRODUCTS/DELIVERABLES

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

By June 30, 2007 project selection and local and regional approval will be completed. Products will consist of technical reports and documentation required to identify a connector corridor alignment alternative that will then be included in an RTP amendment. This Connector corridor will also be adopted into the TSPs of the cities of Sherwood, Tualatin and Wilsonville as well as Washington and Clackamas counties (as required). This effort will lead into a NEPA effort that will be undertaken to determine a specific alignment immediately following the RTP amendment process. If necessary, land use planning goal exceptions will also be considered.

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the past fiscal year, the project has approved a scope of work and created a Project Management Team, a Executive Management Team, a Project Steering Committee and a Stakeholder Working Group (citizen committee), all of which are currently active. The initial set of public open houses were held November 29 and 30. A draft purpose and need statement has been drafted and reviewed by all advisory committees. An Environmental Reconnaissance Report, providing a broad level of analysis of natural features, land use and socio-economic analyses have been drafted. Project goals and objectives are also under development at this time.

BUDGET SUMMARY

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

WASHINGTON COUNTY – BEAVERTON-HILLSDALE/OLESON/SCHOLLS FERRY ROAD

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Identify an evaluation area generally addressing the current commercially zoned parcels in the project area north and south on SW Scholls Ferry Road and along SW Beaverton Hillsdale Highway.
- Examine possibilities for consolidating parcels, public right-of-way and access points that result in the creation of parcels of the appropriate size and orientation for redevelopment.
- Examine opportunities for multi-modal circulation and access to transit, including internal pedestrian circulation within and between existing adjacent development and proj ect impact areas.
- Evaluate the comprehensive plan, zoning and relevant portions of the Washington County.
- Evaluate Community Development Code for the area to determine whether opportunities exist for changes that would facilitate implementation of the report recommendations for Neighborhood Serving Commercial Areas, including the possibility to encourage additional residential uses.
- Consider adoption of plan, zoning and development code amendments to implement opportunities identified.
- Report on these activities for acceptance by the Washington County Board of Commissioners.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A preliminary design of a reconfiguration of this intersection has been completed.

BUDGET SUMMARY

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

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
- Oregon Department of Transportation (ODOT)
- 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 Villabois 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.

BUDGET SUMMARY

Requirements:		**Resources:**	
Personal Services (Metro)	$101,445	Regional STP	$100,000
Materials & Services	$10,000	Metro match	$11,445
Total	**$111,445**	**Total**	**$111,445**

METRO – MILWAUKIE TO LAKE OSWEGO TRAIL MASTER PLAN

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro
- City of Milwaukie
- City of Lake Oswego
- Clackamas County
- Western & Pacific Railroad
- North Clackamas Parks and Recreation District
- Oak Grove Neighborhood

OBJECTIVES/PRODUCTS/DELIVERABLES

The master plan would complete planning work to determine a more precise route for the trail connecting the Trolley Trail in Milwaukie and Oak Grove, potentially utilizing the Western & Pacific railroad bridge to the Willamette Shoreline trail in the city of Lake Oswego. 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 to engage stakeholders and the community in alignment and design decisions;
- 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;
- Summary of coordination with regulatory agencies (Oregon Division of State Lands, National Marine Fisheries, etc.) and identification of permit processes needed to complete project;
- Summary of coordination with railroad operator and issues to be addressed in final design and engineering;
- Environmental Baseline Report to address federal environmental requirements;
- Initial draft of ODOT Prospectus Part 3 narrative and checklist;
- A public outreach summary report.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Requirements:		**Resources:**	
Personal Services	$ 99,000	Regional STP	$100,000
Materials & Services	$ 12,445	Metro match	$11,445
TOTAL	**$111,445**	**TOTAL**	**$111,445**

PORT OF PORTLAND – REGIONAL FREIGHT DATA COLLECTION PROJECT

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Metro
- Oregon Department of Transportation (ODOT)
- Washington State Department of Transportation (WSDOT)
- Multnomah County
- Southwest Regional Transportation Council (RTC)
- Planners and policy makers around the region
- The freight and business community.

OBJECTIVES/PRODUCTS/DELIVERABLES

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

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This project builds on the region's commodity flow forecast to provide more detail on the movement of freight on the region's transportation network.

BUDGET SUMMARY

Requirements:			**Resources:**		
Materials & Services	$	729,000	MTIP	$	500,000
			Port/WSDOT/Mult. Co.	$	164.000
			ODOT	$	65,000
TOTAL	**$**	**729,000**	**TOTAL**	**$**	**729,000**

TRIMET- FREQUENT SERVICE DEVELOPMENT

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

The intent of this development program is to increase the visibility of the service (new signage and service branding), to make it convenient and available (frequent and reliable) and more competitive with the automobile (direct service, expedited through traffic). In FY 2004-05 there were 16 Frequent Service lines. There has been a very strong response from riders to this level of service. Ridership on frequent service routes was up 16% in between January 2004 and January 2005. This service accounts for 56% of the weekly bus riders. This new service type raises the service standard for the majority of transit riders. TriMet's 5-year Transit Investment Plan proposes to develop 22 Frequent Service lines serving 65% of the bus ridership.

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

STREAMLINE PROGRAM

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

This program builds on the TEA-21 funded (OR-90-X087-00) signal priority project. The program was also coordinated with other City pedestrian and streetscape programs. The original grant is sustained with CMAQ funds allocated through the regional MTIP for FY 2004 through FY 2009.

STAKEHOLDERS

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

OBJECTIVES / PRODUCTS / DELIVERABLES

Program objectives include:

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

Products / Deliverables include:

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Five bus routes have been substantially "Streamlined":
  - Line 4: Division / Fessenden is completed and being evaluated. Route schedule reductions have already been taken in the range of 10%.
  - Line 72: 82nd Avenue/Killingsworth is completed. A significant element of this project is a northbound bus only lane on 82nd Avenue from the Clackamas Town Center.
  - Line 12: Sandy / Barbur is completed.
  - Line 9: Powell/Broadway is a major route serving the urban northeast and a major State-operated arterial in the southeast. The Powell transit service was considered in a regional corridor study and is the lead candidate for the region's first bus rapid transit route. Steamline improvements on this route help to initiate a long-term need to build transit ridership in this congested corridor. This work was coordinated with ODOT and related ODOT and City of Portland projects.
  - Line 14: Hawthorne is a heavily used urban route. Hawthorne Boulevard is receiving City of Portland streetscape improvements. Efforts are being combined to improve operation and ridership on this route. This work is expected to be complete in FY 2005-06.
- Further implementation of the program will be in concert with TriMet's network of Frequent Service routes. There are now 16 Frequent Service routes accounting for 56% of weekly bus ridership. TriMet's five-year plan calls for there to be 22 frequent routes carrying 65% of the bus ridership. Signal priority emitters are operational on all TriMet buses. 250 signalized intersections are equipped with Opticom devices.

Program Evaluation - Early evaluation of the program has been conducted on the Lines 12 – Barbur and Line 4 Fessenden / Division. A more complete review is in progress in collaboration with the City of Portland and the Portland State University Transportation Research Center. These early results include:

- Reduction of 2-11% of travel time for all Line 12-Barbur peak-period buses (depending on direction; largest reduction of 11% was for outbound PM peak).
- Reduction of 8-11% of travel time for Line 12-Barbur p.m. peak period buses that were behind schedule by 90 seconds or more for their entire trip (and thereby activated signal priority at all City of Portland signals on Barbur).
- Average reduction for peak period travel time of 7-12 % in a route segment that was isolated around a signal with TSP on Line 4-Division.
- Dramatic reduction in variability of travel times for all Line 12-Barbur peak-period buses, in most cases reducing variability by half or more. This reduction in variability improves schedule reliability and significantly reduces the time needed for layovers.
- Trimming away of the longest travel run times.
- Elimination of one 4-hour peak tripper bus on Line 4 in June 2002 resulting in an estimated annual cost savings of $60,000 and potential one-time capital cost savings of $300,000 by reducing the peak vehicle requirement. These treatments reduce schedule erosion due to congestion and thus postpone the need to add trips.
- Median run time over the whole route (both directions) on Line 4 (Division and Fessenden) that was roughly the same in Spring 2003 as in Spring 2001 (prior to signal priority treatment) despite additional congestion (not quantified).

BUDGET SUMMARY

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

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

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

TRIMET- BUS STOP DEVELOPMENT PROGRAM

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

Bus Stop Sign and Pole Replacement with Schedule Displays

- Deployment of new two-sided bus stop signs and poles. The multi-part signs are a unique shape and the poles are dedicated and colored to make this stop identifier more distinguishable in the streetscape.
- Printed schedule displays with bus stop identification numbers are being installed on each bus stop pole, which is a significant convenience for riders.
- These signs are being deployed on a route basis throughout the system, but with priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. In FY 2003-04 this focus was on North/Northeast Portland in coordination with the introduction of MAX light rail service. The program is more broadly directed in FY 2004-05 with a concentration of improvements to Tualatin Valley Highway through the Westside communities of Beaverton, Hillsboro, Cornelius and Forest Grove. The FY2005-06 and FY 2006-07 program will continue with a focus more to the south and southwest. The changeover should be complete in FY 2007-08.
- The FY 2005-06 program investment of $238,000 will be repeated for an additional year and $75,000 in the fourth and final year to complete all bus stops.

Bus Stop Enhancements

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

Shelter Expansion

- TriMet continues to increase the number of bus shelters from at total of 885 four years ago to approximately 1,145 by the end of FY 2005-06.
- With the help of other grant funding additional bus stop improvements are being made in Washington County, particularly along Tualatin Valley Highway, which has been the focus of some concern regarding pedestrian safety.
- TriMet expects to continue the FY 2005-06 program level with approximately 35 new shelters in FY 2006-07 using primarily CMAQ funds provided through the regional MTIP process.

Transit Tracker

- With software development and refinement nearly complete, TriMet began implementation of real time customer information at bus stops and MAX light rail stations. These electronic units were deployed based on criteria that address the TIP focus areas, frequent corridors and needs and benefit-based criteria.
- The on-street Transit Tracker program was suspended in January 2004 and since replaced with a call-in Transit Tracker program, providing real-time arrival information based on a bus stop ID number. This has proven to be very popular and is far more cost effective to operate.

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

This program is at the core of TriMet's service development and expansion program and is an on-going part of the 5-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. They are integrated with the on-going Streamline program described above.

STAKEHOLDERS

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

OBJECTIVES / PRODUCTS / DELIVERABLES

Objectives of this program include:

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

Products and Targets of the program include**:**

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

ACCOMPLISHMENTS TO DATE

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

BUDGET SUMMARY

The budget for this composite program is as follows:

Bus Stop Development Program	CMAQ	TriMet	Total
Bus shelter expansion	$ 233,298	$ 26,702	$ 260,000
Pavement and ADA improvements	$ 67,298	$ 7,702	$ 75,000
Bus stop signs and poles	$ 213,557	$ 24,443	$ 238,000
Streamline treatments	$ 358,920	$ 41,080	$ 400,000
Support staff (3 FTEs)	$ 224,325	$ 25,675	$ 250,000
Other improvements	$ 136,390	$ 15,610	$ 152,000
TOTAL	**$ 1,233,788**	**$ 141,121**	**$1,375,000**

*This program is under review and the budget is subject to revision.

REGIONAL JOB ACCESS AND REVERSE COMMUTE PROGRAM

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

JARC Regional Funding Allocation and Project Evaluation Process- The Portland regional allocation and distribution of JARC funds under Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) will be very similar to the process under Transportation Equity Act for the 21st Century (TEA-21). A region-wide solicitation will take place for projects that provide transportation services designed to transport welfare recipients and low-income individuals to and from jobs and activities related to employment in a cost-effective manner. This will be a competitive process and existing grant sub-recipients will be encouraged to reapply for funds.

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

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

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

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

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

STAKEHOLDERS

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

Population Areas	Employment Areas
Gateway Transit Center	Columbia Corridor
N/NE Portland	Rivergate Industrial area
Lents & Brentwood/Darlington	City of Tualatin (Industrial area)
Hillsboro Central City	City of Wilsonville
Oregon City Central City	Swan Island Industrial area
Western Washington County	Washington County (Light rail corridor)
Rockwood	City of Milwaukie (Industrial Way area)
Estacada	Tigard (Nimbus Business area)

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

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

OBJECTIVES/PRODUCTS/DELIVERABLES

Compliance with JARC Program Objectives

1. According to the 2000 Census, 236,000 (or 15.7 percent) of the 1.5 million people that live in the Portland metropolitan region live below 150 percent of the federal poverty level.
2. Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include access to childcare and acquiring job skills and training.
3. Rides provided by Job Access funded programs and services total over 4,000,000 between September 2000 and September 2005.

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the FTA and regional match dollars. Elements of the work program for TriMet fiscal year 2007 totaling $650,562 are shown below.

Work Program Line Item	JARC Funds
Outreach & Materials	$55,500
Bicycle Program	$160165
Job Training and Retention Services	$198,790
Non Commute Transportation	$10,000
Service to Employment Areas	$143,328
Service to Communities	$82,779
Total: Job Access Reverse Commute Funds	$650,562

Match Programs	Local funds
TriMet Operating Costs (Fixed Route Bus Service)	$650,562

This budget reflects Federal FY 2006 Jobs Access Reverse Commute funds carried into TriMet's FY 2006-07 program.

TRIMET- INTERSTATE MAX BEFORE AND AFTER EVALUATION

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

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

The project is divided into seven tasks as follows:
1. Organization
2. Documentation of forecasts
3. Documentation of conditions before project implementation
4. Documentation of conditions after project opening
5. Proposed analyses
6. Findings and recommendations
7. Bibliography

Tasks 2 through 5, above, will include the following subtopics:
- Project scope
- Service levels
- Capital costs
- Operating and maintenance costs
- Ridership and fare revenue
- Transit equity
- Environment
- Public opinion

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

FTA requires that grantees report on five project characteristics:
1. Project scope – the physical components of the project, including environmental mitigation;
2. Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor;
3. Capital costs – the total costs of construction, vehicles, engineering, management, testing and other capital expenses;
4. Operation and maintenance costs – incremental operating/maintenance costs of the project and the transit system;
5. Ridership patterns – incremental ridership, origin/destination patterns of transit riders on the project and in the corridor, and incremental fare box revenues for the transit system.

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

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

STAKEHOLDERS

Internal (TriMet) - The Project Sponsor for the Interstate MAX project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The Interstate MAX Before and After Study will be the responsibility of the Marketing and Customer Services Division (MCSD). The Executive Director of Marketing and Customer Services reports directly to the General Manager of TriMet. The Director of Marketing Information (DMI) has been designated as the key individual responsible for all aspects of the Before and After Study.

The DMI will:

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

Primary TriMet responsibilities related to the project include:

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

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

- Provide documentation for key planning data and methods used for the Light Rail project;
- Collect/assemble demographic and economic data for the Light Rail corridor before project initiation and after project opening;
- Model ridership using updated data;
- Conduct the forecast v. actual ridership analyses;
- In coordination with TriMet, analyze the forecast v. actual cost estimates;
- Identify and analyze potential model refinements.

Other Local Agencies
- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-5 freeway;
- The City of Portland Department of Planning will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the Portland CBD and communities along the Light Rail Corridor;
- C-Tran will provide ridership counts for their routes serving the Corridor.

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

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

OBJECTIVES/PRODUCTS/DELIVERABLES

This study will in large measure validate the goal of the North Corridor Interstate MAX light rail project: Implement a major transit program in the North Corridor that maintains the livability in the metropolitan region, supports bi-state land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive.

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make the effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; the results of environmental mitigation measures; and rider characteristics. The next opportunities for the region to conduct such studies will come with the Washington County Commuter Rail (planned opening in late 2007 or early 2008) and the I-205 / Portland Mall light rail projects (planned opening in 2009). The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

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

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

ACCOMPLISHMENTS TO DATE

As noted above, this program builds on corridor work program work to date, principally that contained in the North Corridor Interstate MAX Light Rail Project Final Environmental Impact Statement (October 1999). It will also draw on origin-destination surveys and systems statistics maintained by the transit and road jurisdictions.

TriMet submitted the draft study plan to the FTA in December 2003. The FTA approved the inclusion of the study work scope into the Interstate MAX project on January 14, 2004. All tasks and subtasks have been assigned. TriMet and Metro are executing the tasks as outlined in the draft work plan. Tasks 1, 2, and 3 are complete as of December 2004. Task 4 is underway and will be complete in Spring 2006.

BUDGET SUMMARY

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

Origin / Destination Survey	
Pre-Implementation (March 2004)	$100,000
Post-Implementation (March 2005)	$300,000
On-Board Counts by Station	
Post-Implementation (May-June 2004)	$ 35,000
Attitude and Awareness (Public Opinion Survey @40% of full survey)	
Pre-Implementation (November 2003)	$ 14,000
Post-Implementation (November 2004)	$ 15,000
Public Opinion (measures not captured in the Attitude and Awareness)	
Pre-Implementation (Spring 2004)	$ 5,000
Customer Impact Survey	
Pre-Implementation (Spring 2004)	$ 30,000
Post-Implementation (Spring 2005)	$ 32,000
Brand Identity Survey	
Pre-Implementation (October 2003)	$ 22,000
Post-Implementation (January 2006)	$ 34,000

ODOT I-5 COLUMBIA RIVER CROSSING PROJECT (CRCP)

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- Oregon Department of Transportation (ODOT)
- Washington Departments of Transportation (WSDOT)
- Federal Highway Administration (FHWA)
- City of Vancouver
- City of Portland
- Metro
- Southwest Washington Regional Transportation Council (RTC)
- Port of Vancouver and Portland
- TriMet
- CTRAN
- Clark County, Washington,
- Multnomah County, Oregon.

OBJECTIVES/PRODUCTS/DELIVERABLES

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

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

The plan identified several different concepts for the crossing that will require an environmental impact analysis. The scale of the project will result in an Environmental Impact Statement process that will be initiated in 2005 and take several years to complete**.**

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During FY 2000-01, the Governors' Task Force was established, along with a Community Forum consisting of representatives from neighborhoods, businesses and other interested groups. Both the

Task Force and Forum met several times and developed Evaluation Criteria and Improvement Option packages for evaluation. Work also progressed on Land Use Assessment and Rail Capacity Analysis. In June 2002, the Task force issued its final Strategic Plan, the most significant recommendation of which was the recommendation that the region expand the capacity of I-5 where it crosses the Columbia with a multi-modal project that includes additional freeway lanes and provision for high capacity transit.

BUDGET SUMMARY:

Resources:	
National Corridor Planning and Development Program Grant	$6,500,000
ODOT/WSDOT Match	$ 400,000
Metro STP	
Total Resources	**$6,900,000**

Federal Aid # NCPD S000 (197)

ODOT- SPR PROGRAM

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Transportation improvement projects in the Portland Metropolitan Planning Organization (MPO) must be included in the Metro Regional Transportation Plan (RTP) before they can receive federal funds for project development.

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

STAKEHOLDERS

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

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

OBJECTIVES/PRODUCTS/DELIVERABLES

Coordinate and Support of Metro Programs-ODOT staff participates on regional and local standing and project committees to provide information, analyze (as needed) ensure coordination and provide other support as needed. Specifically:
- **TIP Development:** ODOT staff is working with Metro on the 08-11 STIP/MTIP update to assure that the process for selecting and programming federally funded transportation projects is coordinated, balanced, fair, allows plenty of opportunity for public involvement and provides for a range of needs.
- **RTP Update:** ODOT staff will work closely with Metro on the RTP update.
- **Support RTP Implementation:** ODOT staff will work closely with Metro on a regional tolling analysis, the I-84 – US 26 connector plan, the Regional Truck Freight Origin / Destination Study, and high capacity transit studies.
- **"New Look":** ODOT staff will participate in Metro's "New Look," the update of the Region 2040 Growth Concept Plan.
- **Governor's Economic Revitalization Team (ERT):** ODOT staff will participate in the ERT to foster economic development consistent with the Region 2040 plan and the RTP.
- **Transportation Model, Traffic Analysis and Methodology:** ODOT staff provides assistance with traffic input and analysis.

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

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

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

Corridor Strategies

- I-205 Reconnaissance Study
- OR 43 Corridor Study
- I-5 South Reconnaissance Study
- I-5/I-405 Loop Study

Tolling and Managed Lane Feasibility Studies:

- Regional Tolling Feasibility Study

Refinement Plans/Environmental Documentation:

- Sunrise Corridor
- I5-99W Connector
- I-5 / Wilsonville Road
- US 26: Access for Springwater area (Gresham)
- US 26: Glencoe Rd. Interchange
- I-205: Airport Way
- I-5: Columbia Crossing

Budget Summary

Requirements:			**Resources:**		
Personal Services (FY 07)	$	1,773,680	SPR Program (FY07)	$	1,773,680
TOTAL	**$**	1,773,680	**TOTAL**	**$**	1,773,680

Total Region 1 SPR Program	$2,217,000 (FY07)
80% MPO SPR Program	$1,773,680
20% Rural SPR Program	$ 443,320

Metro
FY 2007 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

		O7 PL ODOT (1)	07 STP* Metro	05 Metro/STP	05 ODOT/STP Match	07 ODOT Support Funds	07 5303 OR80-x006	07 TriMet	FTA Streetcar	Household Survey (2)	Freight TGM	Freight STP	Next Corridor STP	FY05 ODOT RTO STP/Match (3)	TriMet CMAQ*	Other Funds (4)	Local Match	Total
METRO																		
Transportation Planning																		
1	Regional Transportation Plan	555,940	75,478	14,762	845	77,054	86,991	39,114									53,816	904,000
2	Green Streets Program	17,828	15,408	-	-	-	-										1,764	35,000
3	Livable Streets Program	5,662	29,610	11,673	668	22,082	5,000	-									5,305	80,000
4	2040 Performance Indicators	106,528	11,998	-	-	15,232	3,477	520									2,245	140,000
5	Regl Mobility Program/CMS/ITS	56,795	3,000	20,652	1,182	19,277	3,000	9,816									5,278	119,000
6	Urban Growth Boundary Planning		-	18,843	1,078	0.00	-	-									1,079	21,000
7	New Look @ 2040 - Trans Support	59,543	14,213	114,374	6,545	2,274	32,456	1,380									23,215	254,000
8	Metro Transportation Imprv Prog	162,999	161,154	20,640	1,181	14,784	13,307	85,448									26,486	485,999
9	Environmental Justice/Title VI	15,000		-	-	-	-	-									-	15,000
Research & Modeling																		
1	Trans Model Improvement Prog		-	-	-	-	-									32,000	8,000	40,000
2	Model Development Program	136,700	103,031	16,232	929	2,994	21,418	2,851									18,845	303,000
3	Trans System Monitoring	19,099	15,000	37,851	2,166	-	20,000										8,884	103,000
4	Technical Assistance Program		36,489	-	-	27,000		8,400									4,177	76,066
5	Household Survey	175,000	-	-	-	-				275,000							-	450,000
6	Data, Growth Monitoring	107,888	-	-	-	15,000	80,336	37,500									872,776	1,113,500
Administrative Services																		
1	Mgmnt & Coord/Grants Mgmnt	408,518	152,445	46,456	2,659	-	7,947	-									24,806	642,831
Corridor Planning																		
1	I/205 Corridor			-	-			-								28,000		28,000
2	Milwaukie Light Rail SDEIS				-			-								1,492,000		1,492,000
3	Streetcar System Plan				-			-	794,110								100,889	894,999
4	Lake Oswego to Portland Corridor				-			-	898,197								117,803	1,016,000
5	Eastside Transit AA				-			-	547,354								62,647	610,001
6	Project Development		38,584		-			-									4,416	43,000
7	Next Corridor	110,955	92,585	82,187	4,703	12,000	81,226	-					250,000				69,343	702,999
8	Bi-State Coordination		8,973	19,741	1,130	-		-									2,156	32,000
9	Regional Freight Plan	1,956	34,103	70,245	4,020	-		-			75,000	150,000					33,676	369,000
10	RegionalTrans Planning Financing	193,996	7,929	-	-	17,303	31,667	39,971									56,134	347,000
11	Regional Travel Options			35,892	2,054									825,000	1,073,507	35,000	135,548	2,107,001
12	Columbia River Crossing Project															782,000		782,000
	Metro Subtotal	2,134,407	800,000	509,548	29,160	225,000	386,825	225,000	2,239,661	275,000	75,000	150,000	250,000	825,000	1,073,507	2,369,000	1,639,288	13,206,396
																		-
	GRAND TOTAL	2,134,407	800,000	509,548	29,160	225,000	386,825	225,000	2,239,661	275,000	75,000	150,000	250,000	825,000	1,073,507	2,369,000	1,639,288	13,206,396

***Federal funds only, no match included**

1. PL is comprised of $1,493,059 new federal PL; $170,887 ODOT match and $422,145 carry over PL and $48,316 ODOT match

2. Household Survey will be funded by ODOT ($125,000; TriMet ($75,000); and RTC($75,000)

3. ODOT Marketing Agreement

4. See narrative for anticipated funding sources

13,206,396

FY 2007 UNIFIED PLANNING WORK PROGRAM
OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FUNDING SUMARY

Federal Aid Number	Project	Jurisdiction	STP	CMAQ	37-x00101 JARC	Section 1118	Sunrise Project (1)	Section 5309	SPR	Funds/ Match	TOTAL
X-STP5900(144)	*Red Electric*	*Portland*	135,000							15,000	150,000
	Division Street	*Portland*	215,352							24,648	240,000
	Interstate TravelSmart	*Portland*	500,365							52,935	553,300
	MLK Jr. Blvd.	*Portland*	500,000							54,450	554,450
	St. Johns Ped/Frieght	*Portland*	75,000							7,840	82,840
	Highway 43 Blvd.	*West Linn*	200,000							20,900	220,900
	SMART	*Wilsonville*		71,000						7,292	78,292
	Sunrise SDEIS	*Clackamas County*	600,000				1,409,000			860,000	2,869,000
	Sellwood Bridge	*Multnomah County*	2,000,000								2,000,000
X-HPPC067(043)	*I-5/99W Corridor*	*Washington Co*	2,100,000							1,850,000	3,950,000
	Beaverton Hillsdale	*Washington Co*	100,000							10,450	110,450
	Tonquin Trail Master Plan	*Metro*	100,000							11,445	111,445
	Master Trail Milw./LO	*Metro*	100,000							11,445	111,445
	Regional Freight Data	*Port of Portland*	500,000						65,000	164,000	729,000
	Streamline/										-
	Bus Stop Development	*TriMet*		1,233,788						141,121	1,374,909
	Job Access/JARC	*TriMet*			650,562					650,562	1,301,124
	Interstate Max Eval	*TriMet*						34,000			34,000
NCPD S000(197	*I-5 Columbia Riv Crosng*	*ODOT*				6,500,000				400,000	6,900,000
	Planning Assistance	*ODOT*							1,773,680		1,773,680
	GRAND TOTAL		7,125,717	1,304,788	650,562	6,500,000	1,409,000	34,000	1,838,680	4,282,088	23,144,835

Division - STIP-13529
Red Electric - STIP Key #11443
I-5/99W -STIP Key #09788

1. ODOT- 909,000 & Federal earmark 500,000

23,144,835

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2007

(July 1, 2006 to June 30, 2007)

Draft: March 20, 2006

Southwest Washington Regional Transportation Council
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RTC's Website: http://www.rtc.wa.gov

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2007

(July 1, 2006 to June 30, 2007)

DRAFT: March 20, 2006

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

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Vancouver, WA 98660
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Preparation of this document was funded by grants from the Washington State Department of Transportation, U.S. Department of Transportation (Federal Highways Administration and Federal Transit Administration) and local funds from RTC member jurisdictions.

Title VI Compliance

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

Americans with Disabilities Act (ADA) Information:

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

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

FISCAL YEAR 2007 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the region became a federally designated Transportation Management Area (TMA) because it is a larger urban area with over 200,000 population. TMA status brings with it additional transportation planning requirements that the MPO must carry out. RTC is also the Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat as designated by the state. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2007 UPWP runs from July 1, 2006 through June 30, 2007.

The UPWP focuses on transportation work tasks that are priorities for federal and/or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to multiple modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the two rural counties and the Metropolitan Transportation Plan (MTP) for the Clark County region. The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, provides direction for regional transportation planning activities. SAFETEA-LU is the successor to the Transportation Equity Act for the 21st Century (TEA-21) passed in 1998.

RTC was established in 1992 to carry out the regional transportation planning program. Previously, the designated MPO was the Intergovernmental Resource Center (IRC) that disbanded in 1992. In FY 2007, RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs and congestion monitoring and with the Bi-State Coordination Committee to discuss recommendations on bi-state issues.

UPWP Objectives

The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of the national focus to "encourage and promote the safe and efficient management, operation and development of surface transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas". The UPWP is reflective of federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas (PEAs) to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs. The FHWA has not identified PEAs for this forthcoming year though FY 2006 PEAs are included in the list below for information. The FTA published updated PEAs in the November 30, 2005 Federal Register. WSDOT's PEAs remain the same as last year. Below is a list of the PEAs from FHWA, FTA and WSDOT:

Federal Highway Administration (FHWA) Planning Emphasis Areas (from FY 2006 UPWP):

- Consideration of Safety and Security in the Transportation Planning Process. Following passage of SAFETEA-LU in 2005, Safety and Security are to be considered as two separate planning factors.
- Linkage of the Planning and NEPA Processes.

- Consideration of Management and Operations within Planning Processes.
- State DOT Consultation with Non-Metropolitan Local Officials.
- Enhancement of the Technical Capacity of Planning Processes.
- Coordination of Human Service Transportation.

Federal Transit Administration (FTA) Planning Emphasis Areas (Nov. 2005):

- Incorporating Safety and Security in Transportation Planning.
- Participation of Transit Operators in Metropolitan and Statewide Planning.
- Coordination of Non-Emergency Human Service Transportation.
- Planning for Transit Systems Management/Operations to Increase Ridership.
- Support Transit Capital Investment Decisions Through Effective Systems Planning.

Washington State Department of Transportation (WSDOT) Planning Emphasis Areas:

- Washington Transportation Plan Update.
- Continued Implementation of Transportation and Growth Management Planning.
- MPO Travel Demand Forecasting.
- Intelligent Transportation System Architecture.

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

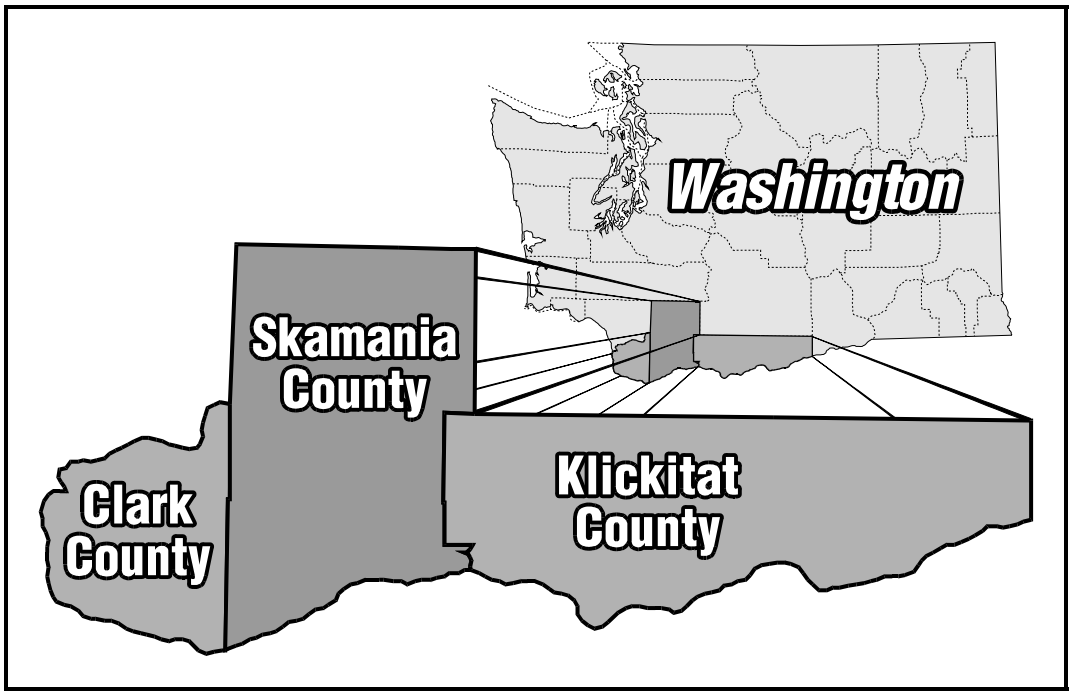
The FY 2007 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting with transition to a different software platform, air quality conformity analysis, program and project coordination. The Portland-Vancouver I-5 Partnership arrived at a set of recommendations in June 2002. The Draft Environmental Impact Statement process for the Columbia River Crossing project moves forward from the I-5 Partnership's work. RTC continues to provide support to WSDOT as projects funded by the state "Nickel" and "Partnership" packages move though the planning, design, and environmental phases. RTC also continues to provide support to Clark County and local jurisdictions as part of the update process for local Comprehensive Growth Management Plans. Other key transportation planning projects to be addressed in 2006/2007 include: 1) a region-wide policy plan for consideration of high capacity transit as part of the transportation mix for certain corridors within Clark County, 2) continuation of environmental review of projects proposed for the I-205 Corridor, 3) work on the SR-35 Columbia River Bridge Environmental Impact Statement in Klickitat County, and 4) implementation of the Washington State Transportation Plan update due in 2006. RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as part of the VAST program. RTC will continue to work in partnership with local and state elected officials to bring needed transportation investments to this region.

Key Transportation Issues Facing The Region:

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2005, Clark County's population grew by 64.5% from 238,053 to 391,500.
- Investing in transportation infrastructure to support the economic and land use goals of our region.

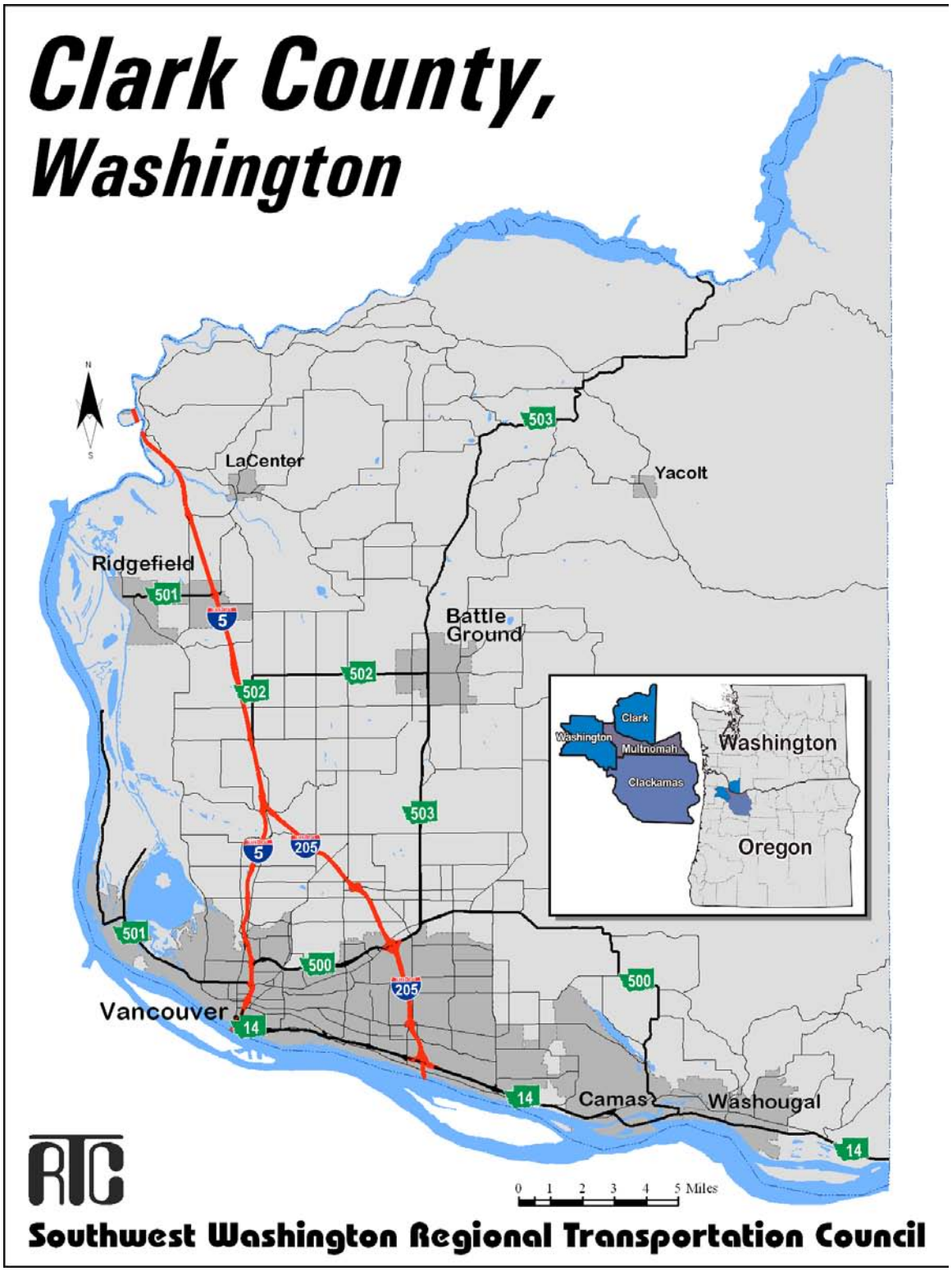
- Supporting the state through final design and implementation of projects funded by the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Partnership Package. Through these state packages Clark County will receive about $450 million in transportation projects.
- Providing support to C-TRAN in planning for transit to adequately serve the growing Clark County community. In FY 07 transit planning will include revision to C-TRAN's 20-Year Transit Development Plan and A park and ride demand study for Clark County.
- Addressing policy guidance for potential future High Capacity Transit corridors in Clark County.
- Coordinating with the Human Services Council to meet transportation needs for people needing transportation to medical appointments and access to jobs for those with low incomes.
- Maintaining Level of Service and concurrency standards consistent with the revenues available for transportation "mobility/capacity" projects.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" if transportation funds become available.
- Continuing work on an EIS for the Columbia River Crossing Project and an Environmental Assessment for a segment of the I-205 Corridor.
- Making the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and System Management (TSM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the cooperatively developed Vancouver Area Smart Trek (VAST) program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues. SAFETEA-LU requires an increased level of coordination with resources agencies at an earlier stage of the planning process.
- Monitoring and seeking solutions to the growing transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region.
- Involving the public in identifying transportation needs, issues and solutions in the region. In FY 2007 this will include coordination with the Washington State Department of Transportation on public outreach efforts related to the Washington's Transportation Plan update.

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



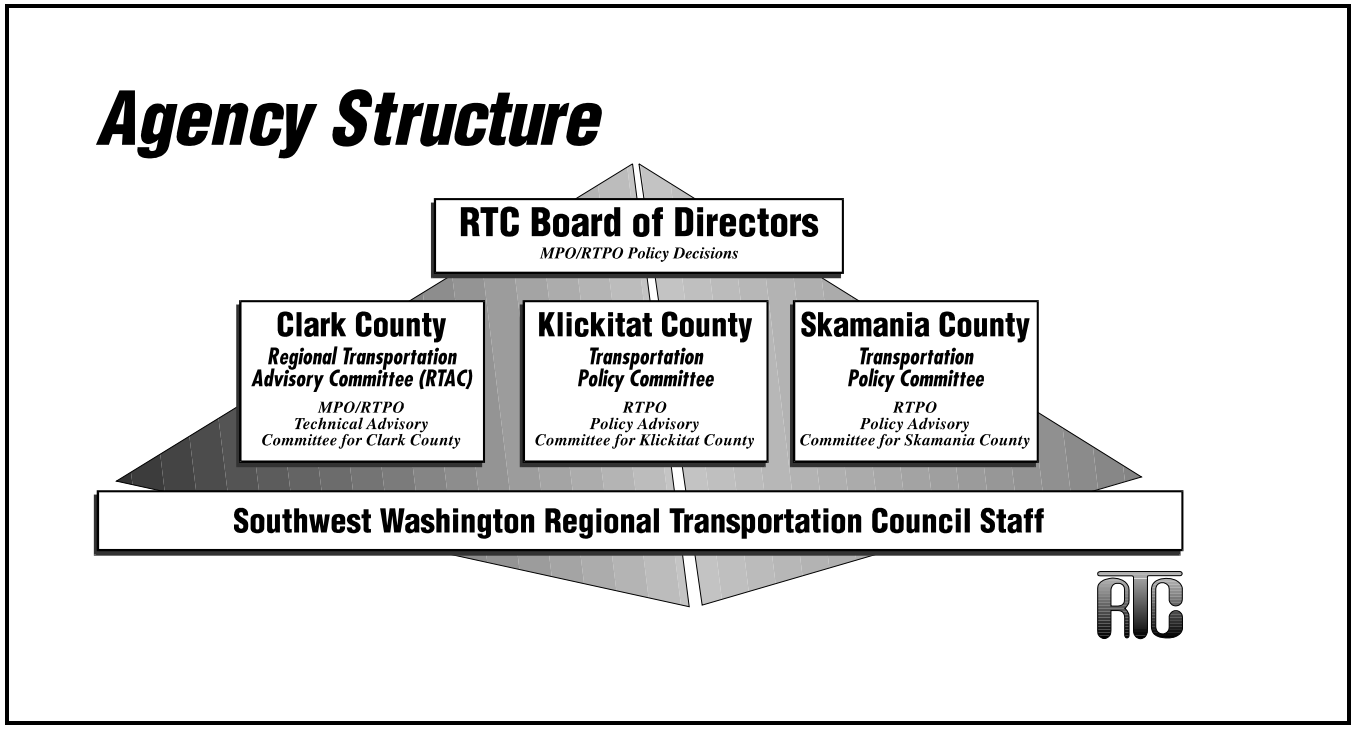
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



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

Participants, Coordination and Funding Sources

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

A. Clark County

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

C-TRAN regularly adopts a *Transit Development Plan* (TDP) that provides a comprehensive guide to C-TRAN's future development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. In 2003 C-TRAN worked on a 20-Year Planning Process. Early in 2005, C-TRAN convened a Public Transportation Improvement Conference (PTIC) to reconsider the Public Transportation Benefit Area service and taxing boundary. The PTIC designated a new boundary which took effect June 1, 2005. C-TRAN's new boundary has been reduced from county-wide service to an area that includes the City of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN thus avoiding significant service reductions, preserving existing service, and restoring service to outlying cities.

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

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

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.

2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).

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

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) now renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2004 UPWP in May 2004 (RTC Board Resolution 05-03-11, May 6, 2003).

Southwest Washington Regional Transportation Council: Membership 2006

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

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

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver)
City of Vancouver	Pat McDonnell (City Manager)
Cities East	Council Member Helen Gerde (Camas)
Cities North	Council Member Bill Ganley (Battle Ground) [Chair]
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart
Clark County	Commissioner Betty Sue Morris [Vice-Chair]
C-TRAN	Lynne Griffith (Executive Director/CEO)
ODOT	Cathy Nelson (Region One Manager, interim)
Ports	Commissioner Arch Miller (Port of Vancouver)
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Paul Pearce
Klickitat County	Mayor Brian Prigel (City of Bingen)
Washington State Legislative Members:	
15th District Senator	Jim Honeyford
15th District Representative	Bruce Chandler
15th District Representative	Dan Newhouse
17th District Senator	Don Benton
17th District Representative	Jim Dunn
17th District Representative	Deb Wallace
18th District Senator	Joe Zarelli
18th District Representative	Richard Curtis
18th District Representative	Ed Orcutt
49th District Senator	Craig Pridemore
49th District Representative	Bill Fromhold
49th District Representative	Jim Moeller

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Brian McMullen
Clark County Public Works	Bill Wright
Clark County Planning	Mike Mabrey
City of Vancouver, Public Works	Matt Ransom
City of Vancouver, Community Development	Bryan Snodgrass
City of Washougal	Scott Sawyer
City of Camas	Jim Carothers
City of Battle Ground	Sam Adams
City of Ridgefield	Justin Clary
C-TRAN	Ed Pickering
Port of Vancouver	Rebecca Eisiminger
ODOT	Thomas Picco
Metro	Mark Turpel
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

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

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor Roger Holen
City of Bingen	Mayor Brian Prigel
City of Goldendale	Larry Bellamy, City Administrator
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

D. Bi-State Coordination

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

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

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and, at a minimum, covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2005 that extended the Plan's horizon year to 2030. The MTP should be consistent with the Washington Transportation Plan (WTP) and state Highway System Plan (HSP) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments. The next major MTP update will follow update to the Clark County Comprehensive Growth Management Plan anticipated for adoption in late 2006. The MTP update will reestablish consistency with the local land use plans and will address priority regional transportation system needs.

Work Element Objectives

1. Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and Federal Transportation Act, currently SAFETEA-LU. The state requires that the Plan be reviewed for currency every two years and current federal law allows transition to required update at least every four years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region.
2. Comply with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC) and have the MTP include the following components:
    a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)
    b. A statement of land use assumptions upon which the Plan is based.
    c. A statement of the regional transportation strategy employed within the region.
    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
    e. A statement defining the least cost planning methodology employed within the region.
    f. Designation of the regional transportation system.
    g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.

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

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

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

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

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

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

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

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

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

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

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

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

   g. Promote efficient system management and operation.

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

4. Involve the public in MTP development.

5. Reflect updated results from the Congestion Management System process. The latest update to the Clark County region's *Congestion Management Report* was published in June 2005 and an update is anticipated in 2006.

6. Address bi-state travel needs and review major bi-state policy positions and issues. Issues include High Capacity Transit (HCT) in the I-5/I-205/SR-500 loop, Traffic Relief Options (TRO), Commute Trip Reduction (CTR), Transportation Demand Management (TDM), Transportation System Management (TSM), including Intelligent Transportation System (ITS) implementation, and congestion management policies.

7. Address regional corridors, associated intermodal connections and statewide intercity mobility services.

8. Identify measures to help maintain federal clean air standards and analyze the MTP for conformity with the Clean Air Act Amendments of 1990.

9. Reflect freight transportation issues and describe the State's Freight and Goods System.

10. Address the bicycling and pedestrian modes in the MTP.

11. Describe concurrency management and its influence on development of the regional transportation system as well as a tool to allow for the most effective use of the existing transportation systems.

12. Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies.

13. Evaluate the environmental impacts and mitigation opportunities related to the developing regional transportation system as required by SAFETEA-LU, the Clean Air Act and State law. This evaluation includes Clean Air Act conformity analysis, as needed.

14. Coordinate with environmental resource agencies.

15. Carry out an environmental review process of the proposed MTP prior to its adoption, as necessary.

16. Address the impacts of the Endangered Species Act as it relates to transportation system development.

17. Report on transportation system performance.

18. Develop an MTP that can be implement through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.

19. Address planning for the future transit system. This will include the latest results from C-TRAN's 20-year planning efforts and park and ride analysis.

Relationship To Other Work Elements

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

FY 2007 Products

1. An update to the MTP will be developed in FY 2006/07 and adopted in FY 2007. Land uses from the updated Comprehensive Growth Management Plan for Clark County, anticipated for adoption in late 2006, will be used as the basis for the MTP update. The MTP update will reflect the new County demographic projections, updated land use allocations and urban area boundaries, the transportation planning process in the region and will address the requirements of SAFETEA-LU including addressing the eight planning factors as required by federal law. In summary the following list of items are anticipated to be addressed in the MTP update process:

    - Review of MTP Vision and Goals to ensure consistency with the Comprehensive Plan update.
    - Incorporation of the County's updated land uses and demographic forecasts and allocation to Transportation Analysis Zones (TAZs) for input to the regional travel forecast model to use in transportation system analysis.
    - Updated MTP base year.
    - Updated MTP horizon year to ensure MTP covers at least a 20-year planning horizon to comply with federal requirements.

- Revision of federal functional classification of the highway/arterial system to be as consistent as possible with the Clark County Arterial Atlas and local street classifications.
- Review of the designated regional transportation system.
- Identification of transportation deficiencies in the 20-plus year horizon and listing of projects to improve the transportation system. The listing of projects will reflect the State's *Highway System Plan* and local Capital Facilities Plans.
- Re-assessment of financial plan assumptions and update to the financial plan chapter.
- Update of maintenance, preservation, safety improvement and operating cost data and information.
- Update to the list of priority transportation projects and strategies.
- Review, update, and analysis of system performance measures and level of service assumptions.
- Update of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies.
- Results and recommendations from recent and ongoing transportation planning studies that affect the regional transportation system.
- Update of the transit and other non-auto modal mix in the Plan as well as acknowledgement of an updated Clark County Trails Plan anticipated in spring 2006 and providing for more active communities.
- Update to the list of transportation improvements included in regional air quality conformity analysis.
- Public outreach and involvement.
- Certification of updated transportation elements of local comprehensive growth management plans to ensure consistency between the state, local, and federal transportation plans.

2. The MTP update will reflect Washington's Transportation Plan (WTP), the latest state Highway System Plan (HSP) and will address federal transportation policy interests, including safety and security of the transportation system, reverse commute, welfare to work, environmental justice, integration of environmental review into the planning process and consideration of management and operations in the planning process. Transportation projects identified in the MTP development process are coordinated with WSDOT to include in the WTP update.

3. The MTP update will include further work to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) strategies. TDM planning takes a broader definition of TDM and identifies policies, programs and actions to include use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.

4. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update, as necessary. Transportation improvement projects proposed in the MTP and assumed in air quality conformity analysis will be clearly listed in the MTP appendix.

5. A fully maintained traffic Congestion Management System serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. The latest results from Congestion Management Monitoring (CMM) as part of the Congestion Management Process will be reflected in the MTP update. Results include highway and transit modes.

6. The status of High Capacity Transit Corridor planning will be reported in the MTP update.

7. The MTP update will reflect work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the MTP.

8. The MTP will incorporate plans for the interstate corridors. Transportation needs in the I-5 corridor are being addressed through the I-5 Columbia River Crossing Project (CRCP) and through the work of the Bi-State Coordination Committee. Work on environmental analysis relating to projects proposed for the I-205 corridor will continue in FY 2006/07.

FY 2007 Expenses:	$	**FY 2007 Revenues:**	$
RTC	255,514	• Federal FHWA	110,352
		• Federal FTA	30,289
		• Federal STP	47,000
		• State RTPO	11,194
		• State RTPO (WTP)	38,000
		• MPO Funds	18,679
Total	255,514		255,514
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$32,130

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a multi-year program of transportation projects having a federal funding component. In order for transportation projects to receive federal funds they must be included in the MTIP. Projects programmed in the MTIP should implement the Metropolitan Transportation Plan (MTP). The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT). Projects listed in the MTIP should have financial commitment and meet the requirements of the Clean Air Act. With passage of SAFETEA-LU in 2005 the MTIP update will need to reflect any changes in funding programs resulting from the federal transportation act reauthorization.

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2007 Products

1. The 2007-2009 Metropolitan Transportation Improvement Program will be adopted. The type of environmental review and analysis (Environmental Impact Statement or Environmental Assessment or Categorical Exclusion) anticipated for projects incorporated into the MTIP will be noted. The MTIP will be fiscally constrained by year to reflect the programming of federal funds and project selection criteria. The MTIP will also include an annual list of implemented projects since the last MTIP adoption as well as a listing of bicycle and pedestrian projects.
2. MTIP amendments, as necessary.
3. Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement.
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP).
7. Public involvement in MTIP development.

FY 2007 Expenses:	$	**FY 2007 Revenues:**	$
RTC	59,892	• Federal FHWA	38,760
		• Federal FTA	10,639
		• State RTPO	3,932
		• MPO Funds	6,561
Total	59,892		59,892
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$8,709

1C. CONGESTION MANAGEMENT SYSTEM MONITORING

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

Work Element Objectives

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

2. Update and enhance the transportation database including the traffic count database and other database elements, such as transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data, for CMS corridors through the CMS monitoring program. The transportation database can be referenced and queried to meet user-defined criteria.

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

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

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

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

7. Measure and analyze performance of the transportation corridors in the CMS network. This system performance information is used to help identify system needs and solutions. The data is also used to support transportation concurrency analysis.

8. Publish results of the Congestion Management Monitoring program in a System Performance Report that is updated periodically. Each year the Report's content and structure is reviewed to enhance its use, access

and level of analysis. Updates may include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data.

9. Coordinate with Metro on development of the congestion management process.

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The congestion management process for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The congestion management process also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management System Monitoring element is closely related to the data management and travel forecasting model elements. The congestion management process also supports work by the state to update the WTP and congestion relief strategies.

FY 2007 Products

1. Adoption of a Congestion Management Process including implementation plan and schedule.

2. Updated traffic counts, turning movements, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Two-hour peak period traffic counts are also collected, analyzed and stored to help future regional travel forecast model enhancement and update.

3. New traffic count data will be used to update the corridor congestion ratio for each of the CMS corridors. The congestion ratio assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The corridor congestion ratio is used to classify each corridor according to its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.

4. Review and collect data other than traffic counts for CMS corridors, including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Data should support the CMS, concurrency and/or other regional transportation planning programs.

5. Comparison between most recent data with data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements. "Areas of Concern" are listed in the Congestion Management Report and RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern. The linkage between Congestion Management Monitoring and traffic operations will also be addressed.

6. The first Congestion Monitoring Report was adopted by the RTC Board in April, 2000. In FY 2007, the Report will be reviewed and updated, as necessary, and will again include a comparison with system performance reported in previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to offset infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Twenty-one transportation corridors were identified and monitored through the CMS at the

outset. Additional corridors have been identified and added to the monitoring system over time. Thirty corridors are now monitored.

7. Assess transportation system impact of Transportation Demand Management strategies.

8. Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (MTP).

9. Provide CMS data and system performance indicators to inform the WTP update process.

10. Provide information to Federal Highway Administration to help in FHWA's assessment of the congestion management process.

11. Communicate with Metro on RTC's congestion management process and keep informed on development of Metro's Congestion Management Process.

FY 2007 Expenses:		**FY 2007 Revenues:**	
	$		$
RTC	80,607	CM/AQ	100,000
Consultant	35,000	Local	15,607
Total	115,607		115,607

Assumes use of 2006/07 CM/AQ funds, $35,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

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

RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of all transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will be jointly responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ funds for communications infrastructure, transit management (computer-aided dispatch, automatic vehicle locators and automatic passenger counters), freeway management (variable message signs, video cameras, data stations), arterial management (central signal system software, advanced controllers, signal timing/coordination), and traveler information.

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

Work Element Objectives

1. Continuation of the VAST program.

2. Continue implementation of projects currently programmed for CMAQ funding in the MTIP which include: 1) a freeway operations/incident management program, 2) an arterial transportation operations improvement pilot project, 3) identification and implementation of Phase II of the advanced traveler information system, and 4) management of the VAST program led by RTC. The freeway operations and incident management will enhance freeway operations by greater integration of the WSDOT Traffic Management Center (TMC) with the ODOT TMC and common freeway management. It will also deploy an operations plan for the I-5/Hwy 99 corridor and identify additional incident management needs in the corridor. The transportation operations improvement pilot project will develop and deploy a signal integration project in a corridor under the control of three jurisdictions. . The traveler information system builds upon the Phase I improvements deployed in FY06. A stakeholder workshop will be held to identify Phase II improvements and work to provide more content and integrate the use and sharing of traveler information for use by the public.

3. Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment for integration and interoperability. It will also provide for completion of the VAST project checklist to determine project compliance for current projects and new projects.

4. Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-

TRAN and the Oregon Department of Transportation. The Committee's oversight role includes project review and endorsement prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee also acts as liaison with other key ITS stakeholders and assists in regional ITS policy formulation.

5. Continue activities and develop agreements under the Communications Memorandum of Understanding for the coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

6. Complete data conversion and deployment of a shared communications assets management database and mapping system for use by the VAST partner agencies.

7. Execute communications asset maintenance and sharing agreements between partner agencies.

8. Manage the VAST Communications Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network.

9. Manage and facilitate the development of strategies to secure funding for ITS projects contained in the VAST 20-year implementation plan. Assist Steering Committee members on funding applications for individual ITS project funding. Continue process of Steering Committee partnership for joint project funding applications.

10. Develop and complete a VAST 20-year plan project status report and coordinate with the VAST partner agencies to update the VAST Plan.

11. Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.

12. Initiate and manage a Phase II traveler information workshop and identify Phase II improvements and develop a scope of work for implementation and deployment.

13. Work to "institutionalize" the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities and the Implementation Plan are to be identified and followed through.

14. Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.

15. Technical assistance in ITS implementation.

Relationship To Other Work Elements

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

FY 2007 Products

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

2. Institutionalize VAST Operational Concept that identifies relationships and protocols in the exchange, sharing, and control of information between agencies that will serve as the foundation for the preparation of operation and maintenance agreements.

3. Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects.

4. Initiate agreements and activities under the Communications Memorandum of Understanding for communication infrastructure executed in FY 2004.

5. Facilitation of the activities of the Steering Committee.

6. Management of consultant technical support activities as needed.

7. Carry out the recommendation of the Communication Operations Plan for VAST that provides the specific detail needed to fully implement ITS which includes a communications network among VAST agencies. The Plan includes definition of the fiber optic needs and communication hubs required for ITS and mapping the communications network for ITS.

8. Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.

9. Development and management of an ITS data warehouse and maintenance of the VAST web site.

FY 2007 Expenses:	$	**FY 2007 Revenues:**	$
RTC: VAST Program Coordination/Management	86,705	CM/AQ	75,000
		MPO Local Match (13.5%)	11,705
Total	**86,705**		**86,705**

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

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

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

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

Phase I of the Columbia River Crossing Project will develop a wide range of alternatives, conduct an analysis that will narrow the range of alternatives, and select a set of alternatives to be carried into the Draft Environmental Impact Statement (DEIS). Phase II of the project will complete the DEIS, which is expected to continue through 2007, and will culminate with the selection of a locally preferred alternative in early 2008. The Final Environmental Impact Statement is to be completed by the end of 2008.

In addition to regular briefings, the RTC Board will have direct input into the project via their representative on the Project Sponsors Council (PSC). By the end of 2006, the project will have completed the adoption of the problem definition, evaluation criteria, adoption of a range of alternatives, and adoption of the list of alternatives to be carried into the EIS. A separate but related issue to the Columbia River Crossing Project is the Delta Park widening project. In 2006, the Bi-State Coordination Committee, in coordination with ODOT, will be selecting the preferred alternative. From there the project moves to final design and construction.

RTC as the federally designated Metropolitan Transportation Planning Organization (MPO) for Clark County has a mandated role regarding the DEIS process. Ultimately, the RTC Board will be required to make a decision regarding the locally preferred highway and transit alternatives and to incorporate them into the region's adopted MTP. The DEIS process itself is a large, complex process that requires significant staff resources from a number of partnering agencies and consultant team.

Work Element Objectives

1. RTC's key staff involvement areas are expected to include the following: 1) local agency liaison, 2) day to day project development activities, provide input and analysis in the development of alternatives, 3) provide transportation data and analysis, and 4) conduct the travel demand model elements of the Clark County side of the project.

2. RTC will participate in the Project Development Team, a host of technical working groups including, Travel Demand Forecasting, Environmental, Transit, and the Regional Partners Group.

3. RTC will have key activities in the CRC transportation planning work element. This includes the development of study parameters, data collection, initial and secondary screening of alternatives, transportation analysis of baseline and build alternatives, and support for other tasks, including the environmental and design tasks. RTC will act as the lead Clark County agency to review and assist in

developing and conducting the transportation analyses of existing conditions and for the future year alternatives and will collaborate with Metro on the travel forecasting process.

4. RTC will assist the project team on the review and development of required New Starts submittals for the Federal Transit Administration. RTC will assist in the development of the initial range of transit alternatives and will also collaborate with C-TRAN and local jurisdictions to define the Build alternatives and the No Build and Federal Transit Administration required Baseline Alternative.

5. RTC will work in partnership with ODOT, WSDOT, Metro, the cities of Vancouver and Portland, counties of Clark, Washington and Multnomah, Oregon, TriMet, C-TRAN, the Port of Vancouver and Port of Portland to initiate, complete the DEIS, and select a locally preferred alternative.

6. RTC's specific role in FY 2006/07 is to work cooperatively with regional partners on all elements of the Draft Environmental Impact Statement (DEIS) and to specifically assist with the development of travel demand networks, traffic analysis associated with tolling options, and development of multimodal Columbia River Crossing alternatives.

7. Participate in public involvement activities relating to the CRCP.

Relationship To Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The I-5 Partnership recommendations were incorporated into the Strategic Plan section of the MTP update for Clark County (December 2002). The Governors' Task Force recommendations included supplementing or replacing the I-5 Interstate Bridge and related highway improvements, Transportation Demand Management (TDM) measures, a land use accord, Environmental Justice initiatives, park and ride spaces, a high capacity transit loop in Clark County that would connect to Portland region's system and recommended railroad and railroad bridge improvement.

This RTC work element relates to the "I-5 Columbia River Crossing Project (CRCP)" work element described in the "Other Projects of Regional Significance" section of Metro's FY 2005-06 Unified Work Program (UWP). The ODOT work element outlines funding for the Project in the amount of $6.5 million in federal National Corridor Planning and Development Program funds with $400,000 in local matching funds.

FY 2007 Funding: RTC

FY 2007 Expenses:		**FY 2007 Revenues:**	
RTC	$135,249	WSDOT	$135,249
Total	$135,249		$135,249

The work element is led by ODOT/WSDOT.
Further details of the work and funding can be found in the ODOT section of Metro's UPWP

1F. HIGH CAPACITY TRANSIT CORRIDORS STUDY

Regional transportation policy direction surrounding the issue of high capacity transit, including corridors and alternative high capacity transit modes, has been an uncertain part of the regional transportation system for the last 10 years. In late November of 2004, the 2005 federal transportation Appropriations Bill included a $1.488 million earmark to RTC for the analysis of the I-5/I-205/SR-500 transit loop. RTC's 2006 Work Plan proposed to utilize this funding source to assist the RTC Board in facilitating a broad discussion with affected Clark County agencies on modal alternatives for future high capacity corridors within Clark County and how that system would connect to transit across the Columbia River. The anticipated products of this analysis would lead to a set of high capacity transit policies that would balance the land use policies, transit priorities, and regional transportation system priorities to help policy makers determine whether a high capacity transit component is needed in Clark County and to guide development of RTC's long-range regional transportation system plan. The technical analysis and policymaking process would require the support and participation of RTC member jurisdictions with land use, transportation, and transit authority who would be impacted by the HCT policies.

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2006 Products

1. Federal Transit Administration (FTA) Grant Agreement Process.
2. Scope of Work for the HCT Study.
3. Consultant Agreement.

FY 2006 Expenses:		**FY 2006 Revenues:**	
	$		$
RTC	1,860,000	Section 5309	1,488,000
		Local Match (20%)	372,000
Total	**1,860,000**		**1,860,000**

Federal and local funds are programmed in the 2006-2008 MTIP for Clark County and STIP. The balance of funds will be carried forward from the FY 2006 into the FY 2007 UPWP.

IG. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 1990. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY 1998. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998 and May 2003. An April 2006 update is anticipated. In 2003, Skamania County completed a transit feasibility study. The recommendations of the transit study will continue to be implemented. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Conduct a regional transportation planning process.
2. Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in the Regional Transportation Plan update.
5. Coordinate with WSDOT staff and review plans of local jurisdictions for consistency with RTP and WTP.
6. Continuation of transportation system performance monitoring program.
7. Assistance to Skamania County in implementing a new federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
8. Work with Skamania County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region. The TEA-21 High Priority Funding is being used for safety improvements along SR-14 in the Cape Horn area.
9. Continue assessment of public transportation needs, including specialized human services transportation, in Skamania County. Recommendations of the 2003 Skamania County Transit Feasibility Study began implementation in 2004 when commuter service between Skamania County and Clark County (Fisher Landing Transit Center) was initiated. Work with Skamania County in its coordination with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations, such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. Coordination with the state's Agency Council on Coordinated Transportation (ACCT) will also continue related to meeting special transportation needs.
10. Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
11. Assistance to Skamania County in conducting regional transportation planning studies.

Relationship To Other Work Elements

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

FY 2007 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Development of the 2007-2009 Regional Transportation Improvement Program.
4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2007 Expenses:		**FY 2007 Revenues:**	
	$		$
RTC	17,431	RTPO	17,431
Total	17,431		17,431

1H. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 1990. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Klickitat County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998 and May 2003. An April 2006 RTP update is anticipated. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County is kept up to date. RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Ensure the Klickitat County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Keep the transportation database for Klickitat County updated and current so that data and information can be used as input to the Regional Transportation Plan.
5. Coordinate with WSDOT staff and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. Work with Klickitat County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
8. Continuation of transportation system performance monitoring program.
9. Assistance to Klickitat County in implementing the new six-year federal transportation reauthorization bill. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
10. Continue assessment of public transportation needs, including specialized human services transportation, in Klickitat County. Currently, Klickitat County is fulfilling transit service needs through grant funding. Work with Klickitat County in its coordination with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations, such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. Coordination with the state's Agency Council on Coordinated Transportation (ACCT) will also continue related to meeting special transportation needs.
11. Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
12. Assistance to Klickitat County in conducting regional transportation planning studies.

Relationship To Other Work Elements

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

FY 2007 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continued development of a technical transportation planning assistance program.
3. Development of the 2007-2009 Regional Transportation Improvement Program.
4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2007 Expenses:	$	**FY 2007 Revenues:**	$
RTC	19,646	RTPO	19,646
Total	19,646		19,646

1I. STATE ROUTE 35 COLUMBIA RIVER CROSSING: FEIS

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

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

The Final Environmental Impact Statement and preliminary design is expected to begin in late 2007 and last approximately one year. The SR-35 Columbia River Crossing FEIS will be funded with $640,000 in federal funding and $160,000 in local matching funds. The FEIS will be managed by RTC in partnership with WSDOT and ODOT and will be carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2007 Products

1. Begin the Final Environmental Impact Statement (FEIS) and preliminary design.
2. Completion of technical memoranda.
3. Completion of Biological Assessment.
4. Completion of Final Type, Size, and location study.
5. Right-of-Way Plans.
6. Project Newsletters.

FY 2007 Expenses:	$	**FY 2007 Revenues:**	$
RTC	25,000	Federal High Priority	320,000
Consultant	375,000	ODOT & WSDOT Match	75,000
		Other local Match	5,000
Total	400,000		400,000

$640,000 in federal High Priority funds was included in the federal Transportation Reauthorization Act, SAFETEA-LU (2005). The table above assumes 50% would be used in FY 2007 and 50% in FY 2008. Local matching funds are required but sources have not been finalized.

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

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel forecasting model, and includes functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions as needed. RTC will continue to assist local jurisdictions in updating and implementing Growth Management Act (GMA) plans. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs and its output is used to support development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program. EMME/2 software is currently used to carry out travel demand and traffic assignment steps but in FY 2006/07 a transition will be made to use of the PTV Vision suite of modeling software for transportation planning and operations analyses that includes VISUM and VISSIM. RTC continues to coordinate with Metro on use of Metro's regional model and to ensure that data used as inputs to the model, such as census data and land uses, are kept current.

This work element also includes air quality planning. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Currently, under the new federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) has been redesignated from "maintenance" to "unclassifiable/attainment" for Ozone and no longer needs to demonstrate conformity for Ozone. The Vancouver AQMA is currently designated as a CO maintenance area. Regional emissions analyses of the Plan (MTP) and Program (MTIP) were no longer required after June 15, 2005 when the new one-hour Ozone standard took effect. However, conformity analysis for carbon monoxide is still currently required. RTC assists the region's air quality planning program in providing demographic forecasts, develops a Vehicle Miles Traveled (VMT) grid, and monitors changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and analyses project-level air quality impacts for local jurisdictions and agencies.

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data, developed by C-TRAN. The database is used as support for development of regional plans, travel forecasting model and transportation maps.
2. Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data (http://nhts.ornl.gov/2001/index.shtml), travel behavior survey data, and County GIS information.
3. Continue to maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.
4. Compile accident data for use in development of plans and project priorities.
5. Analyze demographic forecasts for the region for use in regional travel forecast model development. RTC reviews the Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs). The TAZ allocation is used by RTC in the travel forecast modeling process.
6. Analyze growth trends and relate these to future year population and employment forecasts.

7. Coordinate with Metro on procedures for forecasting the region's population and employment data for future years as well as on Metroscope development, a process that integrates land use development and transportation system change in an integrated model. RTC staff will also research the use models such as *UrbanSim* to enable integrated transportation and land use modeling.

8. Continue to incorporate transportation planning data elements into the ArcInfo system and work with Clark County's Assessment and GIS Department to support transportation data being incorporated in the County ArcGIS system.

9. Maintain GIS layers for the designated regional transportation system, federal functional classification system of highways and freight routes.

10. Assist local jurisdictions in analyzing data and information from the regional transportation data base and in updating and implementing GMA plans, including Concurrency Management programs.

11. Coordinate with the County's computer division to update computer equipment and software, as needed.

12. Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.

13. Develop and maintain the regional travel model to include: periodic update to provide updated base year, six year and twenty year horizons together with necessary re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements.

14. Document the regional travel forecast model development and procedures.

15. Update RTC travel demand model codes with WinMTX, which is developed by RTC staff. WinMTX is a matrix manipulation tool set written in Visual Basic. It will be upgraded and optimized continuously to run travel demand models more efficiently.

16. Work with local agencies to help them use the regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, the procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are followed.

17. Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.

18. Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP) to learn about model development in Oregon and the Portland region. In FY 2007, a major travel activity survey will be conducted in coordination with Metro and Oregon MPO's. The survey will include use of GPS units to collect data and beginnings of a longitudinal panel survey. The travel activity and behavior survey will be used to support development of the regional travel forecast model.

19. Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style, as well as the more traditional transportation issues.

20. Continue research into regional travel forecasting model enhancement.

21. The transition from use of EMME/2 to the PTV Vision suite of software as part of the regional travel model process will move forward in FY 2007. The PTV Vision software includes VISUM for strategic transportation planning and VISSIM for traffic analysis and management. The transition will require staff training and development of a new framework for modeling analyses. The new software will provide better integration of transportation planning and transportation operational analysis through use of traffic simulation tools. Use of the new, integrated transportation planning and operational analysis software will necessitate the development of standard practices and travel modeling parameters to achieve consistency in transportation analysis.

22. Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies. RTC's model is consistent with Metro's.

23. Continue to expand RTC's travel modeling scope through development of operational modeling applications and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis.

24. Further develop procedures to carry out post-processing of results from traffic assignments.

25. Continue to develop data on vehicle miles traveled (VMT) and vehicle occupancy measures for use in air quality and Transportation Demand Management (TDM) planning.

26. Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. In FY 2007, the implementation of projects funded through the state Nickel and Partnership funding packages will move forward. RTC will provide WSDOT with transportation model data to support project implementation.

27. Assist local jurisdictions in conducting their Concurrency Management Programs by modifying the travel model to apply it to defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvement needs.

28. Provide technical support for analysis of High Capacity Transportation (HCT) needs in the Clark County High Capacity Transit Corridors Study.

29. Provide technical support for implementation of the Commute Trip Reduction program.

Air Quality Planning

30. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2007 this will include addressing issues any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) being developed for the Vancouver Air Quality Maintenance Area. In addition, the Portland-Vancouver area is reclassified from maintenance to attainment status for ozone based on the Environmental Protection Agency's (EPA's) eight-hour ozone standard. However, monitored data still indicates potential ozone problems.

31. Because of the new eight-hour standard for ozone, an ozone emissions budget is no longer required for the MTP. In addition, the Limited Maintenance Plan for CO would eliminate the need for a CO mobile emissions budget in the MTP. RTC will coordinate with Southwest Clean Air Agency (SWCAA) and the other air agencies to ensure that the MTP reflects these changes and that Transportation Control Measures (TCMs), if needed to retain the current air quality status or prevent backsliding, will be identified in the MTP.

32. Work with the air quality consultation agencies to comply with the new provisions under consideration under the proposed new standard for Particulate Matter of 2.5 mcg (PM 2.5). The Environmental

Protection Agency (EPA) is evaluating monitored data to determine if the Vancouver Air Quality Maintenance Area (AQMA) is in violation of the new standard. If transportation is a significant contributor, new transportation conformity requirements may be required. RTC will coordinate with air agencies to determine the regulatory and technical impact of conformity.

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

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

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

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

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

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

39. Participate with SWCAA and other air agencies in discussions regarding RTC's role and responsibilities in the upcoming update of the carbon monoxide maintenance plan for the air quality maintenance area. As part of this process, provide assistance to SWCAA as needed to produce mobile emissions inventory estimates in support of the Carbon Monoxide Limited Maintenance Plan underway by SWCAA. In addition, determine and carry out any responsibilities that may be required under the region's status as an Ozone attainment area.

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

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

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

43. Carry out project level conformity analysis for local jurisdictions to provide for regional consistency.

44. Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

Transportation Technical Services

45. The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common and consistent regional basis for analysis of traffic issues is a key element in maintaining, planning for and building an efficient transportation system with adequate

capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of the land use and growth forecasts into the travel demand model. In FY 2007, RTC staff will provide support to local agencies transitioning to use of PTV Vision software. In addition, RTC also anticipates providing the requested technical services related to the cities' and County's GMA transportation capital facilities plans.

Relationship To Other Work Elements

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

FY 2007 Products

1. Update of the regional transportation database with data from the U.S. Census, including the US Census Long Form Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) as well as the National Household Travel Survey (NHTS).
2. Analysis of Clark County transportation information. The main elements include: transportation measures in the GMA update, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues.
3. Updated regional travel forecast model base year and updated future horizon year. The MTP's long-range planning horizon is currently at 2030 but with the 2006 update to the Comprehensive Growth Management Plan likely to forecast higher growth, the MTP horizon year demographic allocations will need to be revised. A six-year model may also be updated for nearer-term planning purposes such as concurrency program and Capital Facilities Plan (CFP) development.
4. Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements.
5. Integration of transportation planning and GIS Arc/Info data.
6. Coordinate with Clark County on maintenance and update of the highway network and local street system in a GIS coverage. A comprehensive review and update of the federal functional classification system will be completed to be as consistent as possible with local comprehensive plans. This update will include an updated report on total road mileage in the region.
7. Work with regional bi-state partners on freight transportation planning including analysis of a Truck Origin and Destination Study ("Truck O-D Study") to improve truck forecasting ability. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.
8. Update of the traffic count database.
9. Technical assistance to local jurisdictions.
10. Transportation data analysis provided to assist C-TRAN in planning for future transit service provision.

11. Purchase of updated computer equipment using RTPO revenues.

12. Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling.

13. Host Transportation Model Users' Group (TMUG) meetings.

14. Update of travel demand codes in the WinMTX as Metro updates the regional travel forecast model structure.

15. Refine travel forecast methodology using the VISUM and VISSIM software.

16. Documentation of regional travel forecasting model procedures.

17. Re-calibration and validation of model as necessary.

18. Review and update of model transportation system networks, including highway and transit.

19. Analysis of TDM and ITS impacts, and congestion pricing impacts.

20. Re-evaluate the peak one hour analysis and continued to consider adoption of multiple peak hour period in the regional travel model process.

21. Use regional travel forecasting model data for MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state WTP/HSP updates and support for corridor planning studies and environmental analysis such as the I-205 Corridor Environmental Assessment and I-5 Columbia River Crossing Project.

Air Quality Planning

22. Participation in development of the transportation elements of Carbon Monoxide and Ozone Maintenance Plan updates coordinated with Southwest Clean Air Agency.

23. Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990.

24. Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities.

25. Project level air quality conformity analysis as requested by local jurisdictions and agencies.

Transportation Technical Services

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

27. Output from the regional travel forecast model is used in the analysis process for local transportation concurrency analyses and concurrency program development. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements.

28. Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region.

29. Use of model results for local development review purposes and air quality hotspot analysis.

30. Technical support for the comprehensive growth management planning process in the Clark County region. Local comprehensive plans were updated in 2004 and an FY 2007 update, toward the end of 2006, is anticipated for the Comprehensive Growth Management Plan for Clark County.

FY 2007 Expenses:	$	**FY 2007 Revenues:**	$
RTC	365,844	• Federal FHWA	182,401
Computer Equipment (use of RTPO revenues)	6,000	• Federal FTA	50,065
		• Federal STP	60,000
		• State RTPO	18,503
		• State RTPO (WTP)	30,000
		• MPO Funds	30,875
Total	371,844	Total	371,844
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$50,348

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Coordination Committee that addresses both transportation and land use issues of bi-state significance. In addition, this Coordination and Management work element provides for public outreach and involvement activities as well as the fulfillment of federal and state requirements.

Work Element Objectives

Program Coordination and Management

1. Coordinate, manage and administer the regional transportation planning program.

2. Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.

3. Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.

4. Provide leadership and coordination as well as represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Coordination Committee.

5. Coordinate and promote regional and bi-state transportation issues with the Washington State legislative delegation and with the Washington State congressional delegation. The Washington State legislative delegation from this region are now ex-officio, non-voting members of the RTC Board of Directors.

6. Represent RTC's interest when working with organizations such as the following: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.

7. Coordinate with WSDOT on update and implementation of Washington's Transportation Plan (WTP). It is anticipated that the current update will be completed prior to FY 2007. However, RTC will work with WSDOT on implementation of the Plan.

8. Coordinate with the Human Services Council on issues related to meeting special transportation needs for people needing transportation to medical appointments and access to jobs for those with low incomes. This will include implementation of Job Access and Reverse Commute in coordination with both C-TRAN and the Human Services Council.

9. Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will work with local partners to organize and participate in meetings of the Active Living Task Force known in this region as the Active Community Environments Team. RTC will also work with local partners to complete community assessments regarding Active Community

Environments, review policies and suggest projects to improve non-motorized transportation modes in the Clark County region. The State Growth Management Act now requires that two additional components relating to active communities be addressed in local growth management plans. The two components are: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC will coordinate with local agencies to implement this new requirement.

10. Coordinate regional transportation plans with local transportation plans and projects.

11. Coordinate with the Growth Management Act (GMA) planning process. The Clark County Comprehensive Growth Management Plan update was adopted in 2004 and is now in the process of another update anticipated for late 2006 following environmental analysis and review. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.

12. Communicate and outreach to tribes in the region regarding transportation issues.

13. Facilitate early environmental decisions in the planning process through work with resource agencies and local partners. This may involve working with the Signatory Agency Committee (SAC) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon as well as with the State Historic Preservation Office.

14. Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation.

15. Represent the MPO at EIS scoping meetings relating to transportation projects and plans.

16. Monitor new legislative activities as they relate to regional transportation planning requirements.

17. Participate in transportation seminars and training.

18. Prepare RTC's annual budget and indirect cost proposal.

19. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.

20. Continue the Bi-State Memorandum of Understanding between Metro and RTC.

21. Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.

22. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2007 this will include the I-5 Columbia River Crossing Project and Delta Park Widening Project.

23. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.

Bi-State Coordination Committee

24. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments.

25. Hold meetings of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including over 56,000 daily commuters who travel from Clark County to Portland to work. In 2006, the Bi-State Coordination Committee is expected to take up issues related to the Columbia River Crossing Project, other bi-state transportation issues such as the I-205 corridor, freight rail, and federal bi-state priorities. RTC and Metro would continue to serve as staff to the Committee.

Public Involvement

26. Increase public awareness of and provide information on regional and transportation issues. SAFETEA-LU requires that public outreach include visualization techniques including web site content, maps and graphics.

27. Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public involvement at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.

28. Update the adopted Public Involvement Program (updated by RTC Board Resolution 10-01-17; October 2, 2001) to become the Public Participation Plan (PPP) required by SAFETEA-LU. The PPP will be reviewed regularly and will be amended when necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.

29. Hold public outreach events, including meetings relating to the MTP and MTIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN. In FY 2007, there will be specific public outreach efforts related to the Washington's Transportation Plan (WTP) update.

30. Conduct public involvement process for any special projects and studies conducted by RTC.

31. Continue to update the RTC web site (http://www.rtc.wa.gov) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.

32. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.

33. Communicate with local media.

34. Maintain a mailing list of interested citizens, agencies, and businesses.

35. Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.

36. Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.

37. Support InterACT's efforts to raise awareness and solicit feedback from the public on transportation issues. InterACT is a subsidiary of Identity Clark County, a private, non-profit organization focused on community and economic development.

Federal Compliance

38. Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program. The current federal Transportation Act is SAFETEA-LU enacted in 2005.

39. Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also produced.

40. Certify the transportation planning process as required by federal law.

41. Gather and analyze data to support C-TRAN and local jurisdictions' implementation of the Americans with Disabilities Act (ADA) enacted by the federal government in 1990. The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.

42. Report annually on Title VI activities. The Title VI Plan was adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation follows release of the most recent decennial Census data.

43. Compliance with Title VI and related regulations such as the President's 1994 Executive Order 12898 on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

44. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE). Coordinate with Southwest Clean Air Agency (SWCAA) on development of the CO maintenance plan update and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.

45. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will include "discussion" of potential environmental mitigation, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies, in Plan documents.

46. As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental Protection, conservation, and historic preservation. Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, if available.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2007 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2007 Budget and Indirect Cost Proposal.
3. Participation in Metro's regional transportation planning process.

Bi-State Transportation Committee

4. Bi-State Coordination Committee meeting materials produced in partnership with Metro.

Public Involvement

5. Documentation of public involvement and public outreach activities carried out by RTC during FY 2007.
6. Participate in public outreach activities related to regional transportation planning program and projects as well as outreach activities related to the Washington's Transportation Plan (WTP) update.
7. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences as well as through regular update to RTC's website.
8. Continue to work with InterACT, which as a part of Identity Clark County leads a community-wide effort to create real solutions to Clark County's transportation issues.

Federal Compliance

9. Complete any required MPO certification documentation and include the certification statement in the MTIP.
10. An adopted FY 2008 UPWP, annual report on the FY2006 UPWP and, if needed, amendments to the FY 2007 UPWP.
11. Conduct data analysis and produce maps to support implementation of Title VI and environmental justice and documentation of the Title VI and Executive Order 12898 (Environmental Justice) program, as necessary. RTC completes a Title VI report annually.

FY 2007 Expenses:	$	**FY 2007 Revenues:**	$
RTC	259,970	• Federal FHWA	124,489
		• Federal FTA	34,169
		• Federal STP	43,000
		• State RTPO	12,628
		• State RTPO (WTP)	21,612
		• MPO Funds	21,072
		• Federal – National Center for Disease Control (DOH)	3,000
Total	259,970		259,970

Note: Federal $ are matched by state and local MPO $.
Minimum required match: $34,682

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Section 4 provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO, WSDOT, C-TRAN and local jurisdictions coordinate to develop the transportation planning work program.

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2006 Unified Planning Work Program* that provides details of each planning element outlined below.

Key issues and planning activities for the WSDOT Southwest Region within the RTC's region are:

1. Support the I-5 Columbia River Crossing (also known as the Portland-Vancouver I-5 Transportation and Trade Partnership). Specific activities include:
   a. Support the Draft Environmental Impact Statement Phase.
   b. Support the Bi-State Environmental Justice Working Group and ODOT's Delta Park to Lombard Environmental Assessment.
   c. Provide staff support for the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
   d. Work with local and regional partners to develop and implement plans and activities related to TDM/TSM.
2. Coordinate with the RTPO's, MPO's, local jurisdictions, transit agencies, and tribes on updating the WTP, including an updated HSP. Specific activities include:
   a. Coordinate with MPO's, RTPO's, local jurisdictions, transit agencies and tribes in developing and refining solutions for highway deficiencies.
   b. Refine solutions and cost estimates for mobility improvements to update the HSP database.
   c. Conduct performance measurements and benefit-cost analyses of proposed improvements for project prioritization.
   d. Analyze and prioritize mobility and safety deficiencies on the state highway system.
   e. Update the travel delay program database.
   f. Transition traffic modeling analysis from EMME2 to Visum and Vissim software platforms.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
7. Provide public information and support opportunities for public involvement and communication in elements of regional and statewide activities.

8. Coordinate and provide input with counties and local jurisdictions on planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements.
9. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.
10. Participate in regional data collection, analysis and planning activities related to freight mobility issues.
11. Implement elements of the local Commute Trip Reduction program.
12. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
13. Work with RTC, ODOT and local governments on the SR-35 Columbia River Crossing Study.
14. Support the development of a long-term route development plan for SR-14 through Camas-Washougal.
15. Support special studies on congestion relief issues or other topics, as needed.

WSDOT PLANNING GROUP WORK ELEMENTS:

Planning and Administration
Public Information/Communications/Community Involvement
MPO/RTPO Regional and Local Planning
- MPO/RTPO Coordination and Planning
- Bi-State Coordination
- Tribal Coordination
- Regional or Local Studies

Corridor Planning
- Route Development Planning
- Corridor and Special Studies
- Corridor Management Planning

State Highway System Plan
- Deficiency Analysis
- Benefit/Cost Analysis

Data and Research
- Data Collection/Analysis
- Travel Demand Forecasting

Transportation Planning and Coordination
- Public Transportation and Rail Planning/Coordination
- Multimodal/Intermodal Planning/Coordination
- Transportation Demand Management (TDM)
- High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
- Non-Motorized (Bike & Pedestrian Planning/Coordination
- Freight Mobility Planning/Coordination

Growth Management and Development Review
- Coordinate Access Management/SEPA/NEPA reviews and mitigation
- Local Comprehensive Plans/County Planning Policies and Other Policy Review

Transportation Demand Management
- Congestion Relief
- Commute Trip Reduction

4B. C-TRAN

C-TRAN has identified the following planning elements for FY 2007 (July 2006 through June 2007):

Regional Participation

C-TRAN will coordinate its transit planning with other transportation planning activities in the region through the Southwest Washington Regional Transportation Council (RTC). C-TRAN will continue to work with the MPO's, DOT's, plus city, county and regional agencies, and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN will also be participating in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

Regional Transportation Planning Studies: C-TRAN will be involved in the following planning and engineering studies:

1. Columbia River Crossing Project: C-TRAN continues to work with regional partners in recommending multimodal and capacity improvements to the I-5 Trade Corridor, including:
   * Highway improvements to enhance express bus service to Portland
   * High capacity transit options that include supportive local bus service
   * Columbia River Crossing and I-5/Delta Park projects to reduce bottlenecks.
   * Transportation demand management and system management to reduce congestion and improve transit performance.
2. High Capacity Transit Alternatives Analysis: C-TRAN will provide technical assistance and feedback to the Regional Transportation Council on a high capacity transit alternatives analysis.
3. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate in, and contribute to the development of revised and updated regional plans and programs.

Transit System Planning

Following the successful sales tax vote to preserve C-TRAN services, and with the development of its capital projects, C-TRAN will have the opportunity to re-evaluate its service design. A comprehensive service design analysis will be completed with implementation begun during this UPWP period. Route structure planning will need to connect the new transit center facility located at C-TRAN's Administration, Operations and Maintenance facility and the new transit center/park and ride located at I-5 and 99th Street in Vancouver. Both facilities will be under construction in 2006-07. The service design analysis will re-evaluate the role of 7th Street Transit Center and Vancouver Mall Transit Center in the C-TRAN system.

C-TRAN's 20-Year Transit Development Plan will be revised to include the new service design concepts, and to address the long term (2030) vision for C-TRAN.

A park and ride demand study for Clark County will be prepared, revising a previous study completed in the 1990's. Based on future planned growth in Clark County and its cities, and the resulting increase in travel demand, a park and ride study is needed for capital project planning purposes.

C-TRAN has won a state grant to plan, locate and develop super stop facilities on its fixed route system. The C-TRAN Bus Stop Guidelines will be revised to include super stop design and siting guidelines, prior to developing up to 20 super stops.

Service Standards will be implemented to evaluate transit system performance, with a process to mitigate under-performing routes and services. Newly implemented Automated Passenger Counter technology will provide valuable information to the route evaluation and improvement process.

The *2006-2011 Transit Development Plan* will be published, following public review and input, identifying capital and operational changes planned over the six-year period.

The FTA Ridership Team spent several days during 2005 at C-TRAN learning about the transit system and discovering opportunities for improving ridership. Their final report included many useful recommendations for increasing C-TRAN ridership. While many of the recommendations are anticipated to occur by July 1, 2006, their full benefit will be realized in 2006-07 and beyond. Other recommendations are scheduled to be met in the 2006-07 timeframe including:

- Consider expanding service to Evergreen Park and Ride
- Design new park and ride facilities with capacity for expansion on adjoining sites
- Review C-TRAN fare structure and possible modifications
- Make improvements to the C-TRAN web site
- Complete installation of APC's on the fixed route fleet
- Review and assess the ADA Paratransit Program eligibility process
- Install additional passenger benches using Federal transit enhancement funds
- Partner with ESD programs to make transit riding part of life skill curriculum
- With Clark College, develop a Senior Travel Training program, and conduct a mobility fair
- Develop a packet of transit information for new residents.

Public Information and Feedback

C-TRAN will inform and educate riders, businesses and the public through various means. C-TRAN will continue to work with the disabled and environmental justice communities to assure a broad level of public participation in the planning and delivery of regional and local transit services. Specific marketing of C-TRAN services will occur for the Hispanic, Russian and Vietnamese populations, and to area employers. Users of innovative transit services will be queried as to the effectiveness of the new service, with service revisions possible during 2006-07.

An annual Community Report Card and other means to communicate with Clark County residents and businesses will be instrumental in tailoring transit service to customer needs. On an annual basis, C-TRAN conducts market research, prepares a community report of the results, and uses the information to guide service and planning decisions. Each of the major planning activities i.e. service planning, 20-year plan, etc. will include a public information and feedback process.

Transportation Demand Management

Job Access / Reverse Commute: Through a federal JARC grant the Camas Connector (general purpose dial-a-ride) provides essential connections for low-income workers needing access to training and employment. As east Clark County grows with new employment sites, Connector service may be revised to provide greater access to jobs. The service is accessible to all citizens in the Camas Connector service area.

C-TRAN will be evaluating deviated fixed route ridership and connectivity, deployed in early 2006 in the cities of Battle Ground, La Center, Ridgefield and the Town of Yacolt. These innovative transit services are being deployed in communities that lost C-TRAN service as a result of reduced revenue with the passage of Initiative 695.

Intelligent Transportation System (ITS)

VAST (Vancouver Area Smart Trek) is a cooperative Intelligent Transportation System (ITS) program that includes transportation agencies in Clark County. The VAST program partnership is coordinated with similar

efforts underway in the Portland area to ensure ITS strategies throughout the region are integrated and complementary.

Automatic Passenger Counting system data will begin to be used as an analytical planning tool to evaluate route performance and target marketing activities that generate additional ridership. VAST improvements will allow C-TRAN to more effectively operate and schedule both fixed route and demand response service, as well as more efficiently gather data required by FTA.

Implementation of Phase II is expected in 2006-07 and includes the Automatic Fleet Maintenance system, next bus signage at transit centers, and ADA-compliant On-Board Announcements. Phase II improvements will allow for enhanced maintenance, provide dynamic schedule information to customers, and ensure ADA requirements are met.

Scoping for Phase III will occur in 2006-07 and will include traveler information kiosks at transit centers, traffic signal prioritization, and additional traveler information signage. This major ITS investment is made possible by significant federal grants and earmarks that C-TRAN has received.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning studies:

- Development of Transportation Improvement Program (TIP).
- Concurrency Management System: includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals.
- Transportation analysis needed to respond to appeals to the recently-adopted Comprehensive Plan.
- Continuing work on the transportation system database that will integrate information contained in the state-required Mobility database, formerly known as the County Road Information System (CRIS), with other transportation-related information systems to improve long-range transportation improvement cost estimates.
- Working through the Vancouver Area Smart Trek (VAST) process to implement promising ITS strategies.
- A Bicycle Advisory Committee assisted Clark County in putting together the 1995-2001 Bikeways Program. Clark County will continue to carry out multi-modal transportation planning activities during FY 2006.
- To protect the classified arterials and to serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas.
- Update of the county's Traffic Impact Fee.

CITY OF VANCOUVER has identified the following planning studies and other activities:

Citywide Planning / Studies

- 2007-2012 Transportation Improvement Program.
- Year 2006 Transportation Impact Fee Program – annual inflation update to fees.

- City of Vancouver Transportation System Plan (TSP), ongoing development code updates and plan implementation
- 2006 Concurrency Program – Annual Report.
- High Capacity Transit Loop – Alternatives Analysis (support to RTC initiative).
- Transportation Codes (development and concurrency) updates (ongoing, see above).
- ADA Program – Policy Updates and Implementation.
- Citywide Annual Traffic Safety Monitoring Report and Evaluation – update.
- City Transportation Services Business Plan.
- Commute Trip Reduction Program – provide direct services to affected employers in support of the Commute Trip Reduction (CTR) program. Contract directly with WSDOT in the provision of those services.

Sub-Area Studies

- I-205 Interchanges Environmental Review – Mill Plain to NE 28th.
- Columbia River Crossing, City of Vancouver Coordination & Project Involvement
- 192nd Avenue South Corridor Subarea Plan
- Annexation Transition Planning & Implementation
- East 39th Street Rail Yard Overpass Design (with WSDOT)
- Evergreen Highway and Columbia River Trail Plan
- Vancouver Waterfront Access Improvement—Roads & Rail
- Comprehensive Downtown Traffic Impact Study, Vancouver City Center Vision EIS and Planned Action Ordinance.
- Fourth Plain Corridor Subarea Land Use Plan.
- NE 18th Street Design.
- NE 137th Avenue (NE 28th Street to NE 59th Street) Corridor design.
- SE 1st Street (SE 164th Avenue to SE 192nd Avenue) Corridor design.
- NW 26th Avenue Extension/BNSF Rail Revision to Port of Vancouver, pre-design study, EIS.

Capital Improvement Program – Projects and Planning Support

- Year 2006 NTS REET Program – project planning and implementation.
- Year 2006 CDBG Transportation Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.
- Fourth Plain Traffic Safety Corridor – project planning and implementation, community outreach implementation.

- Traffic Safety Corridor Program Expansion—additional, new traffic safety corridor within City of Vancouver

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.

CITY OF CAMAS has identified the following planning studies:

- Growth Management Plan implementation will include redraft of the Concurrency Management Ordinance.
- Transportation Impact Study Guidelines, Update.

CITY OF WASHOUGAL has identified the following planning studies:

- Transportation Improvement Program (TIP) – Annual Update
- Transportation Impact Fee Program - Annual update to fees
- Park Comprehensive Plan Adoption and Impact Fee Update
- Sewer Master Plan Adoption – System Development Fee Update
- Sewer Capital Facility Plan – Annual Update
- Water Capital Facility Plan – Annual Update

CITY OF BATTLE GROUND has identified the following planning studies:

- Implement an updated Transportation System Plan developed as part of the comprehensive growth management planning process in FY2005. Elements of the Plan include the traffic impact fees program, access management, identification of truck routes and Capital Facilities Plan.
- Work with WSDOT on planning for access points onto SR-502 and SR-503 within Battle Ground.
- Establish traffic calming program.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- I-5 North Interchange. Battle Ground will participate in planning for a new interchange at I-5/219th Street and widening of SR-502. The new interchange was funded by the 2003 state "nickel package" and preliminary engineering and right or way acquisition for SR-502 widening is also funded from the same source. Both projects are programmed in the MTIP.

CITY OF RIDGEFIELD:

- Initiate design and permitting associated with replacement of the Interstate 5 and State Route 501 (Pioneer Street) interchange with a single point urban interchange.
- Complete traffic modeling and design analysis supporting construction of roundabouts at the following intersections with State Route 501:
  - 35th Avenue
  - 45th Avenue

- 51st Avenue
- S. 56th Way
- 65th Avenue.

- Coordinate with CTRAN service re-introduction to Ridgefield and definition of appropriate service routes.

PORT OF VANCOUVER:

- The Port of Vancouver is working on the Economic Development and Conservation Plan (EDCP) that includes consideration of improvement to transportation access to and from the Port. The environmental review/NEPA process is underway.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRCT	Blue Ribbon Commission on Transportation
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFP	Community Framework Plan
CHAP	City Hardship Assistance Program
CIT	Community Involvement Team

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CM/AQ	Congestion Mitigation/Air Quality
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRCP	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEMA	Federal Emergency Management Agency
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process (relates to Columbia River Crossing Project)

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAC	Local Advisory Committee
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan (relating to air quality)
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NHTS	National Household Travel Survey
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PDT	Project Development Team (relates to Columbia River Crossing Project)
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PPP	Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PSC	Project Sponsors Council (relates to Columbia River Crossing Project)
PSMP	Pedestrian, Safety & Mobility Program

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RPG	Regional Partners Group (relates to the Columbia River Crossing Project)
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SAC	Signatory Agency Committee Agreement (Washington)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21st Century
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMZ	Transportation Management Zone
TMUG	Transportation Model Users' Group
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software (a product of PTV AG of Karlsruhe, Germany)
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2007 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2007 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

	Work Element	1. FY 2007 Federal FHWA PL	2. FY 2007 Federal FTA	State RTPO	State RTPO for WTP	Federal STP	Federal CM/AQ	Federal Sec. 5309	Federal High Priority	3. Dept. of Health	State (WSDOT /ODOT)	MPO Funds	Local Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**													
A	Metropolitan Transportation Plan	110,352	30,289	11,194	38,000	47,000						18,679		255,516
B	Metropolitan Transportation Improvement Program	38,760	10,639	3,932								6,561		59,892
C	Congestion Management System Monitoring 4.						100,000					15,607		115,607
D	Vancouver Area Smart Trek						75,000					11,705		86,705
E	I-5 Columbia River Crossing 5.										135,249			135,249
F	High Capacity Transit Corridors Study							1,488,000					372,000	1,860,000
G	Skamania County RTPO			17,431										17,431
H	Klickitat County RTPO			19,646										19,646
I	SR-35 Columbia River Crossing FEIS 6.								320,000		75,000		5,000	400,000
	Sub-Total	149,113	40,928	52,203	38,000	47,000	175,000	1,488,000	320,000	0	210,249	52,553	377,000	2,950,046
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**													
A	Reg. Transp. Data, Forecast, AQ & Tech. Services	182,401	50,065	18,503	30,000	60,000						30,875		371,844
	Sub-Total	182,401	50,065	18,503	30,000	60,000	0	0	0	0	0	30,875	0	371,844
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**													
A	Reg. Transp. Program Coord. & Management	124,489	34,169	12,628	21,612	43,000				3,000		21,072		259,970
	TOTALS	**456,002**	**125,162**	**83,335**	**89,612**	**150,000**	**175,000**	**1,488,000**	**320,000**	**3,000**	**210,249**	**104,500**	**377,000**	**3,581,860**

3/20/06

NOTES:

1. Includes FY07 FHWA PL funds. Local match for FHWA PL funds is provided from State RTPO and MPO funds.
2. Local Match for federal FTA funds is provided from State RTPO and MPO funds.
3. FY07 funding unknown at this time. Funding originates with the National Center for Disease Control, is granted to the state Department of Health and comes to RTC from WSDOT.
4. Assumes use of $100,000 per year programmed in MTIP to support the CMM program.
5. $210,380 in WSDOT funds beginning in FY 2006 with balance carried into FY 2007
6. $640,000 in federal High Priority funds was included in the federal Transportation Reauthorization Bill (SAFETEA-LU, 2005). This assumes 50% would be used in FY 2007 and 50% in 2008. Local matching funds are required but sources have not been finalized.

Note: Numbers may not add due to rounding

JOINT RESOLUTION OF THE
METRO COUNCIL
AND
OREGON DEPARTMENT OF TRANSPORTATION

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 06-3667 Introduced by Councilor

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

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

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

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

ADOPTED by the Metro Council this _____ day of April 2006.

_____
David Bragdon, Council President

Approved as to form:

_____
Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation this _____ day of _____

2006.

_____
Craig Greenleaf
Transportation Development Administrator

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see membership roster). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose governments" as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and federal functional classification in January 2005 as recommended in Metro's 2004 Federal Review.

3. Agreements

a. A basic memorandum of agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in March 2006, to be updated in 2009.

b. An agreement between TriMet and Metro implementing the Transportation Equity Act for the 21st Century (TEA-21), executed August 2004, to be updated in 2007.

c. An agreement between ODOT and Metro implementing the TEA-21, executed September 2004, to be updated in 2007.

d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.

e. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.

f. An agreement between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed August 2004, to be updated in 2007.

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

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB)
- Open space and parks
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

JPACT, the Metro Council and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes federally funded major projects being planned by member jurisdictions. These projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2004 Federal Review CMS and RTP update tasks were expanded in the UPWP narratives. Also, Metro identified Environmental Justice tasks in the UPWP in Title VI/Environmental Justice and individual program narratives.

b. Regional Transportation Plan

The 2000 RTP was adopted in August 2000, culminating a two-phase, five-year effort to reorient the plan to Metro's 2040 Growth Concept. The updated plan contains a new emphasis on implementing key aspects of the 2040 land use plan with strategic transportation infrastructure improvements and programs. The plan is fully organized around these land use goals, with modal systems for motor vehicles, transit, freight, bicycles and pedestrians geared to serve the long-term needs called for in the 2040 plan.

The 2000 RTP also includes a new level of detail, prescribing a number of new performance measures and system design standards for the 25 cities and 3 counties in the Metro region to enact. These include: new requirements for local street connectivity; modal orientation in street design; 2040-based level-of-service policy for sizing roads; targets for combined alternative modes of travel; and, parking ratios for new developments. The plan contains nearly 900 individual projects totaling $7.2 billion in system improvements, and a corresponding series of financing scenarios for funding these projects. It also calls for more than a dozen corridor studies to define specific projects for many of the major corridors where more analysis is needed to determine which improvements best respond to expected demand.

JPACT and the Metro Council approved the RTP 2004 Federal Update on December 11, 2003. The 2004 update was limited in scope, and does not attempt to revisit the requirements of the Oregon Transportation Planning Rule. The update included "housekeeping" amendments to reflect fine-tuning of the various modal system maps, as recommended by local cities and counties through transportation plans adopted since the last RTP update in August 2000. The 2004 RTP includes new policy text that establishes two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and project funding.

The 2004 update also provided an updated set of financially constrained projects. The total revenue base assumed in the 2004 RTP for the road system is approximately $4.3 billion, with $2.16 billion for freeways, highways and roads, $1.67 billion for transit and the balance for planning, bike, pedestrian, transportation demand management, system management and other similar programs. In addition to the financially constrained system, the 2004 Federal Update identifies a larger set of projects and programs for the "Illustrative System," which is nearly double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan.

Finally, a new map has been added to Chapter 1 of the RTP that identifies the MPO Planning Boundary. This boundary defines the area that the RTP applies to for federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2003 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. FHWA and FTA approved the 2004 RTP and the associated air quality conformity determination on March 5, 2004.

Resolution Number 03-3380A adopted the RTP to meet federal requirements for long-range planning. FHWA approved Air Quality conformity determination on March 3, 2004. Metro adopted Resolution 04-1045A to meet state planning goals on July 8, 2004. The document was published with both the July 8 2004 adoption date and the March 5, 2004 federal approval date as required by Metro's 2004 Federal Review.

Work has begun on the 2008 RTP update. Tasks related to the update are outlined in the 2006-07 UPWP. As required by Metro's 2004 Federal Review the RTP update will address operating and maintenance costs paid by member jurisdictions.

c. **Metropolitan Transportation Improvement Program**

The MTIP was updated in Summer 2005 and incorporated into the 2004-07 State Transportation Improvement Program (STIP). The 2005 update includes projects or project phases with prior funding commitments and allocated $50 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ). The adopted MTIP features a program approved for three-years of projects and a fourth "out-year." The first year of projects are considered the priority year projects. Should any of these be delayed, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal Transportation Improvement Program (TIP) amendments. This flexibility was adopted in response to ISTEA (now TEA-21) planning requirements. The flexibility reduces the need for multiple amendments throughout the year. As recommended in Metro's 2004 Federal Review, the MTIP webpage was linked to ODOT's STIP page.

6. Planning Factors

Currently, Metro's planning process addresses the seven TEA-21 planning factors in all projects and policies. Table 1 below describes this relationship. The TEA-21 planning factors are:

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

2. Increase the safety and security of the transportation system for motorized and non-motorized users;

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

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

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

6. Promote efficient management and operations; and

7. Emphasize the preservation of the existing transportation system.

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) added transportation security as a separate factor. Metro will address this factor in the current update to the Regional Transportation Plan, scheduled for completion in early 2008. Table 2 outlines Metro's response to the new SAFETEA-LU planning provisions.

Table 1: TEA-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy).	• All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: TEA-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
3. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
4. Protect Environment and Quality of Life	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act.	• The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: TEA-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Protect Environment and Quality of Life (cont)	• Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.		
5. System Integration/ Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: TEA-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	links in the region.		
6. Efficient Management & Operations	• The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
7. System Preservation	• Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Reconstruction projects that provide long-term maintenance are identified as a funding priority.	• The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.
8. Increase Security of Transportation System	• Will address in 2008 RTP update		

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 45-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council. Metro Council adopted Metro's Transportation Public Involvement Policy on June 10, 2004 by Resolution Number 04-3450.

Title VI – In June 2005, Metro completed and submitted its Title VI Plan to the FTA and FHWA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure that the needs of minority and disadvantaged populations are considered and that the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro recently established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A); 49CFR 26 allows recipients to use the DBE goal of another recipient in the same market. Metro's Executive Officer approved an overall DBE annual goal in accordance with ODOT. This goal was established utilizing ODOT's methodology to determine DBE availability of "ready, willing and able" firms for federally funded professional and construction projects. The current goal is 13.36 percent.

Metro's DBE program was reviewed and submitted to FTA in August 1999 and is awaiting formal approval. Metro currently piggybacks on ODOT's DBE program.

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

10. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

Table 2: Metro's Response to New SAFTETEA-LU Provisions

SAFTETEA-LU Provision for all MPO's	**Metro Response**
Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement	Metro's transportation planning and land-use planning functions are within the same department and coordinate internally. • Metro consults MPAC on land-use activities. • Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS). • Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives. • Metro has a standing committee to coordinate with public agencies with environmental protection responsibility. • The Port of Portland manages the airport and is represented on both TPAC and JPACT. • Metro is developing a freight master plan and is forming a freight advisory committee
Promote consistency between transportation improvements and State and local planned growth and economic development	Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.
Give safety and security due emphasis as separate planning factors	Metro will address security and safety as individual factors in the current update to the RTP schedule for completion in 2008. Additionally, Metro staffs the Regional Emergency Management Group (REMG). The group brings together local emergency managers to plan responses to security concerns and natural hazards.
Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies	Will be incorporated into the 2008 update to RTP.
Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan	Will be incorporated into the 2008 update to RTP.

Table 2: Metro's Response to New SAFTETEA-LU Provisions

SAFTETEA-LU Provision for all MPO's	**Metro Response**
Include operation and management strategies to address congestion, safety, and mobility in the transportation plan	Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations.
Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan	Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro's transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2004.
Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.	On a regular basis, Metro employs visualization techniques. Examples include: • RTP document is available on Metro's website • RTP flyers • MTIP document is available on Metro's website • GIS maps to illustrate planning activities • Video simulation of light rail on the Portland Mall and 1-205 Corridor
Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas	Initial RTP update completed by will be completed by March 2008.
Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP	Initiated MTIP and STIP update for August 2007
SAFETEA-LU includes a new requirement for a "locally developed, coordinated public transit/human services transportation plan" to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.	Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan is under development by those committees and will be integrated into the 2008 RTP update.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 06-3667 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 23, 2006 Presented by: Andrew C. Cotugno

BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)

Each of these areas is discussed in Exhibit A to Resolution No. 06-3667.

ANALYSIS/INFORMATION

1. **Know Opposition-** No known opposition

2. **Legal Antecedents-**This resolution certifies that the Portland metropolitan area is in compliance with federal transportation planning requirements as defined in Title 23 of Code of Federal Regulations, Part 450 and Title 49, of the Code of Federal Regulations, Part 613.

3. **Anticipated Effects-**Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2006, in accordance established Metro priorities.

4. **Budget Impacts-**Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

RECOMMENDED ACTION

Approve Resolution No. 06-3667; certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

DATE: March 24, 2006

TO: TPAC and Interested Parties

FROM: Ted Leybold: MTIP Manager

SUBJECT: Potential comments on Region 1 STIP proposal

* * * * * * *

ODOT Region 1 has a draft proposal for the major portions of the 2008-11 State Transportation Implementation Program (STIP). The proposal was created to respond to screening and prioritization criteria of the Oregon Transportation Commission. The Preservation and Bridge portions of the program were generated by their respective management systems and then reviewed by local staff.

The proposed program needs to be narrowed further to available funding. Region 1 is requesting comments on the proposal and direction on how to narrow the program to available funding by April 14th. A draft program that is balanced against expected revenues will be submitted by Region 1 to ODOT headquarters for inclusion in the draft STIP. The draft STIP will be then be made available for public review and comment this fall.

A TPAC workshop was held March 20th to consider draft comments on the STIP proposal. Metro staff introduced a set of potential comments for consideration by workshop participants.

Following is a revised draft letter to ODOT Region One staff on the draft STIP proposal for TPAC consideration and recommendation to JPACT/Metro Council. The draft letter attempts to summarize the comments received at the TPAC workshop.

Also attached is correspondence received at this time regarding the draft 2008-11 STIP proposal.

April 13, 2006

Mr. Jason Tell
Director: ODOT Region 1
123 NW Flanders
Portland, OR 97202

Dear Mr. Tell:

Thank you for conducting an early coordination STIP process to solicit input on a draft list of eligible projects. This effort responds to the priority recommendation made my Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council during the 2006-09 STIP process for implementation during this STIP cycle. It begins a healthy debate of project priorities and allows the opportunity for early coordination of state and local projects.

JPACT and the Metro Council look forward to reviewing the comments received on your draft proposal and the technical evaluation of the candidate projects following the close of the public comment period April 14th. With this information, we look forward to developing a recommendation to the Oregon Transportation Commission for a narrowed list of candidate projects that balance project costs with expected revenues.

Additional comments we are providing at this time also follow-up on comments we adopted during the 2006-09 STIP comment period. Therefore, we are attaching the 2006-09 STIP comment letter as **Attachment 2** for reference.

Additionally, JPACT and the Metro Council appreciate ODOT recognizing the importance of public comment and local coordination in finalizing the project list and timing for projects prioritized through the Preservation, Safety and Bridge management systems. While these management systems provide important data regarding system conditions, their outputs of suggested project priorities need to be supplemented with additional technical and policy data that may not be quantifiable or tracked in the management system. Suggested projects should also be coordinated with other state and local projects to achieve cost-efficiencies and minimize construction impacts. Coordination suggestions are listed in **Attachment 1**.

Specific requests are organized below by funding program category.

Modernization

The Metro region has more than $ 2 billion dollars of highway project needs identified in the Regional Transportation Plan and recognizes the importance of working with ODOT, the State Legislature, FHWA and Congress to identify additional resources for programming to priority projects in the STIP. With existing modernization revenues as identified by the OTC, JPACT and the Metro Council would appreciate consideration of the following project and program comments for the 2008-11 STIP.

1. Propose projects in the existing RTP financially constrained system

Two projects on the draft Modernization list are not in the existing 2004 RTP financially constrained project list: the I-5 Southbound/I-205 Merge Lane ($3 million) and the Troutdale Marine Drive backage road ($7.9 million). Projects included in the TIP should have already been vetted through the regional planning process. While these may be good projects, they have not received an evaluation of priority relative to the other highway projects in the financially constrained system and it is not clear at this time that they warrant prioritization for funding relative to those other projects. ODOT should consider not proposing projects that are not in the RTP financially constrained system until the 2007 RTP update has the opportunity to analyze their potential impacts and evaluate their relative priority for inclusion in the 20-year financially constrained project list.

Should such a project be prioritized for funding, it would need to be amended into the RTP financially constrained system and complete an air quality analysis and consultation process for conformity with the State Implementation Plan for air quality.

2. Continue funding of the Preservation Project Pedestrian/Bike supplement

ODOT responded to regional concerns about early coordination with preservation projects and the ability to fund supplemental pedestrian, bicycle and other work as part of preservation projects with a supplemental funding program of $1 million for the 2008-09 biennium. (See comment #4 from the 2006-09 STIP comment letter - Attachment 2). ODOT should continue funding of the Preservation Pedestrian/Bike supplemental work. The early coordination this process allows is critical to achieve economies of scale and to minimize disruption that would result from separate preservation and capital improvement project timing. Continued funding of a supplemental program is crucial to carrying out improvements identified in the coordination process.

3. Coordinate proposal with Planning and Project Development activities

Further information regarding the Planning activities outlined in the 2006-07 Unified Planning and Work Program, emerging planning activities and project development work and whether there is adequate budget to perform this work would be helpful to understand in the context of the modernization proposal. Budget shortfalls to address these activities could then be evaluated for priority relative to capital needs identified in the modernization project list. Specifically, the information regarding how ODOT intends to address the following potential activities is requested.

A. Recent Corridor Plan priorities

In order to address urgent transportation priorities identified in collaboration with the community during recent corridor planning work, it is important to address the highest priority actions adopted in those plans.

A1.Highway 217 EIS

The Highway 217 Corridor Transportation Plan identified the importance of completing an EIS for the corridor so that ramp and interchange improvements can be implemented as funding becomes available. Specifically, the plan, adopted by the Plan's Policy Advisory Committee, JPACT and the Metro Council, identified as a next step that "Metro, ODOT, and the local jurisdictions should seek to include in the draft 2008-11 STIP funding for the Highway 217 EIS."

A2.I-205/Powell Boulevard Interchange

The Powell/Foster Corridor Transportation Phase I Plan identifies as a next step within the Roadway section the implementation of RTP Project No. 1164 to plan and design the interchange improvements at I-205/Powell Boulevard. The recommendation identifies ODOT as the lead agency for the study to evaluate modifications to the existing overpass with full access ramps to I-205.

(See comment #10 from the 2006-09 STIP comment letter - Attachment 2).

B. I-5/I-405 Loop

The I-5/I-405 Loop is a project of statewide significance and is currently finishing a planning process to identify future alignment and design alternatives. This facility is the only corridor of statewide significance not to

receive some form of modernization funding. JPACT understands that ODOT intends to work with regional partners to identify alternative sources of funding to continue efforts at resolving priority improvements in this corridor. The corridor contains several possible project development opportunities, including the I-5: I-84 to Greely segment.

C. North Milwaukie Industrial Area

McLoughlin Boulevard between Highway 224 and Johnson Creek Boulevard has experienced safety and access related issues since implementation of the new Highway 224 ramp connection improvement was constructed in the early 1990's. The surrounding north Milwaukie industrial area continues to seek improved access to McLoughlin Boulevard and Highway 224. These access issues will be exacerbated with land use intensification and access issues associated with the future Milwaukie light rail project. The City of Milwaukie is interested in studying circulation and access issues in the north Milwaukie industrial area and would benefit from a coordinated effort with ODOT, TriMet and Metro. JPACT understands that ODOT intends to work with affected agencies on the South Corridor phase II planning activities but wishes to further discuss the scope of participation in this work.

4. Fund STA Implementation Program

Per previous requests, ODOT should begin implementation of a Special Transportation Area project (or program) to ensure that the transportation system is supporting our state and local planning goals. ODOT has recently adopted Special Transportation Area guidelines in the Oregon Highway Plan to support mixed-use development in designated community centers along state highways.

Completing transportation systems in urban areas to support development patterns and peak-hour mode shifts from single occupant vehicles should be a priority investment of ODOT as it reduces the need for providing more expensive capacity projects in urbanizing rural areas. Our mutual effort to attempt to define and identify funding for transportation services to the Damascus area illustrates this point. Success of our strategy of accommodating the majority of expected growth within existing urban areas depends on the provision of whole transportation systems that support economic development of mixed-use areas.

There are eight STA designated areas within the Metro area the ODOT could address with a funding program. Metro staff and TPAC are willing to work with ODOT staff in the development of a funding program or a specific project

proposal for inclusion in the 2008-11 STIP. Alternatively, a planning process to identify a strategy for how ODOT could participate in the development of an STA implementation program is requested. (See comment #3 from the 2006-09 STIP comment letter - Attachment 2).

5. Regional balance

JPACT and the Metro Council request that ODOT consider regional balance when considering proposals to narrow to a balanced program. This request is made understanding that within a small modernization program with expensive projects may need to consider balance over a long-term perspective.

Preservation

The early identification of potential preservation projects provides the opportunity to coordinate with local project and funding opportunities as well as other state program efforts. The region looks forward to identifying how to prioritize and program a state preservation program that maximizes funding efficiencies and minimizes construction disruption.

Specific coordination opportunities are listed in an Attachment 1.

Safety

Further explanation of the Safety Priority Index System and Safety Management System data and the projects identified to address this data would be helpful in providing recommendations on project priority and local coordination opportunities. JPACT and the Metro Council are interested in safety projects addressing the priorities identified in the comprehensive Oregon Traffic Safety Performance and Safety Action Plans.

Secondly, the list of projects to address safety issues has a large number of rural projects relative to urban projects. As more growth occurs in rural areas that do not have adequate roads to serve large volumes of vehicles and higher speeds, there will be more pressure for ODOT to modernize rural facilities to urban standards through the Safety and other funding programs. We encourage ODOT to recognize this trend and participate in the New Look planning process to make intentional choices regarding growth management in the region and fully understand the consequences of current and future growth patterns.

Bridge

The region is interested in the progress in developing a proposed local bridge list and whether local bridge programming is intended to be consistent with understandings regarding target splits between large and small bridges.

Specific coordination issues are identified in Attachment 1.

Other State and SAFETEA-LU Implementation Programs

The region is interested in information regarding how ODOT intends to implement the Safe Routes to Schools program and any other new SAFETEA-LU authorized programs.

The region would like to support funding of travel options marketing program within the Public Transit Division budget in the 2010-11 biennium.

Attachment 1

The following comments are to provide ODOT staff with information about local activities that may influence consideration of project ripeness, project timing or project scope.

Preservation Program Coordination

• US 26: North Plains to Cornell (2009). A modernization project has been identified on US 26: 185th to Cornell: how would these projects be coordinated?
• OR43: McVey to I-205. Two street design studies will be underway within year on West Linn portions of this segment. Should coordinate design and opportunities for supplemental work to implement new street design recs.
• OR 8: Mintner Bridge to Forest Grove. Need to confirm the location of Mintner Bridge. The Hillsboro 10th Avenue turn lane project and Cornelius Boulevard and 10th Avenue projects could be affected.
• OR 213 (82nd): Killingsworth to Hwy 224. City of Portland has an ITS project on 82nd Avenue scheduled for 2006. Opportunities for Safety project coordination
• US 30B (Lombard). Portland has a main street design per St. Johns/Lombard Plan. The main street elements could be implemented through supplemental funding from SWIP, Preservation Supplemental modernization funds, STA Implementation funding (if created), regional flexible funding or local funding options.
• US 99E: Naef to MP 13.04. The City of Oregon City has a boulevard project programmed for 2008. These projects need to coordinate schedules if the preservation project is prioritized for funding.

Bridge Program Coordination

• The historic Oregon City to West Linn Bridge is proposed for preservation work by ODOT in 2008. Metro will work with ODOT Region One staff and the City of Oregon City on coordination of this work and the McLoughlin Boulevard (OR 99E) boulevard work in the vicinity of this bridge, currently scheduled for 2008, to minimize disruption to the surrounding community with the construction of improved pedestrian treatment on McLoughlin Boulevard. It will be important to upgrade bike/pedestrian facilities on this narrow bridge to the extent feasible.

• OR99E: Viaduct repair – potential to coordinate with Oregon City boulevard retrofit of McLoughlin Boulevard adjacent to bridge project. The viaduct repair project should also consider inclusion of cleaning and painting.

Safety Program Coordination

• US 26 (Powell Boulevard) 122nd to 136th add center turn lane, bike lanes and sidewalks.

• OR 219 (82nd Avenue): Foster Road WB and EB right turn lanes.

Attachment 2

2006-09 JPACT and Metro Council STIP Comments

1. Statewide STIP process guidelines for the presentation of project and program options, selection criteria and agency recommendation.

Metro appreciates the efforts of Region One staff to identify both the projects and programs proposed for funding within each program category in the draft STIP and those projects that were considered but not proposed for funding for the public comment period. This was a new level of effort by your staff to inform the public and agency stakeholders of the potential trade-offs of funding allocation recommendations.

Metro encourages the OTC to adopt guidelines for the 2008-11 public comment draft STIP that identifies all projects eligible for consideration for funding, a methodology and analysis to recommend projects and programs (particularly in the "Modernization" category), and a recommendation of those proposed for funding. This allows the public and stakeholder agencies to view the trade-offs and reasoning of ODOT staff and to suggest alternative priorities. Such a process would encourage more public participation, solicit more informed comments and create more public ownership of the ultimate allocation decisions made by the commission.

A possible means of developing these process guidelines would be to reconvene the STIP Stakeholder Committee used to develop eligibility and prioritization factors for the 2006-09 STIP. The guidelines developed should encourage regional offices to utilize staff from local transportation agencies in the analysis of prioritization factors and development of a recommendation of projects proposed for funding for public comment.

2. Further inter-agency coordination and public process to define the ODOT Region One Operations program.

Intelligent Transportation Systems (ITS) is an important component of the region's federally required Congestion Management System strategy. The draft STIP provides no details at this time on the corridors or specific locations for ITS projects, signal upgrades or variable message sign improvements as part of the Operations program for ODOT Region One. Metro would like to ensure that ODOT's Operations program is coordinated with the other transportation service providers in the region. As a part of this effort, Metro is in the process of designating an ITS Subcommittee of the Transportation Policy Advisory Committee (TPAC), an advisory committee to JPACT and the Metro Council. The committee is comprised of technical staff from all agencies involved in the implementation of ITS technology in the Metro region, including ODOT staff. Review and reporting on the ODOT Region One Operations program as it defines the scope and location of these projects appears to be a useful role for the ITS Subcommittee to serve. This would promote coordination of all ITS implementation work in the region. Metro will work with Region One staff on language to define this work as a part of the role of the ITS Subcommittee.

3. Special Transportation Area (STA) Implementation Program and UBA and Commercial Center Infill Programs

Passage of Ballot Measure 37 should create a renewed emphasis on using the investment of scarce public resources to leverage implementation of our land use goals and objectives. One element of such a focus should be to provide multi-modal transportation infrastructure in mixed-use centers. Such public investment attracts the private development that meets our economic and land use objectives.

ODOT should be interested in providing complete transportation systems in urban areas to support development patterns and peak-hour mode shifts from single occupant vehicles that delay the need for providing more expensive capacity projects in urbanizing rural areas. Our mutual effort to attempt to define and identify funding for transportation services to the Damascus area illustrates this point. Success of our strategy of accommodating the majority of expected growth within existing urban areas depends on the provision of whole transportation systems that accommodate all users.

ODOT has recently adopted Special Transportation Area guidelines in the Oregon Highway Plan to support mixed-use development in designated community centers along state highways. Metro wrote the commission in December of 2003 in support of the designation of such areas in the Plan. The letter included the following language:

"We also recommend the Commission provide additional incentives, such as funding for projects and planning, to implement the policy objectives outlined in the proposed STA amendments. We have done this in the Metro region through our Boulevard Program. Since 1998, we have funded more than $20 million in boulevard projects through our Metropolitan Transportation Improvement Program, with nearly $9 million being awarded to boulevard projects on state highways in the Metro region."

The next step to achieving this vision is to set up a structure within the department that identifies projects within these Special Transportation Areas for inclusion in the STIP and to organize program staff within the department that are trained to work with local agency staff to design and construct such projects. Metro is interested in working in partnership with ODOT on such a program in anticipation of projects for the 2008-11 STIP.

Following are STA designated facilities within the Metro region:

- St. Johns Town Center: Lombard St. from Mohawk to Lombard Way to Richmond to Ivanhoe to intersection of Ivanhoe and Philadelphia)
- Macadam Avenue Main Street: Highway 43 from Bancroft to Taylors Ferry Road
- Milwaukie town center: 99E/McLoughlin Boulevard from Scott Street to River Road
- Clackamas regional center: Highway 213/82nd Avenue from King Rd. to Sunnybrook St.
- Lake Oswego town center: Highway 43 from McVey Ave. to Terwilliger Blvd.
- Oregon City regional center: 99E/McLoughlin Boulevard from 14th Street to railroad tunnel and the Highway 43 bridgehead area
- Cornelius Main Street: Highway 8 from 14th Ave. to 10th Ave.
- Washington Square regional center: Hall Boulevard from Scholls Ferry Rd. to Hemlock St.

A capital program should also be developed to address missing or substandard pedestrian and bicycle facilities on state facilities in UBA and Commercial Centers areas. Such a program would prioritize funding for such facilities to ensure that the transportation system is supporting our

state and local planning goals. Such work could be coordinate with, but not dependent on, Preservation program projects to achieve cost-efficiencies and minimize construction impacts.

4. Coordination of Preservation work and the provision of adequate pedestrian and bicycle facilities in urban areas.

Again, Metro commends the efforts of Region One staff to ensure coordination of preservation work on urban area highways with to address substandard pedestrian and bicycle facilities through the Sidewalks in Preservation (SWIP) Program and other proposed programming. Your staff worked to identify which non-interstate facilities would likely be proposed for preservation work in 2008-09 to allow for early coordination with local agency staff to identify potential improvements that could be coordinated with the preservation work. This coordination is critical to achieve economies of scale and to minimize disruption that would result from separate preservation and capital improvement project timing.

The region expects to achieve this coordination on the NW Yeon and SE Powell Boulevard projects. It is important to note that this coordination is likely to result in improved coordination of facility work without over-encumbering the preservation program to the point of project delay. The trade-offs of addressing capital improvements are being analyzed in the context of available state, regional and local resources and the preservation program work schedule.

5. Review of methodology used to select Safety program projects.

For the future nomination of Safety projects, Metro would encourage the OTC to direct ODOT staff to review the methodology used to select Safety projects. Specifically, the methodology should consider safety elements beyond crash data of the SIP Segment Rating system and the Safety Priority Index System (SPIS). This type of methodology tends to allocate resources by chasing auto crash sites with design solutions that may or may not make the community in the vicinity of these projects safer. A comprehensive review of design guidelines and allocation of safety funds to make the right-of-way safe for all users should be undertaken. This review should include an analysis of how proposed project work effects exposure of system users to potential crashes, the probability of a crash and the severity of consequence of a crash.

Additionally, Metro will work with Region One staff to identify those Safety projects that affect vehicle capacity and incorporate those projects into the air quality analysis required by federal regulations.

6. Further inter-agency coordination and public process to define the ODOT Region One Bridge program.

At this time, there is no programming of HBRR funding listed in the draft STIP for Region One. Metro is interested in how the state proposes to program these funds as there are significant bridge issues to be addressed within the region and several local allocation decisions that need to be coordinated with state funding decisions. Of particular interest is the funding of project development work and right-of-way acquisition for the Sellwood Bridge. Cracking of the bridge structure has resulted in severe weight restrictions that prohibit heavy truck freight and transit vehicle use. Replacement of this bridge will be the highest priority for use of local HBR funds upon completion of work underway and programmed through 2007.

Metro understands that the state HBRR advisory committee is considering a recommendation for $12.8 million of preliminary engineering and right-of-way work on the Sellwood Bridge. The region wishes to support such an effort as a means of preparing this critical project for construction.

The historic Oregon City to West Linn Bridge is proposed for preservation work by ODOT in 2008. Metro will work with ODOT Region One staff and the City of Oregon City on coordination of this work and the McLoughlin Boulevard (OR 99E) boulevard work in the vicinity of this bridge, currently scheduled for 2007, to minimize disruption to the surrounding community with the construction of improved pedestrian treatment on McLoughlin Boulevard. It will be important to upgrade bike/pedestrian facilities on this narrow bridge to the extent feasible.

7. Further inter-agency coordination and public process to define the ODOT Region One Bicycle and Pedestrian program.

The Bicycle and Pedestrian program for Region One is not yet defined in the STIP. Metro requests that the state bicycle and pedestrian program staff brief TPAC and JPACT on the statewide program and specifically on the grant program award process.

Additionally, if there is additional Region One sidewalks in preservation (SWIP) funding remaining to be programmed in 2008/09 after addressing the SE Powell and NW Yeon projects, the list of potential projects, selection criteria and projects recommended for funding should be made available for review and comment by TPAC, JPACT and the Metro Council prior to final programming in the STIP.

8. Programming of funds for Corridor Planning.

The 2000 Regional Transportation Plan identifies eighteen transportation corridors in the Metro region needing further planning work. These corridors are primarily defined around the traffic movements on and surrounding state highway and interstate facilities. The RTP demonstrated that these corridors have unmet transportation needs but lack clearly defined strategies of projects and programs to meet those needs. Corridor studies are needed to develop these strategies and provide definition to the projects and programs needed. This allows those projects to proceed into the environmental work and preliminary engineering.

Metro has programmed regional funds to begin addressing these corridor plans. Phase I of the Powell/Foster corridor study was recently completed and identified improvement needs for much of that corridor. The Highway 217 corridor plan is underway and funding is programmed for the I-5/99W connector study. Funding for the next priority corridor has been proposed for consideration of additional regional funds in 2008/09.

As these corridor plans seek to define strategies that affect the capacity and operations of ODOT's highway and interstate facilities, Metro believes that ODOT should have both a financial and administrative stake in supporting the corridor planning effort. Metro requests that ODOT Region One planning staff to have the capability to participate in two corridor studies and ODOT funding for one study in the 2008/09 biennium. Funding for such an effort could come from ODOT planning funds or from STIP funding. Should ODOT decide to fund this work from STIP resources, Metro suggests ODOT program $500,000 toward consultant services for completion of one corridor plan, conditioned on an equal contribution of regional funds toward a second

corridor plan in the same time period. This level of planning effort would continue an acceptable rate of progress toward completion of the corridor plans identified in the RTP and is within the capacity of the region to complete planning work. Selection of the corridors for plan development would be selected through a prioritization process with participation from ODOT staff.

9. I-205 Corridor planning work.

It had been our understanding that ODOT would be undertaking a corridor study of the southern portion of I-205. We have recently been informed that, while some funding is available in the ODOT budget for planning in the I-205 Corridor, it is not appear adequate to complete a full corridor analysis. ODOT Region One should fund a full corridor analysis in the 2006-09 STIP.

Several of the interchanges along the I-205 corridor are in need of analysis as a part of the corridor planning effort for this facility. Existing traffic and land development issues and the addition of light rail station areas in the vicinity of many of the interchanges portend the need to address potential new design solutions along the corridor. In addition, various strategies for adding through capacity should be considered.

10. Corridor Planning follow-up programming.

In order to address urgent transportation priorities identified in collaboration with the community during recent corridor planning work, it is important to address the highest priority project needs from those plans. In keeping with the recommendations reached during these planning efforts, ODOT should fund further work on state facilities consistent with corridor planning direction. In the 2006/09 period this should include:

- I-205/Powell Boulevard interchange EIS and design
- Powell Boulevard (SE 6th to SE 50th) streetscape plan
- Highway 217 EIS and preliminary design

11. Proposed changes to the Transportation Enhancements (TE) allocation process.

JPACT and the Metro Council previously submitted a letter to the TE program staff narrowing approximately 27 Metro area project descriptions to nine projects (and one alternate) eligible to apply for TE funding. Metro has no further comment on the eight remaining project applications with regard to regional priorities at this time.

As JPACT and the Council were not comfortable in the role of having to narrow a list of projects to eligible applicants without adequate time, project information or public input, Metro requests that we review and revise the application and ranking process before initiating the FY 2008-11 STIP update.

12. Ballot Measure 37

Passage of Ballot Measure 37 has created a new situation that all state and local government agencies will need to learn how to adjust to. A new concern that it creates is a reduced ability to rely on regulations to mitigate land use effects of planned transportation projects. It will be important for EIS work to incorporate an assessment of these possible land use effects and

identify alternative approaches of mitigation. Of particular concern is the potential effect of the I-5/99W Connector combined with the Newberg-Dundee Bypass.

13. Projects of Statewide Significance

ODOT and the OTC have prioritized large interstate system capacity needs in the state through thedesignation of "projects of statewide significance". The list includes the following eight projects:

- Highway 62 Corridor Units 2 & 3 (Medford to White City)
- I-5 to 99W Connector (Tualatin to Sherwood)
- Sunrise Corridor
- I-5 Columbia River Crossing
- I-205 (Columbia River to I-5)
- Highway 20
- Newberg-Dundee Bypass (Corvallis to Newport)
- I-5/I-405 Loop (Portland)

CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: 526-2481V/TDD Fax

ROB DRAKE
MAYOR

March 2, 2006

Oregon Department of Transportation
Region 1 STIP Coordinator
123 NW Flanders
Portland, OR 97209

On behalf of the City of Beaverton, I urge you to add an item of critical importance to the 2008-2011 Statewide Transportation Improvement Program – funding for the Highway 217 Environmental Impact Statement (EIS).

After more than two years of study, the Highway 217 Policy Advisory Committee, which included ODOT Region 1 past director Matt Garrett, recommended a set of improvement options to move forward into the EIS phase of implementation. One of the key next steps included in the recommendation, adopted by the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT), is to include funding for the Highway 217 EIS in the 2008-2011 STIP proposal. This request is currently not addressed in the draft STIP and must be if improvements to this key corridor are to move forward.

Highway 217 is the primary north-south corridor in eastern Washington County, a critical link connecting I-5 and Highway 26. The facility serves residents and workers in seven counties. Traffic volumes have doubled in the past 20 years and peak corridor travel is expected to increase another 30 percent during the next 20 years. Highway 217 serves one of the fastest-growing and economically vital portions of the metro region. Every transportation planning effort that has looked at this part of the region has identified the need for additional capacity on Highway 217, and yet there is currently no funding source identified to begin the necessary engineering work on this facility.

As a member of JPACT, the Highway 217 PAC and as the elected representative of the residents of Beaverton, I strongly urge you to add funding for the Highway 217 EIS to the 2008-2011 STIP. The transportation improvement needs for Highway 217 have been identified and agreed upon by the community, the PAC and JPACT. Continued movement of traffic in this vital corridor is dependent on moving forward with funding for the next step.

Sincerely,

Rob Drake
Mayor

cc: JPACT

WESTSIDE
ECONOMIC ALLIANCE
The leader in advocating for a healthy economic environment

March 14, 2006

Congressman David Wu
Oregon 1st District
1023 Longworth House Office Bldg.
Washington, D.C. 20515

Dear Congressman Wu:

Subject: Funding For Highway 217 Environmental Impact Statement

For the employers, business developers, property managers, and community partners represented by Westside Economic Alliance, our leading transportation challenge and priority is adding capacity, improving safety, and restoring traffic mobility to Highway 217 in Washington County. As our Congressman, you can improve the daily lives and economic opportunities for tens of thousands of residents and constituents in Oregon's First Congressional District, by helping to secure the funding for the Highway 217 Environmental Impact Statement (EIS).

After more than two years of study, the Highway 217 Policy Advisory Committee--which included local officials, business leaders, and at least five members of Westside Economic Alliance--completed their work last fall, and identified a set of improvement options to move forward into the EIS phase of implementation. One of the next steps included in the recommendation, and adopted last month by the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT), is to include funding for the Highway 217 EIS in the state's 2008-2011 State Traffic Improvement Plan (STIP) proposal. Yet this funding is currently not included in the draft STIP, and must be found elsewhere if improvements to this key corridor are to move ahead in a timely manner.

As you know, timing is critical for this project. Highway 217 is the primary north-south corridor in eastern Washington County, and provides a critical link connecting Interstate 5 with U.S. Highway 26. The facility serves the daily transportation needs of residents and workers in at least seven counties. Traffic volumes have doubled in the past 20 years, and now exceed 110,000 vehicles daily in this 7.44-mile corridor. These numbers are expected to increase by at least 30 percent during the next 20 years, to exceed an estimated 140,000 vehicles daily.

10220 S.W. Nimbus Avenue, Suite K-12 ▪ Portland, Oregon 97223
Phone: 503.968.3100 ▪ Fax: 503.624.0641 ▪ E-mail: westside@westside-alliance.org ▪ URL: www.westside-alliance.org

No other transportation corridor in Oregon handles this volume of traffic in such a confined area, allowing just two through lanes in both directions. Highway 217 serves one of the fastest-growing and economically vital portions of the Portland metro region. Every transportation planning effort that has looked at this part of the region has identified the need for additional capacity and safety improvements for Highway 217. Yet despite the clear needs and obvious benefits, there is still no funding source identified to begin the necessary engineering work on this facility.

The transportation improvement needs for Highway 217 have been identified and agreed upon by the community, the PAC and JPACT. Continued mobility of commuter and freight traffic in this vital corridor is now dependent on your help in obtaining the funding to allow us to move forward. We appreciate your support and ask for your assistance in securing the initial $3 million in funding for the Highway 217 EIS to enable this project to move forward.

Sincerely,

Jonathan Schlueter
Executive Director

February 21, 2006

The Honorable David Wu
United States House of Representatives
1023 Longworth House Office Building
Washington, DC 20515-3701

RE: I-5/99W Transportation Connector

Dear Representative Wu:

This letter is to reaffirm our collective support for the Interstate 5 - State Highway 99W Connector project. This crucial project has been planned since the early 1970s, and remains a needed, essential transportation corridor in Washington County. Our cities have relied upon this project as an integral component to our own Transportation System Plans, the WCCC has unanimously supported the I5-99W Connector for many years, JPACT has supported the project and included it on the Regional Transportation Plan, and the Oregon Transportation Commission has listed the project as one of Statewide concern.

Significant progress and commitment toward moving forward with this project has been made, including:

- $6 Million toward DEIS and Corridor Study;
- Initiating a Project Steering Committee involving surrounding cities, ODOT, FHA, Metro, and Washington County;
- Open houses and Stakeholders Working Group to obtain citizen opinion and support;
- Approximately $30 Million in funding either spent or committed toward furtherance of the project.

We appreciate your past and continued work for transportation solutions in Washington County. In that effort we welcome your support for funding a corridor study and Environmental Impact Study for State Highway 217. That is a critical corridor for our communities, our county, the region, and the state overall. However, we want to be clear that it is not in our best interest to substitute Highway 217 expansion for the I5-99W Connector. Both projects are needed and we support them both. From a timing standpoint it is imperative that we continue the activities on I5-99W as we also look forward to progress on the long term capacity enhancements on Highway 217.

Very truly yours,

Lou Ogden, Mayor
City of Tualatin

Craig Dirksen, Mayor
City of Tigard

Keith Mays, Mayor
City of Sherwood

Rob Drake, Mayor
City of Beaverton

West Linn

Administration

March 13, 2006

Ron Kroop, District Manager
ODOT
6000 SW Raab Road
Portland, Oregon 97221

RE: ODOT Region 1 Preservation Program

Dear Mr. Kroop:

City of West Linn staff recently attended an ODOT presentation where potential projects were discussed for the Region 1 Presentation Program. One of the projects listed was Highway 43 from McVey to I-205. As you are aware, a significant portion of this project lies within the City of West Linn. Highway 43 is a major commuter link to Lake Oswego and downtown Portland. It is also a vital transportation corridor within the City of West Linn.

Two other factors are also a major consideration for the preservation of this vital link. First, the City of West Linn has recently received two grants to study enhancements to the Highway 43 corridor: a Metro grant to study the potential of enhancing Highway 43 as a boulevard within the Bolton Neighborhood area; and also an ODOT TGM grant to develop a streetscape design plan through the Robinwood Neighborhood. Secondly, the cities of Lake Oswego and Portland, along with other regional agencies, are studying commuter options from Lake Oswego to Portland. In addition to expected growth, this will create even more demands on Highway 43 through West Linn.

For these reasons, it is imperative to make the investment now to preserve and possibly enhance the condition of this vital transportation infrastructure and incorporating the design results of the two planning and

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development transportation grant projects where it is feasible. The City's staff and I are available to meet with you to discuss the opportunity to ensure this program goes forward.

Sincerely,

Chris Jordan, City Manager

cc: Mayor Norm King
Council President Scott Burgess
Councilor Teri Cummings
Councilor Mike Gates
Councilor Michele Eberle
Public Works Director Ron Hudson
Planning Director Bryan Brown

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD A PRESERVATION PROJECT ON HIGHWAY 213 BETWEEN I-205 AND CONWAY DRIVE	)))))	RESOLUTION NO. 06- XXXX Introduced by Councilor Rex Burkholder

WHEREAS, Region 1 of the Oregon Department of Transportation was able to secure additional Preservation funds from cost savings from other Preservation projects across the State of Oregon, and

WHEREAS, the Highway 213 preservation project was best able to meet the criteria set by ODOT and the Oregon Transportation Commission for securing these additional funds, and

WHEREAS, this is a new transportation project requiring amendment into the Metropolitan Transportation Improvement Program prior to these funds being made available to the project, and

WHEREAS, new preservation projects on the highway system costing more than $2 million require approval by JPACT and the Metro Council, and

WHEREAS, the Highway 213 preservation project is estimated to cost $4.3 million, and

WHEREAS, the Highway 213 preservation project is exempt from air quality conformity determination per federal regulations, and

WHEREAS, the Oregon Department of Transportation seeks to amend the 2006-09 Metropolitan Transportation Improvement Program to make engineering funds available in 2006 and construction funds available in 2009; now therefore

BE IT RESOLVED that the Metro Council amends the 2006-09 Metropolitan Transportation Improvement Program to program $224,325 federal funds ($250,000 total) for Preliminary Engineering in 2006 and $3,634,065 federal funds ($4,050,000 total) for construction of the Highway 213: I-205 to Conway Drive preservation project.

ADOPTED by the Metro Council this _____day of April, 2006

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. [INSERT NUMBER], FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD A PRESERVATION PROJECT ON HIGHWAY 213 BETWEEN I-205 AND CONWAY DRIVE

Date: April --, 2006 Prepared by: Ted Leybold

BACKGROUND

Region 1 of the Oregon Department of Transportation was able to acquire additional funding for a preservation project in addition to their original allocation of preservation funding from the Oregon Transportation Commission that was made available from cost savings from other preservation projects state wide. The project they were able to obtain funds for is on Highway 213 between I-205 and Conway Drive. The project will restore pavement, and include signing, signal loops and illumination.

New transportation project of regional significance must be amended into the Metropolitan Transportation Improvement Program (MTIP) prior to those funds being made available to the project. Preservation projects on the state highway system whose costs are greater than $2 million need approval by JPACT and the Metro Council to be amended into the MTIP.

Funding proposed for programming in the MTIP includes $250,000 for design and engineering in 2006 and $4,050,000 for construction in 2009.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Amends the 2006-09 Metropolitan Transportation Improvement Program as adopted by Metro Resolution No. 05-

3. **Anticipated Effects** Adoption of this resolution allows the Oregon Department of Transportation to proceed with design and construction of the preservation project on Highway 213 between I-205 and Conway Drive.

4. **Budget Impacts** None.

RECOMMENDED ACTION

Adopt the resolution as recommended.

M E M O R A N D U M

METRO

TO: Andy Cotugno, Chair, TPAC
FROM: Mark Turpel, Principal Transportation Planner
DATE: March 17, 2006
SUBJECT: Annual Air Quality Update

Below is an update of air quality issues of import to the region that have come up over the past year or are likely to be addressed in the coming year. (Our last overall update of TPAC was done at the January 2005 TPAC meeting).

1. Vehicle miles traveled per capita report. The EPA approved (January 2006) *Second Portland Area Carbon Monoxide Air Quality Maintenance Plan* requires in its Transportation Control Measures (TCM) section that we annually monitor our vehicle miles traveled per capita as an independent assessment of transportation emissions. The TCM requires that if vmt/capita increases by 5 percent or more than the 200 rate for two years in a row, the region must examine why such increases have occurred and if measures to better manage vmt/capita should be undertaken. Accordingly, the vmt/capita rate that triggers a review is 20.5 vmt/capita.

As shown in the attached documents prepared by David Horowitz, Metro, the latest data (for year 2004) indicate that vmt/capita rate is 20.7 - over the trigger rate. So, if this rate continues for the following year, available likely by December 2006, a detailed assessment would be in order. However, in reviewing these data, some initial issues have arisen. There are areas that have been added to the geographic area analyzed. That is, Wilsonville, Sherwood and Damascus were added, to the calculation while the Stafford Basin was removed. This suggests that a more complete urbanizing area is now being calculated in the 2004 results. However, the 2002 upon which the TCM was based, does not include these areas and makes comparison more difficult. This issue will need additional analysis and consideration in the future.

Conclusion: HPMS data will need to be further analyzed. In addition, Next year's vmt/capita rate should be watched as it could activate a more detailed assessment of the cause of regional vmt/capita increases.

2. SAFETEA-LU requirements and RTP Update. With the passage of SAFETEA-LU, new and different requirements for transportation planning were put in place and this also applied to transportation air quality conformity. The EPA produced *Interim Guidance for Implementing Conformity Provisions in SAFETEA-LU* (February 2006, see: http://www.epa.gov/otaq/traq/conform/420b06901.pdf). As noted in the *Interim Guidance*, " SAFETEA-LU revised a number of aspects of the Clean Air Act's section 176(c) transportation conformity provisions including:

- providing an additional six months to re-determine conformity after new state implementation plan (SIP) motor vehicle emissions budgets are either found adequate, approved or promulgated;
- changing the frequency requirements for transportation conformity determinations;
- providing an option for reducing the time period covered by conformity determinations;
- providing procedures for areas to use in substituting or adding transportation control measures (TCMs) to approved SIPs;

- adding a one-year grace period for conformity lapses; and
- streamlining requirements for conformity SIPs."

Of great interest to this region is that these changes appear to allow updating the RTP on a four year cycle (by March 2008) instead of the previous three year cycle. More assessment of other conformity triggers is underway to determine whether this four year cycle is possible.

Conclusion: SAFETEA-LU appears to allow a four year RTP cycle, (which would be March, 2008) but additional work is needed to ensure that other federal air quality conformity triggers do not force an earlier RTP conformity determination. In addition, state OAR, based on pre-SAFETEA-LU federal policy are being assessed to determine whether there are any state policies which would not allow for a four year RTP cycle.

Portland Area Carbon Monoxide Maintenance Plan. This second plan for the Portland area, produced by the Oregon DEQ, revised the motor vehicle emission budgets (and these were used for the 2006-2009 MTIP conformity determination approved by the USDOT on November 2005), transportation control measures and other maintenance plan aspects and was approved by EPA effective February 23, 2006.

Conclusion: Motor vehicle emission budgets consistent with the new EPA required air quality model (MOBILE6.2h) are in place. This provides consistent and comparable maximum carbon monoxide emissions from transportation sources with model results. In addition, transportation control measures have been updated and while rigorous, are now consistent with current and expected future conditions.

Ozone Maintenance Plan. While the Metro area is now in attainment with both 1 hour and 8 hour ozone standards, the Oregon DEQ is still required to produce a maintenance plan. However, there is no longer any ozone conformity determination needed for the RTP or MTIP.

Conclusion: Conformity determinations no longer require ozone calculations. The updated Ozone Plan will be brought to TPAC and JPACT in the near future for review and recommendations. (Also, see below)

Review of National Ambient Air Quality Standards for Ozone. As noted above, the region is in attainment for ozone. However, a first draft of a national review conducted by EPA (see: http://www.epa.gov/ttn/naaqs/standards/ozone/data/O3-SP-11-14-05b.pdf), suggests that: "*These initial analyses suggest that meeting the current 8-hour O3 standard would likely result in substantial reductions in exposures of concern and associated risks of serious health effects above a level of 0.08 ppm O3. On the other hand, these analyses also suggest that there is risk of moderate or greater lung function decrements in children, hospital admissions, and mortality from O3 resulting from exposures across the range of levels allowed by the current standard. Staff concludes that the estimates discussed above are indicative of risk that some might reasonably judge to be important from a public health perspective. Thus, staff believes that it is appropriate to perform additional analyses so as to be able to consider the potential reduction in exposures and risks from alternative standards that may provide more health protection beyond that afforded by the current O3 primary standard*."

Conclusion: These results are preliminary and it is unclear whether any change in ozone standards might be considered. However, it does support the continued monitoring of transportation based ozone emissions by including ozone calculations in future conformity determination modeling and the monitoring of vmt/capita.

Oregon Air Toxics The Oregon DEQ has an Air Toxics Program, the technical review of which is conducted through meetings of its Air Toxics Science Advisory Committee (ATSAC). On February 7, 2006, DEQ published a notice of rulemaking proposing to adopt ambient benchmarks for 49 air toxics. Currently, there are no federal requirements for air toxics benchmarks, however there are federal data on the toxicity of various air pollutants. The proposed rules reflect the scientific consensus of ATSAC, which reviewed existing federal air toxics reference values in order to establish air toxics benchmarks for Oregon that reflect the best available science. In some cases ATSAC recommended using existing federal values, while, in other cases, ATSAC recommended different values based on newer science. ATSAC also recommended establishing reference values for pollutants not covered by the federal program. Comments are due to DEQ by 5 pm, April 4, 2006. (see: http://www.deq.state.or.us/news/publicnotices/uploaded/060207_5621_05-AQ-002_ Benchmarks.pdf for more information.)

Conclusion: While adopting benchmarks will not have a direct effect on transportation in the region, at least several of the 49 compounds are or can be emitted from transportation vehicles (for example, benzene, methanol, etc.). In the future, these benchmarks could have implications for transportation fuel handling, use and storage as well as transportation vehicle design and operation. Accordingly, the region may wish to provide comments to DEQ, perhaps requesting that DEQ work with transportation organizations in the region to understand which of these compounds may be transportation related and ways such compounds might be reduced. (Also, see below).

EPA Hazardous Air Pollutants from Mobile Sources. The EPA published a proposed rule on February 28, 2006 for certain air toxics, some of which are also included in the Oregon DEQ proposed rulemaking. (see http://www.epa.gov/OMS/regs/toxics/420f06021.pdf). A 60 day comment period ends April 28. As EPA states: "*Air toxics emitted by motor vehicles and other moving sources (called "mobile source air toxics," or MSATs) contribute significantly to the nationwide risk from breathing outdoor air toxics. The proposed standards would significantly lower emissions of benzene and the other air toxics in three ways: (1) by lowering benzene content in gasoline; (2) by reducing exhaust emissions from passenger vehicles operated at cold temperatures (under 75 degrees F); and (3) by reducing emissions that evaporate from, and permeate through, portable gasoline containers (gas cans*). and " *Many MSATs are part of a larger category of mobile source emissions known as volatile organic compounds (VOC), which contribute to the formation of ozone and possibly particulate matter (PM).* "

Conclusion: This proposed EPA rule identifies a possible health threat and proposes specific solutions that pertain to transportation. If approved, this rule may help address some of the compounds included in the DEQ air toxics benchmark list.

2008-2011 MTIP. This MTIP update is scheduled to be completed in 2007. An air quality conformity determination for CO will need to be conducted prior to final action by the region.

Conclusion: The tentative schedule has air quality conformity determination of the 2008-2011 MTIP beginning in June 2007, with local action in August and USDOT approval in September 2007.

May Federal Air Quality Review Federal Highways has requested a meeting in May 2006 to review Metro's air quality conformity determination process. This review is in addition to the federal certification.

Conclusion: Staff will convey results of the review when available.

Diesel Emissions Reductions Funding Forum. Several interested parties, including Oregon DEQ, ODOT, Washington Department of Ecology, SW Washington Regional Transportation Council, Federal Highway Administration and Metro are sponsoring a two day forum in the near future to raise awareness of the health and environmental impacts of diesel exhaust and provide mitigation technologies and practices and identify specific projects for implementation.

Conclusion: This forum could kick-off projects that could address some of the air toxics that both federal and state programs have targeted.

Oregon Low Emission Vehicle Standards. This Oregon DEQ program is a proposal to adopt rules that require, beginning in 2009, that new cars and light duty trucks sold in Oregon meet California vehicle emission standards. This action is the result of the West Coast Governors agreement to address the harmful effects of global warming by reducing greenhouse gas emissions. The proposed standards will also reduce smog forming emissions and air toxics emanating from motor vehicles.

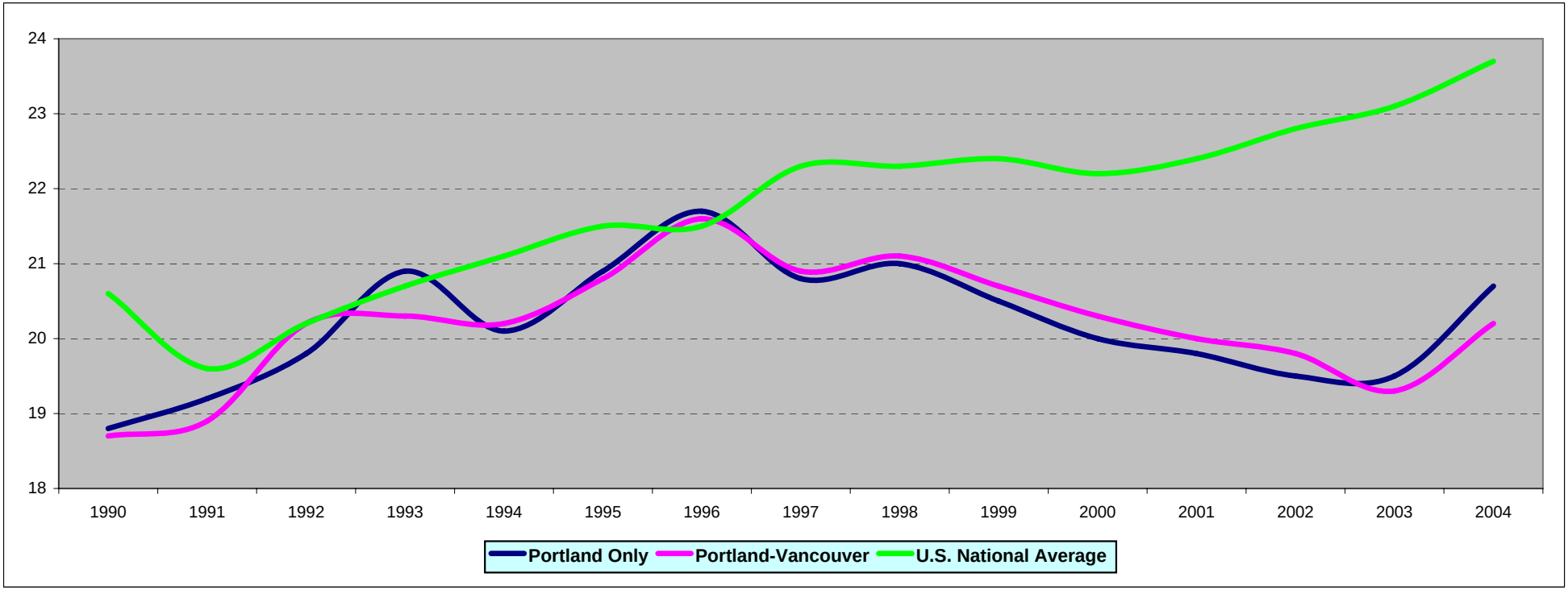
Conclusion. Again, this is an example of actions, that if adopted, could address some of the federal and state air toxic concerns.

The above items demonstrate a wide range of air quality concerns and possible actions. Should you wish to discuss any one of these in detail I would be happy to provide expert speaker(s) on one of more of these topics.

Daily Vehicle Miles of Travel Per Person* - 1990 To 2004
Portland, OR Only, and Portland-Vancouver OR-WA, Compared With U.S. National Average Data

(Data Shown In Miles Per Person)

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Portland Only	18.8	19.2	19.8	20.9	20.1	20.9	21.7	20.8	21	20.5	20	19.8	19.5	19.5	20.7
Portland-Vancouver	18.7	18.9	20.2	20.3	20.2	20.8	21.6	20.9	21.1	20.7	20.3	20	19.8	19.3	20.2
U.S. National Average	20.6	19.6	20.2	20.7	21.1	21.5	21.5	22.3	22.3	22.4	22.2	22.4	22.8	23.1	23.7



Sources: Portland, OR only and Portland-Vancouver, OR-WA data are both the FHWA in Washington, DC and from ODOT's Highway Performance Monitoring System (HPMS) program in Salem, Oregon - 1990 through 2004. National DVMT/ Person is from the FHWA booklet "Highway Statistics," 1990-2004; Table HM-72, 'Urbanized Areas - Selected Characteristics', Publication No. FHWA-PL-03-010.

State of Oregon
Department of Environmental Quality Memorandum

Date: March 23, 2006

To: Transportation Policy Advisory Committee

From: Marianne Fitzgerald, (503) 229-5946

Subject: Portland-Salem Regional Ozone Maintenance Plan and Proposed Rules

Background

The Portland area has exceeded federal clean air standards for ground level ozone (commonly known as summertime smog) in the past. The Oregon Department of Environmental Quality (DEQ) and the Southwest Clean Air Agency (SWCAA) developed Ozone Maintenance Plans for the Portland-Vancouver Air Quality Maintenance Area in 1996 that included several strategies to reduce emissions of air pollutants. DEQ and SWCAA are now updating the plans to demonstrate how the region will maintain air quality within the 8-hour ozone standard through 2015. DEQ is also proposing to revise certain rules that are included in the plan, including rules for Employee Commute Options and Industrial Emission Management in the Portland area.

The purpose of this memo and TPAC's March 31 agenda item is to provide an overview of the plan and proposed changes. DEQ and Metro will prepare a Council Resolution regarding the Portland-Salem Ozone Maintenance Plan for TPAC consideration in April, and JPACT and Metro Council consideration in May.

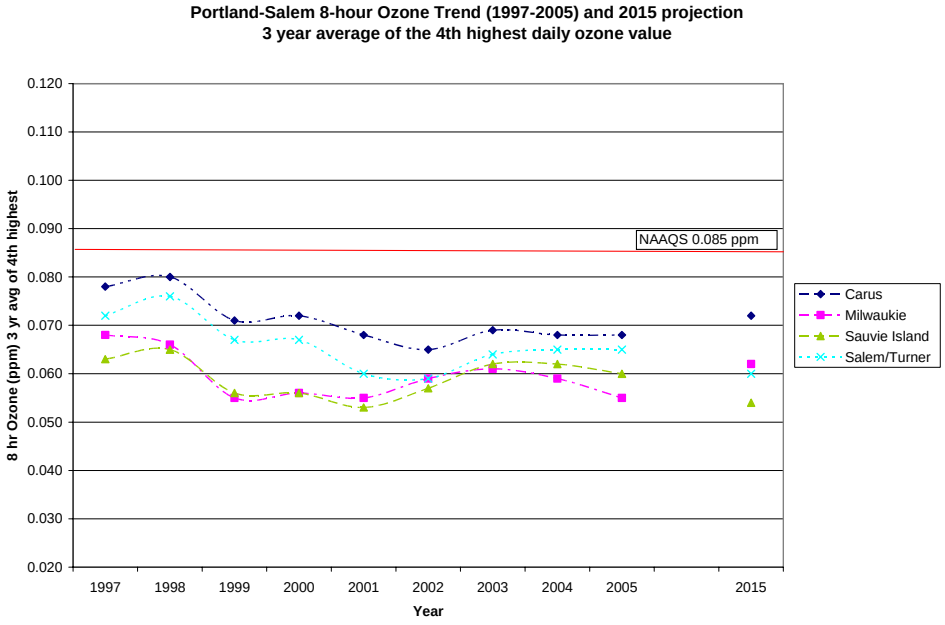
Ozone Air Quality

Ozone air pollution is more commonly known as summertime smog. Pollutants known as volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) combine with oxygen to form ground level ozone on hot, summer days. Ozone producing emissions come from a wide variety of sources, including motor vehicles, gasoline powered lawnmowers, industrial processes, paints, and household products such as hair sprays. Exposure to ground-level ozone can damage lung tissue and can be especially harmful to older people, children and people with respiratory ailments such as asthma.

The U.S. Environmental Protection Agency (EPA) revised the ozone standard from a 1-hour average of 0.12 ppm to an 8-hour average of 0.08 ppm in July 1997. After a lengthy court battle, the courts upheld the 8-hour ozone standard in 2002. EPA adopted rules to implement the 8-hour ozone standard on April 30, 2004, and revoked the 1-hour standard effective June 15, 2005.

Compliance with the federal 8-hour ozone standard is determined by averaging the fourth highest daily 8-hour ozone values over a rolling three year period. No violations of the 8-hour ozone standard have been recorded in Portland or Salem (based on the fourth high), although there were exceedances of the 1-hour and 8-hour standards in both areas in 1996 and 1998 (based on the highest values). EPA designated the State

of Oregon in “attainment” with the 8-hour ozone standard, effective June 15, 2004, based on air quality data from monitoring sites in the Portland-Vancouver, Salem, Eugene and Medford areas. The federal Clean Air Act and EPA rules require DEQ to develop a plan for Portland and Salem because they have violated the one-hour ozone standard in the past.



Portland Ozone Maintenance Plan

The maintenance plan that was adopted for the Portland-Vancouver AQMA in 1996 contained several rules and programs that reduced VOC and NO_x emissions, and would remain in place because the strategies will continue to protect air quality as the population increases over the next ten years (see chart). These strategies also reduce emissions of air toxics and greenhouse gases that are emerging issues of concern.

The following strategies would remain in the Portland Ozone Maintenance Plan as they currently exist:

- Vehicle Inspection Program
- New Source Review Program for new and expanding major industrial facilities
- Voluntary Parking Ratio Rules
- Barge Loading Rules that control VOCs from gasoline delivery operations
- Aerosol Paint Rules that lower VOC content from spray paints sold in the Portland area
- Motor Vehicle Refinishing Rules that require low-emitting painting methods
- Public education and outreach that encourages people to do their part, such as not mowing lawns on Clean Air Action Days
- Industrial emission controls that lowered the emission limits at individual plants

The following strategies would also remain, but would be modified (see detail below):

- Employee Commute Options (ECO) Program
- Industrial Emission Management Program

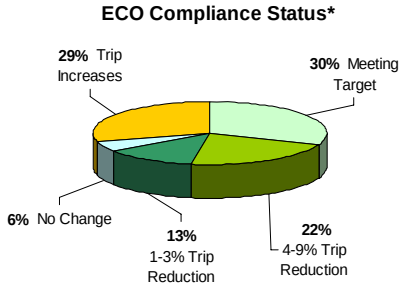
Stage II gasoline vapor recovery system requirements for gas stations in the Portland area would remain in effect until enough newer cars and trucks with on-board vapor recovery canister systems become widespread within the motor vehicle fleet.

The updated Portland Ozone Maintenance Plan will include a maintenance plan for the Salem area because the areas share the same airshed and emissions from Portland influence ozone formation in Salem.

Employee Commute Options Program

The Employee Commute Option rules affect employers in the Portland area with more than 50 employees reporting to a single work site. Affected employers must provide incentives for employee use of alternative commute options. The incentives must have the potential to reduce commute trips to the work site by 10% within three years of completing an initial employee survey. Annual surveys measure progress toward this goal.

- Number of employer work sites: 1212
- Estimated number of employees affected: 250,000
- Annual Vehicle Miles Traveled reduced: 35.4 million



*based on surveys. Not all employers are required to survey.

Annual survey data indicates that larger employers are more likely to comply with ECO and provide meaningful transportation options to their employees. Larger employers represent most of the employees in the region. Smaller companies make up the majority of employers who are behind with ECO compliance.

- Employers with more than 100 employees generate 92% of the total trip reduction
- Employers with more than 100 employees make up 86% of the total ECO affected *employees*.
- Employers with more than 100 employees make up 53% of the total ECO affected *employers*.

Potential Changes to the Employee Commute Options Rule
DEQ is proposing changes that would more effectively focus limited DEQ staff resources on the larger employers, and update some provisions in the rules. The following are proposed changes to the ECO rules:

- Change the threshold for rule applicability from "more than 50" to "more than 100" employees.
- Change the survey requirement from annual to every two years.
- Require all employers to submit an approved plan, or demonstrate that they participate in an equivalent commute trip program, such as EPA's Best Workplaces for Commuters program or TriMet's Passport program.
- Modify the survey requirements to allow an employer to submit follow-up survey results with less than 75% response rate. DEQ would assign single occupancy vehicle trips to the percentage of employees who did not respond up to the 75% rate.
- Eliminate the 2006 sunset date since the ozone maintenance plan does not sunset.
- Require employers that qualify for exemptions (e.g. through restricted parking ratios) to certify every two years that they continue to qualify for the exemption.

DEQ has discussed this proposal with the Regional Transportation Options Subcommittee and Transportation Management Association directors. These groups were very concerned that changing the size of employers subject to ECO would have a negative effect on their ability to encourage alternative commute trips among smaller employers, and may increase demand for parking in town centers; instead, they prefer to add resources to the program. They were also concerned regarding loss of data due to proposed changes in the number of employers subject to ECO and frequency of the survey. However, they supported the proposed rule changes overall, and supported additional DEQ focus on technical assistance and enforcement for employers that remain subject to the rule.

Benefits of the Employee Commute Options Program
The Employee Commute Option Program has been effective in reducing the amount of vehicle miles traveled by single-occupancy-vehicles in the Portland area, thereby reducing air pollution and traffic congestion in the region. Motor vehicles are the largest contributor to ozone-forming pollutants; cars and trucks represent about a third of the emissions that create smog. The ECO program has resulted in an estimated annual reduction of over 100 tons of VOCs and over 85 tons of NO_x. In addition to the benefits to ozone air quality, DEQ estimates that the ECO program is also effective in reducing over 44 million pounds per year of carbon dioxide (a greenhouse gas), as well as associated air toxics emissions (most notably benzene). DEQ's proposed rule changes would streamline the program and make it more effective in encouraging alternative commute trips among larger employers while providing relief to smaller employers.

Potential Changes to the Industrial Emission Management Rules

DEQ proposes to update the Portland-Area Industrial Emissions Management program to support economic development for major new or expanding sources that locate in the Portland area while assuring compliance with the ozone standard. Currently, major new or expanding sources that propose to increase emissions of more than 40 tons/year of VOC or NO_x must "offset" those emission increases. The 1996 Portland Ozone Maintenance Plan established a growth allowance that could be used to offset those emission increases while maintaining clean air. Recent air quality studies that forecast air quality through 2015 indicate that the growth allowance could be continued and still maintain air quality within the air quality standard.

DEQ proposes to modify the rules to:

- Update the size of the growth allowance to 5000 tons of VOC and 5000 tons of NO_x; and
- Create a process to replenish the growth allowance, if needed, based on periodic emission inventory updates and an evaluation of ozone air quality monitoring data and trends.

Other Proposed Rule Changes

DEQ proposes to modify other rules at the same time it updates the maintenance plan, including the following:

- Update DEQ rules to reflect the new federal ozone air quality standard, from the old 1-hour standard (which EPA has revoked) to the current federal 8-hour standard of 0.08 ppm, three year average.
- Redesignate Salem from a nonattainment area to a maintenance area, and update Salem new source review requirements to reflect maintenance area requirements.
- Modify the existing contingency plan to:
  - adopt early-warning thresholds to prevent violations of the 8-hour ozone standard; and
  - if the 8-hour ozone standard is violated at any monitoring site within the Vancouver-Portland-Salem area, consider additional emission reduction strategies.

Transportation Conformity

Under EPA's ozone implementation rules (April 30, 2004), conformity determinations are no longer required for VOC and NO_x emissions. This means that new transportation project plans in Portland, Vancouver and Salem will no longer need to demonstrate that they conform to the Ozone Maintenance Plan. However, DEQ and Metro have agreed that in order to monitor motor vehicle emission trends in the Portland area, Metro will voluntarily estimate VOC, NO_x, air toxics and greenhouse gas emissions when they meet conformity requirements for the Portland Carbon Monoxide Maintenance Plan.

In addition, the Portland Ozone Maintenance Plan Contingency Plan will include the VMT per capita evaluations and triggers that are currently included in the Portland Carbon Monoxide Maintenance Plan. However, transportation control measures cannot be enforced for the Portland Ozone Maintenance Plan because conformity requirements do not apply.

Schedule for Plan/Rule Adoption

DEQ's current schedule for developing and adopting the maintenance plan and associated rules is:

RTO Review	February 9 and March 9, 2006
TPAC Review	March 31, 2006
Informational Meeting	mid-April 2006 (TBD)
TPAC Recommendation to JPACT	April 28, 2006
DEQ Rules Advisory Committee	May 4, 2006 (tentative)
JPACT Recommendation to Council	May 11, 2006
Metro Council Resolution	May 11, 2006
Public Comment Period:	June 1 to July 14, 2006
Public Hearing:	July 11, 2006
EQC Plan Adoption:	December 7 or 8, 2006

For more information

If you have questions or would like more information about the Portland-Salem Ozone Maintenance Plan and associated rules, please contact Marianne Fitzgerald at DEQ's Air Quality Division in Portland at (503) 229-5946, or fitzgerald.marianne@deq.state.or.us.

If you would like more information about the Employee Commute Option Program, please contact Cory-Ann Wind at DEQ's Northwest Region at (503) 229-5572 or wind.cory@deq.state.or.us.

Memorandum

Date: **March 20, 2006**
To: **Andy Cotugno, Metro**
From: **Steven M. Siegel, Siegel Consulting**
Subject: **Use of the MTIP Funds for Commuter Rail, Portland Streetcar, and I-205/Mall LRT Projects**

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1. Summary Conclusions

The following changes have been made to the Portland Streetcar and I-205/Mall LRT Project finance plans compared to that shown in the resolution establishing the multi-year commitment of MTIP funds to the regional rail projects:

- Shifted $10 million of TriMet general fund bond proceeds from I-205/Mall LRT Project to Portland Streetcar project to retain Streetcar Project as a non-federally funded project.
- Shifted $10 million of MTIP funds from Portland Streetcar to I-205/Mall LRT Project to keep I-205/Mall LRT Project whole.
- Increased use of MTIP funds to pay for pre-Full Funding Grant Agreement (FFGA) costs from $35 million to $58.5 million, and expanded pre-FFGA costs to include right-of-way acquisition, vehicle and early material procurement, and early construction activities, in addition to Final Design costs.

The impacts of these changes are as follows:

- The shifting of general fund and MTIP funds between the Portland Streetcar Project and the I-205/Mall LRT Project results in both projects receiving the exact same amount of funds as initially proposed; only the source of funds have changed. This helps Streetcar and has no negative impact on I-205/Mall LRT.
- The increase in the use of MTIP funds to pay pre-FFGA costs for I-205/Mall LRT Project is proposed to keep project on schedule, minimize inflationary increases, and to comply with construction scheduling requirements along the Mall. Funds used to pay pre-FFGA costs would not be repaid should the project not receive a FFGA. However, this risk is considered minimal due to inclusion of proposed FFGA in President's Budget.

The JPACT/Metro MTIP resolution expressly provides TriMet the flexibility to use the funds in ways that differ from that anticipated at the time the resolution was enacted. Thus, while the current use of MTIP funds differs somewhat from initially anticipated, it appears to fully comply with both the JACT/Metro resolution and IGA. However, to avoid any misunderstandings regarding the use of these MTIP funds, we request JPACT's concurrence with the currently proposed use of MTIP funds. The following paragraphs provide additional detail.

2. Background Documents

2.1 JPACT/Metro Resolutions

In January 1997, the Metro Council adopted Resolution No. 96-2442 that first established a multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) funds totaling $55 million over the period of FY 1999-2009 for the South/North LRT Project. Over the next seven years the multi-year commitment was extended and increased, culminating in July 2004 with Resolution 04-3468.

In total, these resolutions made $117.5 million available over 17 years for the Interstate MAX, Washington County Commuter Rail, I-205/Mall LRT, and Portland Streetcar projects. Of that total, $41.5 million was allocated to the Interstate MAX Project. The remaining funds were allocated to three other projects. Since most of these remaining MTIP funds were not available until after the construction period of the three projects, TriMet anticipated issuing grant anticipation bonds, primarily secured by the future MTIP grants, to meet project development and construction requirements.

Key elements of the July 2004 resolution include the following (paraphrased):

- TriMet was required to prepare and implement a financing program to provide the following amounts, net of borrowing costs, to the following projects:

Project	Millions
I-205/Mall LRT Project	$48.5
Commuter Rail Project	$10.0
North Macadam Project	$10.0

- TriMet was entitled to employ the multi-year commitment of MTIP funds to provide the amounts shown above to the respective projects in any manner that facilitates its funding and borrowing program.

- TriMet was permitted to use any portion of the multi-year commitment of MTIP funds to pay its general fund costs if needed to make TriMet general funds available to provide the amounts shown above to the respective projects.

- TriMet anticipated entering binding agreements with FTA and local governments committing TriMet to provide the amounts shown above and loan agreements that rely on receipt of the MTIP funds for repayment. Accordingly, the annual amounts were fully committed to TriMet; subject only to authorization and appropriation of MTIP funds.

- TriMet was expressly permitted to expend MTIP funds prior to receiving a Full Funding Grant Agreement (FFGA) for the Commuter Rail and I-205/Mall LRT Projects; and the resolution acknowledged that MTIP will not be repaid or reimbursed should the projects not proceed to construction. At the time of the

resolution, it was anticipated that $10 million of MTIP funds would be spent prior to the FFGA for Commuter Rail and $35 million prior to the FFGA for Final Design costs for I-205/Mall LRT.

2.2 Metro-TriMet Intergovernmental Agreement (IGA)

Because TriMet intended to borrow directly against the MTIP allocation, to the extent possible, it was necessary for TriMet to enter into an IGA with Metro that implemented the JPACT/Metro resolution allocating the funds. For the most part the IGA simply established contractual terms that paralleled the provisions of the resolution, but it elaborated on how the bondholders would be kept whole in the event that authorization, appropriation or obligational ceiling levels were lower than expected. It also elaborated on how funds would be reallocated to other projects in the event that one or more of three projects receiving MTIP funds failed to progress to construction.

3. Status of MTIP Program

3.1 TriMet GARVEE Bonds

In June 2005 TriMet issued about $85.5 million in grant anticipation revenue bonds ("GARVEE bonds" or "GARVEEs") of which about $71.5 million were backed by the MTIP allocation for the projects described above, and about $14.0 million were backed by TriMet's formula transit grants for general transit capital projects (i.e. buses, or other transit facilities) at TriMet's discretion. Of the $71.5 million in MTIP-backed proceeds, about $3.0 million was for capitalized interest and issuance costs, and $68.5 million for projects, as required by the Metro/JPACT resolution.

3.2 Portland Streetcar (North Macadam)

As anticipated by the JPACT/Metro resolution, TriMet and the City of Portland entered an IGA wherein TriMet pledged $10 million toward the construction of the North Macadam Streetcar ("Streetcar"). The Streetcar proceeded to construction as a local project, and therefore did not comply with the environmental study requirements of NEPA. Since the MTIP-backed portion of the GARVEE bonds are federal funds, NEPA approval is required for their use on a project. As a result, at Portland's request, TriMet committed $10 million of TriMet general fund revenue bond proceeds to the Streetcar, and reprogrammed the $10 million in GARVEE bond proceeds initially allocated to the Streetcar to the I-205/Mall LRT Project. Thus, TriMet fulfilled its requirements under the Metro/JPACT resolution and IGA by providing $10 million to the Streetcar; and did so in a way that differed from how it was initially envisioned, but permitted by the resolution and IGA.

3.3 I-205/Mall LRT Project

As required by the JPACT/Metro resolution, TriMet entered into IGAs with Portland, PDC, and Clackamas County wherein each of the parties committed their share of

funding for the I-205/Mall LRT Project. In these IGAs, TriMet was to provide $26.33 million in general fund revenue bond proceeds and $48.5 million in GARVEE bond proceeds toward the construction of the project. Because TriMet had to provide $10 million in general fund revenue bond proceeds to the Streetcar in lieu of $10 million in GARVEEs, TriMet's funding plan for the I-205/Mall LRT was changed to provide $16.33 million in general fund revenue bond proceeds and $58.5 million in GARVEE bond proceeds. Thus while different than initially anticipated, the overall local funding for the I-205/Mall LRT is kept whole; consistent with the JPACT/Metro resolution and IGA.

When the JPACT/Metro Resolution was enacted, it was anticipated that $35 million of the MTIP funds would be spent prior to receiving a FFGA. Section 2.3 of the resolution states:

> *FTA procedures require that Final Design be between 60 and 100 percent complete prior to commencing Full Funding Grant Agreement (FFGA) negotiations. The finance plan anticipates that about $35 million of Final Design and related engineering and administration costs will be incurred prior to executing a FFGA, and that such cost will be paid with proceeds from MTIP-backed bonds and/or MTIP grant funds. MTIP will not be repaid or reimbursed for such expenditures, should the project not proceed to construction.*

Currently the finance plan calls for all $58.5 million in GARVEE bond proceeds to be spent prior to the FFGA for Final Design, advance purchase of key materials, acquisition of light rail vehicles, and early construction activities. These pre-FFGA expenditures are required to keep the I205/Mall LRT project on schedule for a September 2009 opening. Keeping the project on schedule also keeps the overall project cost down because delays will result in inflated project costs. It is my opinion that the JPACT/Metro resolution did not intend to limit pre-FFGA expenditures to only final design costs or cap spending at $35 million; this was merely the estimate at the time of the resolution. In support of this opinion note that the resolution uses the term "*anticipates about*" when referring to the $35 million rather than language expressly limiting pre-FFGA expenditures; and the resolution acknowledges that estimates would change through the project development process.[1] Further, the IGA acknowledges that expenditures will be made pre-FFGA without addressing any limitations or estimates of how much would be spent pre-FFGA or what it would be spent on.[2] Thus, the expenditure of $58.5 million of MTIP funds prior to the FFGA does not appear to be inconsistent with the resolution or IGA.

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[1] Section 2.1 of the resolution states, with regard to the I-205/Mall LRT project finance plan that "*This finance plan is preliminary, and subject to change due to Preliminary Engineering, Final Design, Full Funding Grant Agreement negotiations with FTA, and other future adjustments.*"

[2] Section 3.2(d) of the IGA states: "*In the event that one or more of the projects described in the Regional Funding Plan do not proceed to construction, the difference between the actual expenses incurred on those projects and the amounts shown … herein shall be made available by TriMet for reallocation to other regional projects through a regional process …*"

3.4 Commuter Rail Project

The JPACT/Metro resolution and IGA anticipate that $10 million in MTIP funds will be provided to the Commuter Rail Project; the current finance plan complies with this expectation. While the finance plan shows $11.25 million in GARVEE bond proceeds, $1.25 million of that total is from the non-MTIP component of the GARVEEs, which are essentially TriMet general funds.

4. Conclusion

The MTIP resolution is being fully implemented; two of the projects (Interstate MAX and Streetcar) to be funded by the overall MTIP allocation have been completed and the other two (Commuter Rail and I-205/Mall LRT) will be under contract this year. While the current use of MTIP funds differs somewhat from initially anticipated, it appears to fully comply with both the JACT/Metro resolution and IGA. However, we cannot afford to have any misunderstandings on this issue. Thus, TriMet requests:

(a) A determination by Metro that the current use of MTIP funds as outlined above is consistent with the resolution and IGA, and

(b) This issue to be presented to JPACT to ensure full understanding and consensus on the use of the funds.

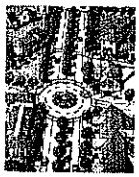
(c) Should there be a determination that the current plan does not fully comply with the resolution and IGA, the resolution and/or IGA be amended to make them consistent with the current finance plans. If we need to proceed in this manner, I could provide you with an initial draft of the amending language.

Should you have any questions, please feel free to contact me. Thanks for your assistance.

Materials following this page were distributed at the meeting.

#1

Streets of 2040 and the RTP



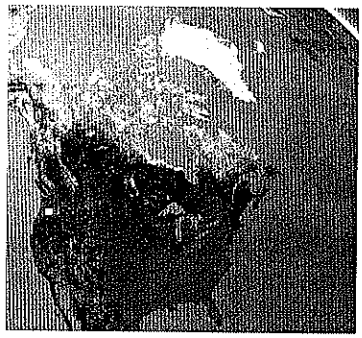

Streets of 2040 and the RTP

Linking Land Use, Transportation and the Environment

Kim Ellis, AICP
Senior Transportation Planner
Metro | Portland, Oregon

METRO

Streets of 2040 and the RTP



METRO

Streets of 2040 and the RTP

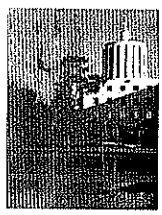
Metro's Regional Transportation Plan
Federal Context

- MPO coordination of federal transportation funds through RTP and MTIP
- 20-year plan
- Coordination, consultation and public outreach
- Integrated, multi-modal plans and congestion management
- National Environmental Policy Act and Clean Air Act
- Air quality conformity of financially constrained system
- 2005 SAFETEA-LU provisions

METRO

Streets of 2040 and the RTP

Metro's Regional Transportation Plan
State Context



- State planning goals
- Citizen involvement
- Hierarchy of plans: state, regional, local
- Strategies to reduce reliance on the automobile and provide transportation choices
- Linking land use and transportation
- TPR and OTP amendments

METRO

Streets of 2040 and the RTP

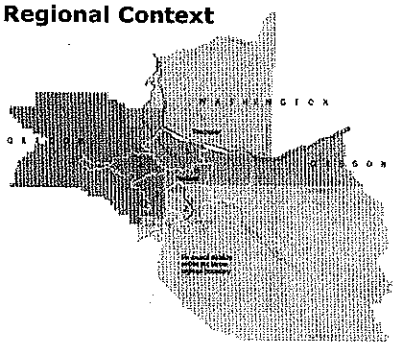
Metro's Regional Transportation Plan
Metro Context

- Elected regional government
- Manages growth, transportation, regional parks and solid waste
- Serves as MPO for Portland region
- Allocates federal transportation funds to 25 cities and 3 counties

METRO

Streets of 2040 and the RTP

Regional Context



METRO

Streets of 2040 and the RTP

2040 Growth Concept

- 50-year vision for managing region's growth
- Incorporates best parts of "Concepts for Growth options
- New Look process will evaluate what's working and what can be improved

METRO

Streets of 2040 and the RTP

2040 Theme:

Growth in Centers

- Compact urban centers built to human scale
- Mixed housing and commerce served with good transit
- Focus of civic activities and public services
- Parking ratios established (Title 2)

METRO

Streets of 2040 and the RTP

2040 Theme:

Vibrant Economy

- Maintain freight mobility on highways
- Ensure quality freight access to ports and industrial areas from region's highway and rail network

METRO

Streets of 2040 and the RTP

2040 Theme:

Nature in the City

- Network of parks, trails and open spaces
- Protections for streams and upland natural areas
- Reduce quantity and improve quality of runoff
- Manage hazardous waste to protect streams and groundwater

METRO

Streets of 2040 and the RTP

2040 Theme:

Protect Rural Areas

- Create Green Corridors along rural state highways
- Mitigate urban overflow on rural routes
- Maintain rural separation between Metro region and neighbor cities

METRO

Streets of 2040 and the RTP

2040 Theme:

Travel Options

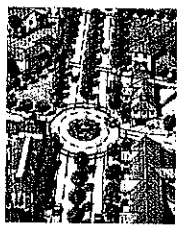
- All streets retrofitted to include sidewalks and bikeways
- Better-connected street systems that allow easier walking and access to transit
- Frequent transit service on all major streets

METRO

Streets of 2040 and the RTP

2040 Themes:

Streets for People



- Better designs to promote walking, bicycling and transit
- Streets that create civic space and a sense of community
- Streets that reflect planned land uses envisioned in 2040

METRO

Streets of 2040 and the RTP

2040 Theme:

Active Living

- Create an urban form that fosters everyday activity, especially for children and seniors
- Find new strategies for retrofitting existing environment and planning new communities
- Include health benefits in planning decisions

METRO

Streets of 2040 and the RTP

Metro's Regional Transportation Plan

- Last major update of plan in 2000
- Minor amendments in 2002, 2003 and 2004
- Key tool to implement 2040
- 20 policies
- 1,000 projects - revenue for less than half
- Implementation strategies

METRO

Streets of 2040 and the RTP

Metro's Regional Transportation Plan

Focus on Multi-modal

METRO

Streets of 2040 and the RTP

Metro's Regional Transportation Plan

Congestion Policy

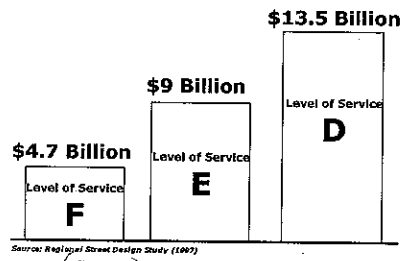
	A.M./P.M. 2-Hour Peak		
Location	Preferred	Acceptable	Exceeds
Centers and main streets	E/E	F/E	F/F
Corridors and neighborhoods	E/D	E/E	F/E
Regional Highways	E/D	E/E	F/E

METRO

Streets of 2040 and the RTP

Metro's Regional Transportation Plan

Congestion Policy



Source: Regional Street Design Study (1997)

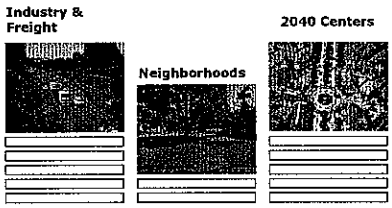
(2015)

METRO

Streets of 2040 and the RTP

Metro's Regional Transportation Plan

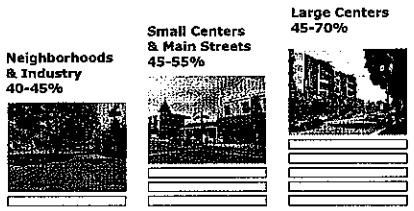
Access vs. Mobility



Streets of 2040 and the RTP

Metro's Regional Transportation Plan

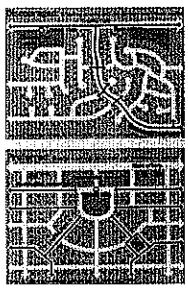
2040 Non-SOV Share



Streets of 2040 and the RTP

Metro's Regional Transportation Plan

Connectivity



- Map key connections
- New streets at 10-16 per mile in residential and mixed-use areas
- Bike/ped accessways where street connections not provided
- Maintains function and helps state highways

Streets of 2040 and the RTP

Metro's Regional Transportation Plan

Street Design Policies and Guidelines

Throughways connect centers and provide mobility across the region, and include freeway and highway design types.

Boulevards are transit, pedestrian, and bicycle-oriented designs that serve centers and main streets.

Streets balance all modes of travel with general traffic mobility in corridors and neighborhoods.

Roads are vehicle-oriented with urban roads that serve industrial areas and rural roads that serve urban and rural reserves.

Streets of 2040 and the RTP

Metro's Regional Transportation Plan

Livable Streets Program

1. Creating Livable Streets: design basics
2. Green Streets: green alternatives
3. Trees for Green Streets: best street trees

Streets of 2040 and the RTP

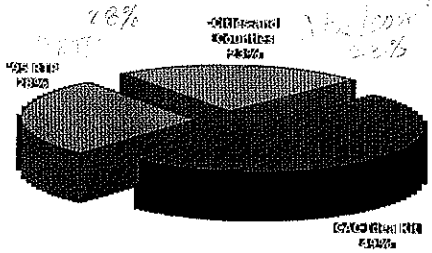
Metro's Regional Transportation Plan

Green Streets

- On-site stormwater management within the streets
- Improve quality and reduce quantity of street runoff
- Response to Salmon and Steelhead ESA listings
- Linking the environment and transportation

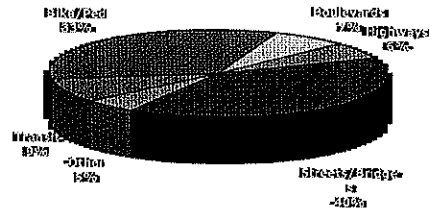
Streets of 2040 and the RTP

Metro's Regional Transportation Plan
2000 RTP Projects



Streets of 2040 and the RTP

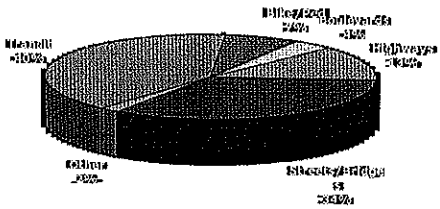
Metro's Regional Transportation Plan
2004 RTP Projects



2025 financially constrained system by count - 521 projects

Streets of 2040 and the RTP

Metro's Regional Transportation Plan
2004 RTP Projects



2025 financially constrained system by cost - $4.2 B

updating 2035 outgr.

Streets of 2040 and the RTP

Metro's Regional Transportation Plan
Corridor Refinement Studies

- 17 corridors identified
- Primarily region's highway corridors
- Planning conducted in coordination with affected agencies
- Multi-modal and TDM considerations required
- Funding not identified for studies or solutions

Streets of 2040 and the RTP

Metro's Regional Transportation Plan
Next Steps

- Continue scoping RTP work program and public participation plan
- Metro committees review in May
- JPACT and Council consideration in June

Streets of 2040 and the RTP

Learn more about the Regional Transportation Plan at:

www.metro-region.org/rtp

Kim Ellis, AICP
RTP Update, Project Manager
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M E M O R A N D U M
600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794

METRO

DATE: March 30, 2006

TO: TPAC and Interested Parties

FROM: John Mermin, Assistant Transportation Planner

SUBJECT: 2035 Regional Transportation Plan (RTP) Update – Background Documents Review

****

BACKGROUND

This document summarizes recent plans and regulatory changes that have implications for the update to the Regional Transportation Plan. The document is organized by federal, state, regional and local planning effort or legislation.

This information will be used to develop the 2035 RTP update work program and public participation plan and provide guidance for updating the RTP policies, projects and implementation strategies.

FEDERAL CONTEXT

SAFETEA-LU
United States Congress, Enacted August 2005
http://www.fhwa.dot.gov/safetealu/legis.htm

On August 10, 2005, the federal surface transportation act known as SAFETEA-LU was signed into law. SAFETEA-LU authorizes $286.5 billion in spending in federal fiscal years (FFY) 2004-09 for numerous surface transportation programs, such as highways, transit, motor carrier, freight, safety and research. However, because FFY 2004 is complete, it only affects spending in FFY 2005-09. The legislation revised the metropolitan and statewide transportation planning statutory requirements.

The statewide transportation planning process is still the primary mechanism for

cooperative transportation decision-making throughout the state and for consultation with transportation partners. For urbanized areas, the planning process undertaken by designated metropolitan planning organizations (MPOs) establishes a cooperative, continuous and comprehensive (3C) framework for making transportation investment decisions. Metro is the federally designated MPO for the Portland metropolitan region. For both processes, fiscal constraint and public involvement are still emphasized in the development of the Statewide Transportation Improvement Program (STIP) and metropolitan TIPs.

Most of the new text mirrors previous law, but there are a few key statutory changes that affect the RTP update. Areas in which Metro already fulfills new requirements are noted. Some key modifications to metropolitan planning processes include:

- **New 4-year cycle for Metropolitan plans**
  Metropolitan transportation plans shall be updated at least every four years in air quality nonattainment and maintenance areas. Implementation of the new 4-year cycle can take place immediately. Therefore, the next transportation plan update (and FHWA/FTA conformity determination) must be completed by March 2008 - four years after the date of the FHWA/FTA conformity determination of the current transportation plan. However, the resulting transportation plan must reflect all SAFETEA-LU planning provisions at the time of the FHWA/FTA conformity determination. Projects reflected in the MTIP and STIP must be consistent with the respective transportation plans.

- **Environmental Mitigation**
  Metropolitan transportation plans must include a discussion of types of potential environmental mitigation activities, to be developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies.

  Metro encourages environmental mitigation through its livable streets program, which has published three handbooks: Livable Streets, Green Streets and Trees for Green Streets. A fourth handbook, Wildlife Crossings will be published in 2007.

  The RTP update will expand discussion of these and other appropriate strategies and in consultation with appropriate agencies.

- **New Consultations**
  MPOs must consult "as appropriate" with "State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation" in developing long-range transportation plans.

  Metro's Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) include representatives from the Oregon Department of Environmental Quality (DEQ); the Metropolitan Technical

Advisory Committee (MTAC) includes representatives from the Oregon Department of Land Conservation and Development (DLCD).

The RTP update will ensure, and document, that other agencies are included in the consultation process.

- **Consistency of Transportation Plan with Planned Growth and Development Plans**
  Adds language, "promoting consistency between transportation improvements and State and local planned growth and economic development patterns."

  Metro links the RTP with the 2040 Growth Concept, the long-range growth management strategy for the Portland metropolitan region. The 2004 RTP identifies policies, projects and strategies that promote consistency with growth and development patterns.

  In 2005, Metro initiated a "New Look" – which will reevaluate the 2040 Growth Concept and will result in updated RTP policy, project and implementation strategies to better link land use, transportation and economic goals.

- **Transportation System Security**
  The security of the transportation system should be a stand-alone planning factor, rather than coupled with safety.

  In the 2004 RTP, there was minimal discussion of security. Need a separate discussion of transportation system security. Planning process must consider projects and strategies that will increase the security of the system for its users. This will be addressed as part of the upcoming RTP update.

- **Operational and Management Strategies**
  These must be included in metropolitan transportation plans to improve the performance of the existing transportation facilities to relieve congestion and maximize safety and mobility of people and goods.

  Metro's current RTP includes operational and management strategies such as transportation system management (TSM) and transportation demand management (TDM). These polices will be expanded during the RTP update. Additionally, in 2005 the region received a grant from FHWA to demonstrate a Regional Concept of Transportation Operations (RCTO). The grant funds have been used to hire a new staff person who will work with both the Portland Office of Transportation and Metro to carry out the work. RCTOs will describe the region's vision for operation of the transportation system, and will be incorporated into the RTP update.

- **Participation Plan**
  MPOs must develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the RTP. It must be developed "in consultation with all interested parties."

  Metro has a public involvement policy for transportation planning that was updated in 2004. The policy identifies public involvement standards that must be met when Metro develops transportation projects and programs. Standards include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policy also defines standards that local governments must meet when developing projects that are submitted to Metro for funding. The policy was last reviewed and updated in 2004.

- **Visualization Techniques**
  Metro currently uses a variety of visualization techniques including: Metro website, maps, slideshows, publications such as newsletters, fact sheets and the Livable Streets Program handbooks which include illustrations of street cross sections and intersection treatments.

  Additional opportunities to use visual techniques will be considered during the 2035 RTP update.

- **Congestion Management Processes**
  There must be "a process that provides for effective management and operation" to address congestion management.

  Metro has submitted a Congestion Management System Roadmap to FHWA. The Roadmap describes Metro's current attempts to meet the CMS requirements, its five-year vision, and the steps necessary to achieve the vision. The roadmap has promised that future RTP updates will more thoroughly investigate the causes of congestion, i.e. identify areas of non-recurring congestion. This will be addressed during the 2035 RTP process.

- **Coordinated Public Transit-Human Services Transportation Plan**
  This requirement applies to three types of projects:
    - Special Needs of Elderly Individuals and Individuals with Disabilities
    - Job Access and Reverse Commute
    - New Freedom

  To be eligible for FTA formula funding, these types of projects must be derived from a locally developed public transit-human services plan. This plan must be developed through a process that includes representatives of public, private, and non profit transportation and human service providers, as well as the public (including the broadened list of entities within the MPO's Participation Plan). In preparing the local

public transit-human service transportation plans, service providers should ensure full coordination with the applicable metropolitan and statewide planning processes.

The Tri-County Elderly and Disabled Transportation Plan (2001) is currently being updated to become a "Public Transit-Human Services Transportation Plan" as required by SAFETEA-LU. Metro participates in this effort and will ensure that the plan is consistent with Metro's Participation Plan (Public Involvement Policy for Transportation Planning). Findings of the Public Transit-Human Services Transportation Plan will be incorporated into the RTP update.

STATE CONTEXT

Oregon Innovative Partnerships Program (OIPP)
Oregon Legislature, Enacted in 2003
http://www.oregon.gov/ODOT/HWY/OIPP/background.shtml

The program was created by the Legislature to allow new partnership opportunities for transportation projects with private businesses, local governments and ODOT. The OIPP goal is to speed project delivery and encourage innovation by bringing new funding, expertise and technology together to maximize public investment in transportation.

In 2006, the Oregon Transportation Commission approved "predevelopment" agreements with an Australian consulting firm for feasibility studies of three private toll roads in the Portland area. Two of the projects are within the Metro region - widening the southern portion of Interstate 205 and a new Sunrise Corridor highway from Interstate 205 toward Damascus. The third project, a Newberg-Dundee Bypass is close enough to the region to have an impact on the regional transportation system. The "scoping" studies of the three projects will determine whether they are ready to develop now, are fatally flawed or should be deferred.

- **The Sunrise Corridor Improvement Project** will address freight movement, local street congestion and safety issues. The project is proposed as a new principal arterial corridor that would provide a direct connection in Clackamas County between I-205 and U.S. 26, the Mount Hood Highway. The project purpose is to improve regional and state transportation connections, improve safety, maintain freight mobility, serve the growing demand for regional travel and access to the state highway system Two separate sections of the project have been identified:
    - Unit 1 includes construction of a five-mile, limited-access four-lane highway facility, which would connect I-205 with Rock Creek Junction (the junction of Highways 212 and 224) to the east. This section of the Project is in a supplemental Draft EIS process using the DEIS published in 1992 as a starting point.
    - Unit 2 includes construction of a limited-access, four-lane parkway, which would continue from Rock Creek Junction to U.S. 26. This section of the project was identified in the recommended Damacus/Boring Concept Plan

that was accepted by the Metro Council in March 2006. The cities of Damascus and Happy Valley have initiated comprehensive planning that will culminate in transportation systems plans that address Unit 2 segment.

- **The Newberg-Dundee Transportation Improvement Project** is an attempt to alleviate traffic congestion on Oregon 99W, which worsens through Newberg, Dundee and the area west of Dundee to the McMinnville Bypass. The proposed bypass corridor would be approximately 11 miles long on the south side of Newberg and Dundee. This project is in an advanced stage and has the potential of removing heavy freight and commuter traffic from town centers.

- **The South I-205 Corridor Project** will address the growing congestion along this interstate corridor. The project will look at the feasibility of adding one lane in each direction from I-5 to OR 213S and widening the Abernethy Bridge over the Willamette River. Additional work may include improving the interchange at OR 43 and SW 10th Street in West Linn. OTIG will also study the feasibility and viability of extending the project from OR 213S up to I-84 East. This project has the potential of substantially reducing congestion on one of Oregon's busiest highways.

As these are likely to be large projects, both in terms of cost and influence, there have been questions raised about the fiscal impact of these projects upon the balance of the region's transportation projects. Finally, questions have been raised about what might be the best types of transportation solutions and how land use considerations may influence transportation conditions. These ongoing planning and evaluation projects will need to be coordinated with the upcoming update of the Regional Transportation Plan and the New Look.

Air Quality State Implementation Plan
Oregon Department of Environmental Quality December 2004
http://www.deq.state.or.us/

This is an air quality maintenance plan developed to document and ensure continued attainment of the National Ambient Air Quality Standard (NAAQS) for carbon monoxide (CO) in the Portland, Oregon CO Attainment Area. The plan is written to comply with the federal Clean Air Act and the policies of the U.S. Environmental Protection Agency (EPA). The Portland region currently meets carbon monoxide standards, although many years ago there were times when carbon monoxide levels were occasionally higher than allowed. The region met standards in 1996 and has done so since then. A maintenance plan was required in 1996 and included emission budgets (maximum pollutant levels for future years) and the Metro jurisdictional boundary was established as the geographic extent of concern. The region must demonstrate conformance with the carbon monoxide maintenance plan at least every three years. (Accordingly, the Portland area is said to be in maintenance status for carbon monoxide). This 3-year requirement may create a complication with the new 4-year cycle for RTP updates. Oregon DEQ is currently exploring how to match up the two cycles.

For all other air pollutants of national concern, such as ground level ozone and particulates, the Portland airshed is in attainment with national air quality standards and there are no maintenance plans or conformity demonstrations required.

Oregon Highway Plan (OHP) amendments - Land Use and Transportation Policy (1B) and Highway Segment designations, Table 6 in Policy 1F – Mobility Standards and Policies 1C and 4A - Freight Routes
Oregon Transportation Commission (OTC), Adopted January 2004 and August 2005

http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml

The objective of the 1999 Oregon Highway Plan is efficient management of the transportation system to increase safety and extend its capacity. Policy 1B, the land use and transportation component of the Highway Plan, furthers the goal of efficient management by working with local governments to coordinate community and transportation development in ways that reflect local aspirations and ODOT's needs for safety and mobility. The most common way this can occur is through more compact or nodal development patterns off or to one side of the highway.

The amendments created Special Transportation Areas on the following highway segments that will allow for a more streamlined development of boulevard improvements:

- US 30 bypass from Mohawk to intersection of Ivanhoe/Philadelphia in Portland (Lombard St. from Mohawk to Richmond, Richmond from Lombard to Ivanhoe, Ivanhoe form Richmond to Philadelphia)
- Highway 43 from Bancroft to Taylors Ferry Road in Portland
- 99E/McLoughlin Boulevard from Scott Street to River Road in Milwaukie
- Highway 213/82nd Avenue from King Rd. to Sunnybrook Blvd in Clackamas County
- Highway 43 from Mcvey Ave. to Terwilliger Blvd. in Lake Oswego
- 99E/McLoughlin Boulevard from 14th Street to railroad tunnel and the Highway 43 bridgehead area in Oregon City
- Highway 8 from 14th Ave. to 10th Ave in Cornelius
- Washington Square regional center: Hall Boulevard from Scholls Ferry Rd. to Hemlock St. in Beaverton/Tigard/Washington County

***Oregon Transportation Plan update* (2005)**
Oregon Transportation Commission
Undergoing Public Review until March, Anticipated adoption August 2006
http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml

The OTP is the state's long-range multimodal transportation plan for Oregon's highways, bicycle and pedestrian facilities, public transportation, airports, pipelines, ports and railroads. The OTP establishes policies, strategies and initiatives for addressing the

challenges and opportunities in the next 25 years and guides transportation investment decisions. The plan provides the framework for the state's modal plans as well as MPO, City and County Transportation System Plans.

Last updated in 1992, the current update adds more emphasis on sustainability, economic development and innovative partnerships. The underlying message of the plan is that transportation, as we've known it in Oregon will have to change, and that decisions about how to manage and fund transportation must adapt to new fiscal and environmental realities. Without additional funding, the plan argues a need to focus on preservation of the current system rather than expansion.

The key initiatives of the plan include:

- Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for disinvestment, that is, a method of prioritizing system preservation.
- Optimize system capacity and safety through information technology and other methods.
- Integrate transportation, land use, economic development and the environment.
- Integrate the transportation system across jurisdictions, ownerships and modes.
- Create a sustainable funding plan for Oregon transportation.
- Invest strategically in capacity enhancements.

The impact of the OTP on the RTP update is unclear. The RTP update will not be able to fully respond to the OTP since much of the specifics are deferred to the separate modal plans that are expected to be completed as a follow-up to the OTP update. A future RTP update will be developed to be consistent with the modal plans developed.

Oregon Transportation Planning Rule amendments
Oregon Land Conservation and Development Commission, March 2005
http://www.lcd.state.or.us/LCD/transplan.shtml

The amendments apply to the consideration of plan and land use regulation amendments that affect the transportation system. Two provisions particularly affect the RTP update – the "1/2-mile rule" interchange protection and the "reasonably likely" process for ODOT's involvement in land use planning.

The provisions make it more difficult to make land use plan amendments within 1/2-mile of an interchange. An amendment that would result in more traffic than the interchange can handle, according to state performance standards, can only be allowed if there is a transportation improvement in the RTP Financially Constrained system or a local jurisdiction identifies other reasonably likely revenue." If there is no project in the Financially Constrained system, then the development may not be allowed to occur.

These provisions have the potential to frustrate efforts to accommodate growth and implement the 2040 Growth Concept, and increase transportation liabilities in the long

term by encouraging urban sprawl. In particular, areas targeted to accommodate growth (e.g., regional centers, town centers and station communities) may not able to do so because the current RTP financially constrained project list does not include adequate capacity for the future road system identified to serve the area.

The RTP update will examine how interchange capacity is allocated under the provisions of the "1/2 mile rule." The RTP will need to develop an expanded definition of what constitutes "reasonably likely" and identify what transportation projects are included in this list.

REGIONAL CONTEXT

Travel behavior barriers and benefits research
Prepared for Metro Regional Travel Options Program by PRR with EcoNorthwest
December 2004
http://www.metro-region.org/article.cfm?ArticleID=12130

A report conducted by a consultant team for Metro that identifies the real and perceived barriers and benefits to changing travel for all types of trips. Study research included a literature review, focus groups and a quantitative survey.
The major findings from the qualitative research (focus groups) include:

- People know much of their travel is not work related and they're proud of their trip chaining.
- Time and ability to trip-chain influence travel mode choice.
- Alternative modes are seen as less comfortable and less safe, but some think it's worth it.
- Make it safe, fast, reliable, easy and cheap if more people are to use transit
- Not a big demand for more information about alternative travel modes

The major findings from the quantitative research (survey) include:

- Households with more members are less likely to use alternative modes of travel.
- Households with more members 15 years-of-age or younger are also less likely to use alternative travel modes.
- In general, older respondents are less likely to use alternative travel modes.
- The following items highlight what initially motivated those who use alternative travel modes:
  - Cost of parking
  - Higher gas prices
  - Parking hard to find
  - Traffic congestion
  - Reduced stress by not driving alone
  - Enjoyment of traveling with others
  - These results indicate an emphasis on three general types of motivators: cost, convenience (less hassle) and social.

The extensive research (survey, literature review,etc.) and its findings will provide a foundation for updating RTO policies within the RTP, i.e. Recommendations for Transportation Management Associations (TMAs), new projects, etc.

Metro 2040 modal targets study, evaluation of potential measures for achieving modal targets
Prepared for Metro by Cogan Owens Cogan & Alta Planning July 2005
http://www.metro-region.org/article.cfm?ArticleID=12130

The goal of this project was to help Metro set realistic and defensible procedures and strategies for implementation by local jurisdictions in complying with RTP targets to reduce drive-alone trips in the region.

The study made the following recommendations that apply to the RTP:

Minimum and Other Requirements
Continue to implement and monitor the following *existing* minimum requirements:

- Modal targets adopted in local TSPs
- Connectivity planning requirements
- Transit-oriented design requirements
- Maximum parking ratios (Title II)

Two existing minimum requirements – formation of and support for TMAs and adoption of fareless areas – are recommended to be revisited and possibly eliminated as minimum requirements for all jurisdictions as part of the upcoming RTP update process. These two strategies would continue to be encouraged where feasible and where they are likely to be effective.

The following *additional* minimum requirements are recommended to be considered as part of a safe-harbor approach (i.e., acceptable, minimum set of strategies) for local jurisdictions during the RTP update process.

- Continue to require transportation-efficient development through efforts to meet density and other land use targets in centers and corridors as part of compliance with Metro Functional Plan and related requirements. This type of development includes higher density and mixed use development with access to frequent transit service and bike and pedestrian facilities and with opportunities for short pedestrian and bicycle trips to near by destinations. Local jurisdictions and the region as a whole would be given credit for these efforts as part of the modal targets monitoring process.
- Construct bicycle and pedestrian improvements as required by state and federal regulations, and consistent with local TSPs and regional guidelines. Local governments and Metro should prioritize improvements that enhance connectivity of the bicycle and pedestrian system and access to transit.

- Continued provision of frequent and comprehensive transit service by TriMet and other transit agencies. Local jurisdictions and the region as a whole would be given credit for these efforts as part of the modal targets monitoring process.
- Support and encourage efforts to implement employer-based TDM strategies.
- Encourage efforts to eliminate employer-subsidized parking and/or support for parking cash-out, preferred HOV-parking or other parking pricing strategies. This strategy ultimately would be implemented primarily by the private sector. However, local governments would be required to encourage such practices and consider them in parking management and design regulation efforts. Local governments also could be required or encouraged to consider use of these strategies for their own employees.
- Support and coordinate Safe Routes to School programs and projects. Local jurisdictions and Metro should support and help coordinate these efforts by seeking and procuring project funding from federal, state and local sources, and providing technical assistance.

Metro Rideshare program market research and implementation plan
Prepared for Metro Regional Travel Options Program by Urbantrans with Parsons Brinckerhoff & Elham Shirazi, August 2005
http://www.metro-region.org/article.cfm?ArticleID=12130

The Regional Travel Options Subcommittee tasked a consulting team with conducting a comprehensive rideshare program market research and program implementation study aimed at answering five main questions regarding development and implementation of a rideshare program for the Portland metropolitan region:

1. Where are we today?
2. Where are the best opportunities for program growth?
3. What is the best organizational structure for development, implementation and evaluation of the regional rideshare program?
4. What are the programmatic considerations for success?
5. How do we track progress toward the five-year goal?

Its main findings include:

- Market analysis revealed over thirty potential rideshare markets utilized by over 30,000 commuters.
- The creation of a Regional Commuter Services Program featuring a formal rideshare program administered by Metro and overseen by the RTO Subcommittee is recommended.
- To stabilize and grow vanpooling in the region, an innovative brokerage model designed to protect Metro from the payment of continuing and unlimited subsidies and other administrative costs associated with the operation of vanpools by traditional means is recommended.
- One crucial element of the overall program and marketing would be to maintain one regional database of all drivers and riders of existing vanpools and those seeking to be matched into carpools and vanpools.

- Metro should adopt an evaluation plan that provides survey research to guide marketing and outreach efforts, as well as measurement and tracking research to determine the effectiveness of all TDM Program elements. Furthermore, a timely and meaningful reporting process must be adopted that will nurture the growth of TDM as a whole and ridesharing specifically while advancing the ability of program implementers and regional leaders to qualitatively and quantitatively speak to the results of TDM.

These findings will provide a foundation for updating RTO policies within the RTP, including recommendations for ridesharing and vanpool programs.

Transit Investment Plan
Trimet, June 2005
http://www.trimet.org/improving/tip/

The Transit Investment Plan (TIP) lays out TriMet's strategies and programs to meet regional transportation and livability goals through focused investments in service, capital projects and customer information. The TIP is updated annually and adopted by the TriMet Board of Directors.

The TIP relies on long-term goals and strategies developed by Metro, including the Regional Transportation Plan (RTP) and Regional Framework Plan. These plans direct development to Regional Centers, Town Centers and key corridors. The TIP shows how TriMet will implement the transit portion of the RTP over the next five years.

The TIP priorities are:

- Build the Total Transit System – Enhance customer information, access to transit, stop amenities, frequency, reliability, passenger comfort, safety and security.
- Expand high capacity transit – Invest in MAX Light Rail, Commuter Rail and Streetcar service along key corridors to connect Regional Centers.
- Expand Frequent Service – Add routes to TriMet's network of bus lines than run every 15 minutes or better, every day.
- Improve local service – Work with local jurisdictions to improve transit service in specific local areas.

In the RTP update, the TIP will be used to reassess RTP transit policies and projects.

Marine Ports Cargo Forecast
Prepared for Washington Public Ports Administration (WPPA) and Washington State Department of Transportation by BST Associates, May 2004
http://www.washingtonports.org/Trade/tradecover.htm

The forecast estimates the volume of cargo that will move through Washington ports over the next 20 years and discusses the impact of future growth on the state's multimodal transportation system. Key findings include:

- Washington is the most trade dependent state in the nation.
- The amount of waterborne cargo moving through Washington ports is expected to increase by two-thirds over the next two decades. The number of cargo containers moving through the Puget Sound region is likely to nearly triple, and lower-Columbia River grain exports could about double over the same time frame.
- In order to make the forecasted growth a reality, the state must build and maintain the roads, railroads, and waterways needed to carry cargo beyond the waterfront. The importance of trade to Washington's economy should compel policy-makers, businesses, farmers and citizens to invest in meeting these transportation needs so that we achieve the potential growth in trade—and the benefits that come with it.

The forecast will inform the Regional Freight Plan, which will be developed concurrently and coordinated with the RTP update.

The Cost of Congestion to the Economy of the Portland Region
Prepared for the Portland Business Alliance, Metro, and the Port of Portland by Economic Development Research Group, November 2005,
http://www.portlandalliance.com/

As a first step to addressing the Portland region's rising congestion problem, public and private sector partners commissioned a study to provide base-line information about the relationship between investments in transportation and the economy. The report is intended as a springboard for discussions about planning for and investing in the Portland metropolitan region's transportation system.

The main conclusion is that *the region's economy is transportation-dependent.* Despite Portland's excellent rail, marine, highway and air connections to national and international destinations, projected growth in freight and general traffic cannot be accommodated on the current system. Increasing congestion -- even with currently planned improvements -- will significantly impact the region's ability to maintain and grow business, as well as our quality of life.

Action is needed to remain competitive with other regions that are planning large investments in their transportation infrastructure. This report finds that:

- Being a trade hub, Portland's competitiveness is largely dependent on efficient transportation, and congestion threatens the region's economic vitality.
- Businesses are reporting that traffic congestion is already costing them money.
- Failure to invest adequately in transportation improvements will result in a potential loss valued at of *$844 million annually by 2025 – that's $782 per household -- and 6,500 jobs.* It equates to 118,000 hours of vehicle travel per day – that's 28 hours of travel time per household annually;
- Additional regional investment in transportation would generate a benefit of at least $2 for each dollar spent.

This study will be a springboard for identifying transportation needs in the region, and understanding the effect of congestion on the regional economy.

Regional Freight Plan
Metro, to be developed in 2006-2007

This planning effort will focus on understanding how the metro-region's freight system functions and addressing its specific needs and impacts. It will use the background data produced during the Portland Freight Master Plan's as a springboard. The objectives of the plan include:

- Develop a set of desired outcomes for managing and improving the regional freight system.
- Describe the issues and needs for multimodal freight movement (truck, rail, water, air, pipeline) and commercial delivery of goods.
- Assess and refine current regional transportation policies pertaining to freight and goods movement.
- Assess and refine current regional freight functional classification system and identify recommended revisions to the federal National Highway System.
- Identify and prioritize infrastructure and system management improvements for all freight modes that meet the desired outcomes.
- Evaluate truck movement characteristics and needs and recommended updates to existing Regional Street Design policies and guidelines.
- Develop implementation strategies including performance measures, environmental and community impact mitigation measures, and follow-up actions.
- Integrate with parallel efforts to update the Region 2040 Growth Concept and the Regional Transportation Plan.
- Actively engage freight system providers and users, public agencies, and general public in plan development.
- Improve community awareness and understanding of freight and goods movement needs and issues.
- Comply with Oregon's Statewide Planning Goals 9 - Economic Development and 12 – Transportation, Transportation Planning Rule, Oregon Transportation Plan, and Oregon Highway Plan directives to plan for the needs of goods movement to benefit economic vitality.

- Provide recommendations that update the freight elements of the Regional Transportation Plan including transportation policies, regional freight classification system, infrastructure improvements, street design guidelines, and implementation strategies.

The plan will be developed concurrently and coordinated with the RTP update and its recommendations will be adopted into the RTP.

LOCAL CONTEXT

Portland Freight Master Plan

City of Portland, currently undergoing adoption process (2006)
http://www.portlandonline.com/transportation/index.cfm?&c=38846

The Freight Master Plan provides a road map for managing freight movement and commercial delivery of goods and services in the Portland, today and into the future. The goal is to foster a freight system that works for the community. The Freight Master Plan objectives center around three main themes: mobility, livability, and healthy economy.

- *Mobility:* Ensure Portland's transportation system can meet increased freight and goods movement demand. Understand where we need to invest in system improvements for all modes of freight.
- *Livability:* Develop strategies for reducing community impacts from freight movement. Look for ways to balance truck movement needs with those of other transportation modes.
- *Economy:* Recognize role of goods delivery in supporting healthy, vibrant industrial districts, mixed use centers, and main streets. Use strategic investments in freight transportation to benefit existing businesses and attract new ones.

The development of the Freight Master Plan occurred in two phases. The first phase of planning began in January 2003 and accomplished the following:

- Completion of the Freight Master Plan - Interim Report, which built the case for freight planning and identified the Plan's objectives.
- Adoption of a City Council resolution that acknowledged the importance of goods movement to Portland's economy, established the Portland Freight Committee, directed PDOT to develop a Freight Master Plan, and identified short-term opportunities for freight mobility improvements.
- Evaluation of existing freight policies, identification of freight-related issues, development of freight mobility project prioritization criteria, compilation of previously identified freight projects, and research on freight street design considerations.

The second phase of the Plan began in July 2004. In this phase, a set of technical analyses of needs and deficiencies, and identified solutions in the form of policy revisions, infrastructure improvements, and implementation activities were completed. The supporting technical documentation for the Freight Master Plan is contained in a series of technical memoranda prepared by staff with support from a consultant team:

- Innovations & Trends Report
- Synthesis of Data Report
- Existing Conditions Report
- Needs Assessment Report
- Solutions and Strategies Report
- Freight Performance Measures and Indices Report
- Freight Coordination within the Portland Office of Transportation Report

This background data will be used as a springboard for Metro's Regional Freight Plan which will be developed concurrently to the RTP update. Relevant date includes trends, community issues, deficiencies, and system needs for the "first and last mile" connectors that serve many of the region's freight terminals and industrial districts.

Springwater Master Urbanization Plan and Springwater US 26 Corridor Concept Design and Access Plan
June 2005

On December 12, 2002 the Metro regional government adopted an 18,700-acre expansion of the Urban Growth Boundary (UGB), including the 1,575-acre Springwater area southeast and adjacent to Gresham. The City of Gresham developed the two planning efforts concurrently. The Springwater Community Plan effort resulted in land use, transportation and natural resources plans and policies; public infrastructure and services plans and projects; and economic development strategies that will guide development of the area as it transitions from primarily rural residential to primarily industrial, with some housing and commercial services. The planning effort identified several new collector and arterial connections, and upgrades to existing streets to serve the area.

The Springwater US 26 Concept Design and Access Plan assessed the Springwater Community plan transportation network and evaluated access alternatives along the US 26 corridor through Springwater that provide mobility (for the general traveling public, freight, and alternative modes) and connectivity within the Springwater community. The evaluation also considered safety, ODOT design standards and impacts to the environment and private properties. The study resulted in a recommended US 26 corridor concept to be used as the starting point in an environmental assessment and detailed refinement process. In general, the US 26 corridor will be developed from north to south and will tentatively utilize a Proposed Collector at the north end as a temporary connection to US 26 until the transportation demand supports building the Proposed Arterial B diamond interchange to the south as the permanent connection to US 26.

The transportation and land use recommendations of these planning efforts will be considered as part of the update to the regional transportation plan.

Damascus/Boring Concept Plan
Clackamas County, with various regional partners, December 2005
http://www.co.clackamas.or.us/dtd/lngplan/damascus/

The Damascus/Boring Concept Plan is the result of a 2-year cooperative planning effort to create a plan and implementation strategies for development of approximately 12,000 acres located south of Gresham and east of Portland and urban Clackamas County. The concept plan is a follow-up to a December 2002 regional decision by Metro to bring the area inside the urban growth boundary. The concept plan is the first step in planning for urban development in the area, and will be followed by more detailed comprehensive planning by the cities of Damascus and Happy Valley before any new urban development can occur in the study area. Some important elements of the plan include:

- A land-use element that identifies a combination of uses and densities that support local and regional needs, provides a diverse range of housing, identifies commercial and industrial employment opportunities that create opportunities for residents to work near their home
- A transportation system element that serves regional and community travel needs and informs the Sunrise Project planning process
- A Natural resources element that identifies natural resource areas and protection strategies
- A public infrastructure and facilities element and funding strategies for water, sewer, storm water, parks, schools, fire and police

The concept plan has several implications for the RTP update. Its implementation strategies recommend the following:

- Incorporate regionally-significant transportation improvements and rough cost estimates.
- Amend the RTP system maps: motor vehicles, freight, bike and pedestrian system (to include regional trails with a transportation function), Public Transportation system (and transit service strategy map).
- Design Damascus Boulevard and its transitions to a major arterial.
- Amend Sunrise corridor refinement planning requirements to address implementation direction for the limited-access principal arterial connection, including the concept plan vision for a "parkway." The refinement plan guidance should be expanded to include:
    - Design elements, phasing, right-of-way preservation, acquisition and access management.
    - Identify needed state goal exceptions
    - Identify needed design exceptions
- Amend Section 6.7.5 to add a new Type II corridor refinement plan to evaluate Highway 224 from Rock Creek junction to Amisigger Road.
- Amend Powell/Foster Corridor Phase 2 corridor refinement planning requirements to address the following outstanding issues:
    - Develop a long-term strategy to protect the 162nd Avenue and Barbara Welch Road corridors from cut-through traffic and determine the

appropriate cross section(s) to improve motor vehicle, bicycle and pedestrian safety and access.

- Evaluate the 222nd Avenue corridor north of Borges Road to develop a long-term strategy to protect the corridor from cut-through traffic and determine the appropriate cross section to accommodate travel demand and improve motor vehicle, bicycle and pedestrian safety and access. The corridor is constrained by significant topographic and environmental features and travels through Gresham neighborhoods to the north, limiting capacity increases to adequately accommodate projected travel demand.

- Amend regional street design policies and guidelines to incorporate a "Parkway" design to the Throughway design types.

METRO

PEOPLE PLACES
OPEN SPACES

DRAFT

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
PLAN CYCLES AND CERTIFICATION				
1.	Update cycles for MPO plans changed from three to four years.	Transportation plans in nonattainment and maintenance areas must be prepared and updated "*...every 4 years...*" Amended 23 U.S.C.134(i)(1) FHWA and FTA have determined that MPOs are allowed to comply with existing planning regulations for plans currently under development. However, any plans adopted after July 1, 2007 must comply with all of the SAFETEA-LU provisions.	Updates required every three years.	The RTP update (and FHWA/FTA certification of the conformity determination) must be completed by March 2008 - four years after the date of the FHWA/FTA conformity determination of the current RTP. The resulting RTP must reflect all SAFETEA-LU planning provisions at the time of the FHWA/FTA conformity determination. Projects reflected in the MTIP and STIP must be consistent with the respective transportation plans.
2.	TMA certification cycle changed from every three years to every four years.	Transportation Management Areas are to have certification reviews at least every four years. Amended 23 U.S.C. 134(i)(5)(A)	Certifications required every three years.	Current plan and process comply with this. The most recent certification will be adopted in April 2006, consistent with this requirement.
AIR QUALITY				
3.	Conformity determinations must be made at least once every 4 years.	Amended 23 U.S.C.176	Conformity determinations required every three years.	See above.
4.	Allows a 12-month grace period before the conformity lapse takes effect.	Amended 23 U.S.C.176	If the deadline is missed, a conformity lapse occurred immediately.	This effectively allows an additional year to achieve conformity.

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
5.	Conformity time horizon revised.	Conformity determination may, in some cases, be based on a time horizon that is shorter than the 20-year horizon of the long-range transportation plan. The shorter time horizon would be: (1) the 10th year of the plan; (2) the latest year for which there is an emissions budget in the SIP; or (3) the year of completion of a regionally significant project – whichever is latest. This option can only be used after consultation with the applicable air quality agency and opportunity for public comment. If this option is used, the conformity finding must be accompanied by a "regional emissions analysis" for the out-years of the plan – e.g., if conformity is based on Year 10, an analysis is required for emissions in Years 11-20. Amended 23 U.S.C.176	Required determination to include the 20th year of the plan as well as intermediate years (i.e., years 5, 10 and 15).	Current plan and process comply with this. This provides additional flexibility for completing a conformity determination and will be considered as part of the air quality conformity consultation process for the 2035 RTP update.

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
EXPANDED SCOPE				
6.	Environmental planning factor expanded to include consistency of plan with planned growth and development plans.	Expands environmental planning factor to include: *"(E)...promote consistency between transportation improvements and State and local planned growth and economic development patterns;"* Amended 23 U.S.C.134(h)(1)(E)	Not required, but addressed by the 2040 Growth Concept and 2004 RTP.	Current plan and process comply with this. Metro links the RTP with the 2040 Growth Concept, the long-range growth management strategy for the Portland metropolitan region. The 2004 RTP identifies policies, projects and strategies that promote consistency with growth and development patterns. In 2005, Metro initiated a "New Look" – which will reevaluate the 2040 Growth Concept and will result in updated RTP policy, project and implementation strategies to better link land use, transportation and economic goals.
7.	Security separated as a stand-alone planning factor.	The factors that must be considered in the planning process were increased by splitting safety and security into separate factors: *"(B) increase the safety of the transportation system for motorized and nonmotorized users:* *(C) increase the security of the transportation system for motorized and nonmotorized users;"* Amended 23 U.S.C.134(h)(1)(C)	Safety and security were coupled in the same factor.	Current plan and process do not specifically address this. In the 2004 RTP, there was minimal discussion of security. Need a separate discussion of transportation system security. Planning process must consider projects and strategies that will increase the security of the system for its users. This will be addressed as part of the

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
		According to the FHWA/FTA Interim Guidelines, the split was intended to signal an increase in the importance of security.		upcoming RTP update.
8.	Intermodal connectors added as transportation facility.	Plan is to include "*Identification of transportation facilities (including roadways, transit, multimodal and intermodal connectors)...*" Amended 23 U.S.C.134(i)(2)(A)	Identification of transportation facilities other than intermodal was required in 2004.	Current plan and process comply with this. The 2004 RTP identifies intermodal connectors on Regional Freight System and Regional Public Transportation System maps. The maps and related policies will be reviewed and updated during the 2035 update.
9.	Plan to include accessible pedestrian walkways and bicycle facilities.	The plan is to "*...provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities)...*" Amended 23 U.S.C. 134(c)(2)	Not specifically required, but addressed in the 2004.	Current plan and process comply with this. The 2004 RTP identifies regional bike and pedestrian facilities on Regional Bike System map and Regional Pedestrian system map, bike and pedestrian projects and implementation strategies, which will be updated during 2035 update.
10.	Plan to distinguish between operations and capital investments by including separate operational and management strategies.	Plan must identify "*operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods...*" and	Not required, but addressed in part by the transportation system management policies, projects and strategies in the 2004 RTP.	Current plan and process partially comply with this. Metro's RTP includes operational and management strategies such as transportation system management (TSM) and transportation demand

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
		"*capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.*" Amended 23 U.S.C.134(i)(2)(D)		management (TDM) as stand-alone policies and projects and within the Congestion Management System framework. In addition, in 2005 the region received a grant from FHWA to develop a Regional Transportation System Management and Operations (TSMO) plan and an RCTO that describes the region's vision for operation of the transportation system. This work will be conducted in coordination with the RTP update. These policies, projects and strategies will be expanded during the RTP update.
EXPANDED CONSULTATIONS AND MITIGATION				
11.	Plan to include discussion of environmental mitigation activities.	Plan must include "*a discussion of types of potential environmental mitigation activities and potential areas to carry out these* activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan." Amended 23 U.S.C.134(i)(2)(B)	Not required, but addressed in part in the 2004 RTP process.	Current plan and process partially comply with this. Metro encourages environmental mitigation through its Livable Streets program, which has published three handbooks: Livable Streets, Green Streets and Trees for Green Streets. A fourth handbook, Wildlife Crossings will be published in 2007. Need to expand discussion of these and other appropriate strategies in the 2035 RTP.

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
12.	Process to include expanded environmental mitigation consultation.	The discussion of potential environmental mitigation activities "*...shall be developed in consultation with Federal, State, and tribal, wildlife, land management and regulatory agencies.*" Amended 23 U.S.C.134(i)(2)(B)	Not required, but addressed in part as part of the stakeholder involvement in development of 2004 plan and Metro's Green Streets handbook in 2001.	Current plan and process partially comply with this. Metro's Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) include representatives from the Oregon Department of Environmental Quality (DEQ); the Metro Technical Advisory Committee (MTAC) and Metro Policy Advisory Committee (MPAC) include representatives from the Oregon Department of Land Conservation and Development (DLCD). Need to ensure and document that other agencies are included in the consultation process, and in the Participation Plan (see below).
13.	Encourages consultation with planning officials responsible for planning activities affected by transportation.	MPOs are "*encouraged*" to consult with "*...State and local planned growth, economic development, environmental protection, airport operations, and freight movement...*" officials or "*coordinate its planning process with such planning activities.*" Amended 23 U.S.C.134(g)(3)	Not required, but addressed in the 2004 RTP.	Current plan and process comply with this. This practice will continue to be followed during the 2035 update.

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
14.	Expands consultations as appropriate.	The MPO *"shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range plan."* Amended 23 U.S.C.134(i)(4)(A)	Was addressed in part in the 2004 RTP as part of stakeholder involvement.	Current plan and process partially comply with this. Consultation process will need to be expanded as appropriate and documented in the 2008 RTP.
15.	Plan to consider resource maps and inventories.	The consultation shall involve, as appropriate, comparisons of transportation plans with "*State conservation plans or maps*" or "*inventories of natural or historic resources*" if available. Amended 23 U.S.C. 134(i)(4)(B)	Not required, and was not addressed in the 2004 RTP.	Current plan and process does not specifically address this. Must be done for the 2035 RTP in coordination with New Look process. High mortality wildlife crossings will be identified.
16.	Process to provide reasonable comment opportunities to expanded list of interested parties.	MPO to provide "*...representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled...with reasonable opportunity to comment on transportation plan."* Amended 23 U.S.C. 134(i)(5)(A)	Not required, and was addressed in the 2004 RTP.	Current plan and process comply with this. This practice will continue to be followed during the 2035 update.
EXPANDED PARTICIPATION REQUIREMENTS				
17.	Elements of Participation Plan expanded.	MPOs must develop and use a participation plan that is "*...developed in consultation with all interested parties;*" and provides "*reasonable opportunities*" for all interested parties "*to comment on the content of the transportation plan*"	While TEA-21 did not require a formal participation plan, it did call for providing "*...reasonable opportunity to comment on the long-range transportation plan.*"	Current plan and process comply with this. Metro has a public involvement policy for transportation planning that requires development of a public

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
		before approval. Amended 23 U.S.C. 134(i)(5)(B) MPOs are to develop, adopt and utilize "participation plans". These plans are to: 1. Provide reasonable opportunities for interested parties (including users of transportation services and recipients of transportation assistance) to comment on the plan and program; 2. Be developed in consultation with all interested parties; and 3. Afford participants an opportunity to comment on the plan prior to approval.	This was addressed in the 2004 RTP.	participation plan for all major transportation planning activities. The policy also identifies public involvement standards that must be met when Metro develops transportation projects and programs. Standards include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policy also defines standards that local governments must meet when developing projects that are submitted to Metro for funding. The policy was last reviewed and updated in 2004 and will be followed for the 2035 RTP update.
18.	Public meetings	In carrying out the public participation plan, public meetings are to be conducted at convenient and accessible locations at convenient times. Amended 23 U.S.C. 134(i)(5)(C)(i)	Not required, but was addressed in the 2004 RTP. Convenient and accessible public meetings were held for the 2004 RTP update.	Current plan and process comply with this. This practice will continue to be followed during the 2035 update.
19.	Visualization techniques	In developing the long-range plan, MPOs shall *"to the maximum extent practicable…employ visualization techniques to describe plans…"* Amended 23 U.S.C. 134(i)(5)(C)(ii)	Not required, but was addressed in the 2004 RTP. Visualization techniques were employed in the review process for the 2004 RTP.	Current plan and process comply with this. Metro currently uses a variety of visualization techniques including: Metro website, maps, slideshows, publications such as newsletters, fact sheets and the Livable Streets

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
				Program handbooks which include illustrations of street cross sections and intersection treatments. Opportunities to include additional visualization techniques will be considered during the 2035 update.
20.	Electronic access to plans	MPOs should publish and make available on the internet its plans and TIPS. MPOs shall also "*make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate...*" Amended 23 U.S.C. 134(i)(5)(C)(iii)	Not required, but was addressed in the 2004 RTP. Draft RTP documents were made available on the Metro website during the 2004 process.	Current plan and process comply with this. This practice will continue to be followed during the 2035 update.
21.	Electronic publication of plan	MPOs shall publish or otherwise made readily available for public review transportation plans "*including (to the maximum extent practicable) in electronically accessible formats...such as the World Wide Web...*" Amended 23 U.S.C. 134(i)(6)	Not required, but was addressed in the 2004 RTP. Metro's 2004 RTP and Appendices are available on its website at http://www.metro-region.org/rtp	Current plan and process comply with this. This practice will continue to be followed during the 2035 update.
ADDITIONAL REQUIREMENTS				
22.	Addition of transit operator in the development of funding estimates for the financial component of the plan.	Development of estimates of funds that will be available to support plan implementation must be a cooperative effort among the MPO, State and transit operators. Amended 23 U.S.C. 134(i)(2)(C)	Previously, only the MPO and the State were required in developing funding estimates. However, Metro relied on ODOT, TriMet, SMART and C-TRAN for funding estimates for the 2004 update.	Current plan and process comply with this. This practice will continue to be followed during the 2035 update.

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
23.	Congestion Management Process	Transportation Management Areas are to develop and utilize Congestion Management Processes (formerly Congestion Management Systems) in the development of their plans and TIPs. Amended 23 U.S.C. 134(K)(3)	2004 RTP addressed CMS, although FHWA and FTA issued a corrective action that directed Metro to develop a CMS Roadmap to more clearly document how the RTP addresses the CMS provisions.	Current plan and process comply with this. Metro has submitted a Congestion Management System Roadmap to FHWA. The Roadmap describes Metro's current efforts to meet the TEA-21 CMS requirements, its five-year vision, and the steps necessary to achieve the vision. The roadmap has promised that future RTP updates will more thoroughly investigate the causes of congestion and monitoring data. This will be addressed during the 2035 RTP process.
24.	Coordinated Public Transit / Human Services Plan	As a prerequisite to receiving FTA funds for: 1. Special Needs and Elderly. 2. Job Access and Reverse Commute. 3. New Freedom Proposed projects much come from a public transit / human services transportation plan. Amended 23 U.S.C.	The 2004 RTP included policies, projects and strategies to implement recommendations from the 2001 Elderly and Disabled Transportation Plan.	Current plan and process comply with this. The Tri-County Elderly and Disabled Transportation Plan (2001) is currently being updated to become a "Public Transit-Human Services Transportation Plan" as required by SAFETEA-LU. Metro participates in this effort and will ensure that the plan is consistent with Metro's Participation Plan (Public Involvement Policy for Transportation Planning). Findings and recommendations of the Public Transit-Human Services

2035 Regional Transportation Plan Update:
Summary of SAFETEA-LU (P.L. 109-59) Requirements For Metropolitan Transportation Planning

	SUMMARY OF CHANGE	SAFETEA-LU PROVISIONS AND CODE CITATION	TEA-21 REQUIREMENTS IN 2004 RTP	IMPACT ON 2035 RTP UPDATE
				Transportation Plan will be documented and addressed as part of the 2035 RTP update.
25.	Due consideration of other planning activities required.	Metropolitan transportation plans and TIPs are required to be "*developed with due consideration of other related planning activities within the metropolitan area.*" In addition, SAFETEA authorizes a new categorical program for highway safety, the Highway Safety Improvement Program (HSIP). This program, to be administered by the State DOT, requires the development of "*...a State strategic highway safety plan.*" Amended 23 U.S.C. 148	Not specifically required, but addressed in part in 2004 RTP.	Current plan and process comply in part with this. Because the MPO's long-range transportation plan is to take into consideration "*...other types of planning activities...*" (Amended section 134(g)(3)), and safety is one of the 8 planning factors in SAFETEA-LU, the 2035 RTP update will consider these and other planning activities identified in a separate memo titled "2035 RTP Update: Background Documents Review" *(March 30, 2006)* This includes consideration of New Look process, Oregon Transportation Plan update and Transportation Planning Rule amendments.

FEBRUARY 2006

New Look

Getting From Here to There

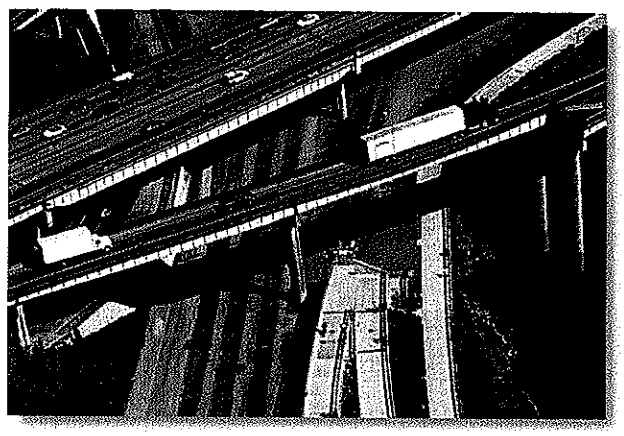
A NEW LOOK AT REGIONAL CHOICES FOR HOW WE GROW

METRO

PEOPLE PLACES
OPEN SPACES

A safe, reliable, and efficient transportation system is critical to the economy of the Portland metropolitan region. Likewise, ensuring that people have a range of options for getting where they need to go is essential to support vibrant neighborhoods and communities throughout the region. By integrating transportation planning with land use planning, the region can provide for mobility and accessibility in a way that saves tax dollars, improves our economy, promotes public health and safety, protects air and water quality, and enhances our quality of life.

POLICY FRAMEWORK



One of Metro's major responsibilities under both state and federal law is the development of the Regional Transportation Plan (RTP), the 20-year blueprint that guides investments in the region's transportation system. Developed in collaboration with the local governments of the region, the RTP establishes policies for all modes of travel — motor vehicles, transit, walking, and bicycling — as well as the movement of freight throughout the region. The plan also includes funding strategies to implement short- and long-term transportation priorities.

The Metro Council has initiated an update to the RTP that will be closely coordinated with the New Look regional planning process and the development of a regional freight plan. The RTP update will also incorporate a new approach designed to better address the growing disconnect between funding shortfalls and future transportation needs in a rapidly growing region. Rather than focusing on building a list of projects that the region cannot afford, this new approach provides an opportunity to reframe the discussion around delivering specific results that citizens value at a price they are willing to pay.

THE CHALLENGE

The region has aggressively implemented state policy calling for reduced reliance on any single mode of transportation. In practice this has meant complementing the region's roads and highways with a comprehensive public transit network; taking seriously the needs of pedestrians and bicyclists in addition to cars; and integrating land use and

over

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REGIONAL CHOICES

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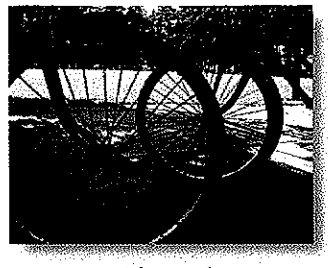
transportation planning by promoting compact urban form and mixed-use development.



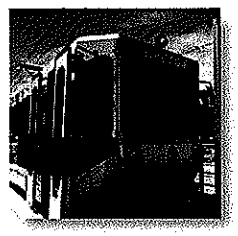
Providing for our future transportation needs will be made more difficult by several key challenges, all of which have important implications for the region's ability to achieve its economic and community goals.

Growth: As the region expands to accommodate the one million new residents that are expected to be living here by 2030, major new transportation investments will be required to serve both developed and developing areas.

Congestion: A 2005 study found that the region's excellent rail, marine, highway, and air connections to national and international destinations position it as both a hub for the distribution of goods across the country and a gateway for global trade. These connections make the region's economy highly dependent on transportation. However, projected growth in freight and general traffic cannot be accommodated on the current system. Increasing congestion — even with currently planned investments — will harm the region's ability to maintain and grow business.

Funding: State and local funding for roads and transit is failing to keep pace with current needs, to say nothing of the growth expected in the coming decades. Funding has been identified for less than half the $10 billion cost of the projects in the current Regional Transportation Plan. Furthermore, these capital expenditures compete against critical needs for operations and maintenance of the existing transportation system.

ISSUES TO RESOLVE



- How should the region prioritize needed transportation projects given current funding constraints? How can the region respond to rapid population growth if funding remains static?
- What is the appropriate balance between large projects that serve freight and economic development and other projects that support transportation choices and vibrant centers and neighborhoods?
- Where will the funding come from for the significant infrastructure investments needed to serve new urban areas brought inside the urban growth boundary?
- How can the region ensure that major highway projects solve existing problems rather than inducing demand from outside the region and creating new problems?
- How can we fund multi-modal projects that are critical for community livability but not eligible for highway fund dollars?
- How can the region reconcile the fragmented ownership of its transportation facilities with the need for coordinated governance of the system?
- How can the region best monitor whether its transportation system is successful in meeting regional goals and policies?

ODOT Region 1 150% Candidate Modernization Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)

Key Number	Project Name	150%*	Pre-Estimate*	Project Description	County	RTP #	Freight
2008	**Region 1 Allocation = $19.362M + (DSTIP = $1.5M)**	x 1,000	x 1,000				
13720	**I-205/Mall Light Rail Unit 3**	**$ 5,000**		**Capital funding for light rail project.**	**Clack/Mult.**		
13957	**US26: Staley's Junction Improvement**	**$ 500**		**Interchange Improvements at US26 and OR47.**	**Washington**		State Rt, OFAC
13762	**Sellwood Bridge EIS (D-STIP)**	**$ 1,500**	**$ 1,500**	**Funding for EIS work.**	**Multnomah**	1012	
13955	**2008 PE, R/W and Utilities for I-5 Delta Park Phase 1**	**$ 2,104**		**Funding for project development, right of way acquisition and utility relocations.**	**Multnomah**		
12076	I-5: Delta Park Phase 1 (Victory Blvd. - Lombard St.)	$ 16,000	$ 67,000	Constructs third lane SB. Fully funds project programmed in the 2006-2009 STIP.	Multnomah		State Rt, OFAC
13957	US26: Staley's Junction Improvement	$ 5,000	$ 12,000	Fully funds project programmed in 2006-2009 STIP.	Washington		State Rt, OFAC
14030	I-84: Replace/Lengthen Bridge Structure MP64.44 (Hood River exit 64)	$ 1,539	$ 1,539	Fully funds an OTIA 3 Bridge replacement project on I-84 in Hood River at OR35.	Hood River	N/A	State Rt, OFAC
TBD	I-5: Delta Park Phase 2 (Access Improvements at Columbia Blvd)	$ 9,000	$ 60,000	Access improvements at I-5/Columbia Blvd. This phase funds protective right of way acquisition and begins preliminary engineering.	Multnomah	4006	State Rt, OFAC
	Subtotal	*$ 40,643*	*$ 142,039*				
2009	**Region 1 Allocation = $17.199M + (DSTIP = $0)**						
13759	**Pedestrian & Bicycle Elements for Pres projects**	**$ 1,000**	**$ 1,000**	**Funds bicycle and pedestrian facilities for 2008-2011 STIP Preservation Projects.**	**Various**		
13953	**US26: Langensand Rd - Brightwood Loop Rd**	**$ 1,400**	**$ 1,400**	**Constructs safety improvements between mp27 and mp41.**	**Clackamas**		State Rt
13964	**2009 PE, R/W and Utilities for US26 Glencoe Road**	**$ 3,117**		**Funding for project development, right of way acquisition and utility relocations.**	**Various**		
12885	US26: Sunset Hwy @ Glencoe Road	$ 6,000	$ 26,000	Constructs new interchange at US26 and Glencoe Road. This phase funds preliminary engineering and protective right of way acquisition. Also funds PE and construction for Glencoe Rd (US26 - West Union).	Washington		State Rt, OFAC
TBD	US30: Widening at Van Street	$ 1,700	$ 1,700	Widens US30 and constructs a left turn lane to Van St.(Clatskanie).	Columbia	N/A	State Rt
TBD	US30: Widening at Tide Creek	$ 1,100	$ 1,100	Widens US30 and constructs a turn lane to Tide Creek. (Columbia City).	Columbia	N/A	State Rt
	Subtotal	*$ 14,317*	*$ 31,200*				
2010	**Region 1 Allocation = $17.508M + (DSTIP = $451k)**						
TBD	I-5 SB / I-205 Merge: Acceleration Lane	$ 3,000	$ 3,000	Constructs acceleration lane at merge of I-205/I-5 SB for improved operations and safety.	Washington		State Rt
TBD	US26: 185th Ave - Cornell Road Widening	$ 19,500	$ 19,500	Continues widening from Cornell Road to SW 185th.	Washington	3011	State Rt
TBD	Troutdale Marine Dr/Backage Road	$ 7,900	$ 7,900	Completes Interchange Area Management Plan and constructs a new 2-lane road from I-84 EB off ramp (Marine Dr.) to 257th. Project in local Transportation System Plan.	Multnomah	Amend	
	Subtotal	*$ 30,400*	*$ 30,400*				
2011	**Region 1 Allocation = $17.508M + (DSTIP = $451k)**						
TBD	US26: Springwater Interchange Phase 1	$ 5,800	$ 5,800	Constructs at-grade intersection to serve Springwater industrial area.	Multnomah	phase of 2051	State Rt
TBD	I-5: Wilsonville Interchange	$ 10,500	$ 25,000	Funds interchange improvements at I-5 and Wilsonville. Project to be phased.	Clackamas	6138	State Rt, OFAC
TBD	OR212/OR224 Sunrise Corridor	$ 7,000	$ 60,000	Funds preliminary engineering and protective right of way acquisition.			OFAC
	Subtotal	*$ 23,300*	*$ 90,800*				
	Candidate List of 150%	$ 108,660	$ 290,039				
	Region 1 Modernization Target w/ DSTIP	**$ 73,979**		Region 1 Target = $73.979M available for 08-11 STIP includes $2.402M for DSTIP			
	Bold = Projects funded in the 2006-2009 STIP			**08/09 already programmed = $14.621M**			

OFAC = Project identified on Oregon Freight Advisory Committee Recommendations for High Priority Freight Mobility Projects

State Rt = Project on Oregon State Highway Freight System

*** Project cost based on planning level estimates and are subject to revision after project scoping.**

January 24, 2006

ODOT Region 1 Draft Bridge Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)

Key Number	Project Name	Bridge ID	Pre-Estimate* x 1,000	Project Description	County	Freight
2008						
14014	**OR43: Willamette River Bridge (Oregon City)**	**02552**	**$ 3,514**	**Repair and Rehabilitation**	**Clackamas**	Yes
TBD	US26: West Fork Dairy Creek, MP 46.30	02673	$ 2,024	Replace bridge with new Prestressed Beam bridge (1 mile east of US26/OR47)	Washington	Yes
TBD	Nehalem River, OR47 (Banzer)	03140A	$ 1,346	Place deck overlay; Retrofit rails, Repair cracked girders with post-tensioning; Repair cracked stringers with post-tensioning; Repair cracked cols with ext stirrups, post-tensioning; Repair cracked caps with post-tensioning	Columbia	No
TBD	OR 213 Milk Creek	02120	$ 3,000	Replace bridge which lies between a preservation and safety project.	Multnomah	No
TBD	I-205: Columbia River N Channel, (Glenn Jackson)	09555	$ 2,565	Repair bad deck joints.	Multnomah	Yes
	Subtotal		*$ 12,449*			
2009						
14180	**Lewis and Clark (Longview) Bridge Painting Project**	**02046**	**$ 10,834**	**Repaint Bridge, Partnership with State of Washington**	**Columbia**	Yes
TBD	OR99E: Parrot Creek	00580	$ 1,525	Remove wearing surface & place deck overlay	Clackamas	No
TBD	Mt Scott Creek & Union Pacific RR (82nd Ave)@MP9.67	02135A	$ 378	Retrofit old picket fence railing each side. Bridge is north of Milwaukie Expressway.	Clackamas	No
TBD	OR47: Nehalem River (Miles Bridge - Vernonia)	02323	$ 3,300	Replace bridge. #2 Priority Recommendation from NW Area Commission on Transportation.	Columbia	No
TBD	OR99W over Portland/Western RR (Tigard)	02532	$ 7,615	Replace bridge with new Prestressed Beam Bridge.	Washington	Yes
	Subtotal		*$ 23,652*			
2010						
TBD	OR99E: SE Water Street Viaduct, (McLoughlin Blvd) @ MP12.29	02374	$ 389	Retrofit rails to type F at curb; Repair deck joints; Repair cracks in superstructure; Repair cracks in substructure; Repair & clean rocker bearings; Rail transitions.	Multnomah	No
TBD	OR99E: Partial Viaduct, SB @ MP13.86	07164	$ 693	Replace with Soldier pile retaining wall	Clackamas	No
TBD	I-205: Willamette R & OR99E & OR43,(George Abernethy)	09403	$ 12,823	Place deck overlay; Repair strip seal expansion joints; Repair open expansion joints; Repair other deck joints.	Clackamas	Yes
TBD	I-5 SB Over the Union Pacific RR	S8588E	$ 8,152	Overlay; Retrofit rails; Joint repair.	Multnomah	Yes
	Subtotal		*$ 22,057*			
2011						
TBD	OR8: Dairy Creek on TV Highway	00744B	$ 1,508	Retrofit rails with new historic type rails; Joint repair; Corbel catcher blocks; Cable restraints; Other Phase 1 seismic retrofit work; Rail transitions; New RC end panels	Washington	No
TBD	OR99W over SW Multnomah Blvd	02010	$ 4,498	Replace bridge with new Prestressed Slabs Br with 7' sidewalks, historic rails.	Multnomah	No
	Subtotal		*$ 6,006*			
	Total for 2008-2011 STIP		$ 64,164			

Bold = Projects funded in the 2006-2009 STIP
Freight = Bridge in on State Highway Freight System

	Federal Earmark					
TBD	I-5: SW Iowa Street Viaduct (MP298.2)	08197	$ 20,000	Replace Structure	Multnomah	Yes

*** Project cost based on planning level estimates and are subject to revision after project scoping.**

February 6, 2006

ODOT Region 1 Candidate Safety Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)

Key Number	Project Name	
	2008 Region 1 Allocation = $15.160M	
12840	US26: Wildwood - Wemme	Clackamas
13764	2008 Safety Project	Various
13723	OR213: Cascade Hwy S. @ S Mulino Rd [Left turn]	Clackamas
13729	Light Emitting Diode (LED) Signal Upgrade	Various
13724	OR213: Cascade Hwy S @ S Barnards Rd	Clackamas
13732	2008 Button Replacement Program	Various
13744	Reserve PE & RW Safety 2008	Various
13725	OR 219: Midway - McFee Creek	Washington
13974	Reserve Utilities Safety 2008	Various

	Project Name	
	2009 Region 1 Actual = $12.610M	
13721	OR 219 @ East Laurel Rd.	Washington
13765	2009 Safety Project	Various
13728	OR 99E: MP 14.0 - MP 14.9 (Oregon City)	Clackamas
13722	US 26: Salmonberry Road - Viewpoint Sec (HEP) (Tillamook State Forest)	Washington
13730	Reserve PE & RW Safety 2009	Various
13731	2009 Button Replacement Program	Various
13975	Reserve Utilities Safety 2009	Various
13733	2009 Safety Reserve	Various

2010 Region 1 Allocation = $13.832M
2011 Region 1 Allocation = $14.456M

	Project Name	Begin MP	End MP	Pre-Estimate*	Project Description	Safety Issue	County
TBD	I -5: N Vancouver Av - Burnside Bridge	301.70	302.60	Med	SB Exit Only Lane to Morrison Bridge (add to Paving Project)	Rear End & Side Swipe	Multnomah
TBD	I-5: Interstate Bridge - Jantzen Beach	307.77	307.98	Low	ITS signing (Operations)	SB Rear End	Multnomah
TBD	OR 99E@Columbia Blvd.	-4.01		Med	WB Right Turn Lane on Columbia Blvd	Rear End & Turning	Multnomah
TBD	OR 99W: Capitol Hwy.-SW Huber	6.21	6.30	Med	SB Left turn lane to Capitol Hwy, Two way SW Huber	Turning	Multnomah
TBD	I-84: I-205 to 122nd	9.70	10.00	Med	EB Exit Only Lane, add to I-84 Paving Project	Rear End & Side Swipe	Multnomah
TBD	US 30: Ramp to Lewis & Clark Bridge	48.71	48.74	Low	Acceleration Lane	Rear End	Columbia
TBD	US 26: 122nd to 136th	7.21	7.90	High	Construct center turn lane, bike lanes sidewalks	Rear End &Turning	Multnomah
TBD	US 26: Zig Zag River - Bruin Run Rd	46.02	47.39	High	EB & WB passing lanes, 16'median, realign curve; Add to 2008 Paving Project	Lane Departure	Clackamas
TBD	US 26: Bruin Run Rd - Ski Bowl	47.39	52.50	High	Extend WB passing lane, 16' median (add to 2009 Rock fall Project)	Lane Departure	Clackamas
TBD	US 26: Vista Ridge Tunnel to I-405 South	73.70	2C74.05	Med	Two lane ramp to I-405, Close Montgomery On Ramp	Rear End	Multnomah
TBD	OR 213: Foster Road WB Right Turn Lane	5.76		High	WB Right Turn Lane	Rear End	Multnomah
TBD	OR 213: Foster Road EB Right Turn Lane	5.76		High	EB Right Turn Lane	Rear End	Multnomah
TBD	OR 47: South Fork Dairy Cr - Kemper Rd	86.20	86.80	High	Realign curves and widen shoulders	Lane Departure	Columbia
TBD	US 30 Bypass: NE122nd to NE141st	12.40	13.49	Med	Channelization	Turning & Rear End	Multnomah
TBD	OR 219 @ Midway	8.00	8.50	Med	Realign curve and widen shoulders	Lane Departure	Washington
TBD	OR 219 @ Wolsborn	9.60	9.90	High	Realign curve and widen shoulders; requires bridge	Lane Departure	Washington
TBD	OR 217: Allen Blvd. - Denny Rd	2.48	3.02	Low	Congested Weave Corrections	Rear End	Washington
TBD	OR 213: Mulino-Blackman's Corner	11.30	16.10	Med	Widen Segments with narrow shoulders (add to STIP Paving Project)	Off Road	Clackamas
TBD	OR 224 @ Johnson Rd	3.60	3.80	Low	Add third lane eastbound through signal	Rear End	Clackamas
TBD	OR 224: Carver - Barton	9.21	15.00	High	Realign curves and widen shoulders (add to STIP Paving Project)	Lane Departure	Clackamas
TBD	OR 224 @ Tong Rd	10.00	10.60	High	Channelization (add to STIP Paving Project)	Lane Departure	Clackamas
TBD	OR 224 @ SE 197th Ave	11.30	11.70	High	Realign curves widen shoulders (add to STIP Paving Project)	Lane Departure	Clackamas
TBD	OR 224: MP 12.2 - 232nd Ave	12.20	13.50	High	Realign curves and widen shoulders (add to STIP Paving Project)	Lane Departure	Clackamas
TBD	OR 224 @ SE 232nd Ave	13.50	13.90	High	Channelization requiring a bridge (add to STIP Paving Project)	Lane Departure	Clackamas
TBD	OR 212 Sunnyside Road-Royer Road	2.50	2.85	Med	2nd eastbound lane	Rear end & turning	Clackamas
TBD	Region 1 Reflective Pavement Markers			Low	Bi-yearly projects to replace pavement markers (Operations)		Region-wide
TBD	Funding for Durable Striping in Preservation Projects			High	Operations		Region-wide
	Total for 2008-2011 STIP			**$56.058M**			

Cost Low <$1,000,000; Medium $1,000,000 to $3,000,000; High > $3,000,000

Bold = Projects funded in the 2006-2009 STIP

**Cost estimates and years to be determined during project scoping.*

*** Project cost based on planning level estimates and are subject to revision after project scoping.**

February 6, 2006

ODOT Region 1 Candidate Preservation
Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)

Key Number	Project Name	In current STIP*	Project Description	County
2008	Region 1 Actual Allocation = $10.729M	x1,000		
13715	US 26: E. Mountain Air Dr. - E. Lolo Pass Rd.	$ 2,411		Clackamas
13716	US 26: MP 44.03 - MP49.2	$ 2,135		Clackamas
13708	US 30: Yeon Steet Preservation	$ 2,605		Multnomah
13712	US 26: SE 51st - I-205 (East Portland Freeway)	$ 2,000		Multnomah
13713	US 26: MP37.26 - MP39	$ 1,353		Multnomah
13972	Reserve PE & RW Preservation 2008	$ 726		Various
13970	Reserve Utilities Preservation 2008	$ 292		Various
2009	Region 1 Actual Allocation = $13.098M + 4.3M			
13706	OR224: Jct Hwy 172 - Jct Hwy 161	$ 3,146		Clackamas
13709	OR213: MP7.7 - MP 10.75	$ 1,275		Clackamas
13710	OR213: S. Henrici Road - S Monte Carlo Wy	$ 813		Clackamas
13971	Reserve Utilities Preservation 2009	$ 304		Various
13973	Reserve PE & RW Preservation 2009	$ 754		Various
13707	US26: North Plains - Cornell Rd	$ 9,536		Washington
TBD	OR213: Oregon City bypass I-205-Conway	$ 4,300	Pavements Committee selected this project for funding in 2009, project wil be added to the 2006-2009 STIP via OTC amendment	Clackamas

* Amounts programmed may include funds from other programs (ie. Operations and Safety)

				Pre-Estimate**		
2010	Region 1 Allocation = $19.4M					
2011	Region 1 Allocation = $20.3M	Begin MP	End MP	x1,000		
TBD	OR43: I-5 - Terwilliger (Macadam)	0	2.79	$ 5,900	Urban	Multnomah
TBD	OR8: Sunset Hwy - Hwy 217 (Canyon Road)	0.05	3.18	$ 3,150	Urban	Washington
TBD	OR43: McVey - I-205	6.7	11.66	$ 3,750	Urban	Clackamas
TBD	OR8: Minter Br. Rd. - Forest Grove	11.28	17.46	$ 8,810	Urban - Project runs through City of Hillsboro - Will need to be supplemented with other funds	Washington
TBD	OR141 and OR210: Hall, Boones Ferry, Scholls Ferry	2.57	various	$ 6,770	Urban - Beaverton / Tigard - Will need to be supplemented with other funds	Washington
TBD	OR10: Farmington Rd (SW 198th - SW173rd)	5.88	7.53	$ 1,160	Urban - Will need to be supplemented with other funds	Washington
TBD	OR219: OR8 - Farmington Rd.	0	5.43	$ 2,960	Urban / Rural	Washington
TBD	US26: Military Cr. Rd. - Wolf Cr.	26	37.4	$ 4,620	Rural	Washington
TBD	US26: Wolf Cr. - West Fork Dairy Cr.	37.4	45	$ 4,500	Rural	Washington
TBD	OR47: US26 - Banks	80.8	82.85	$ 1,170	Rural	Washington
TBD	OR99E: MLK Viaduct - Kellog Cr.	1.31	5.97	$ 6,440	Urban	Multnomah
TBD	US30B: NE 60th - Sandy Blvd	9.2	11.25	$ 2,050	Urban	Multnomah
TBD	OR99E: I-5 - Columbia Blvd	-6.09	-4.01	$ 3,410	Urban	Multnomah
TBD	OR99E: Naef - MP 13.04	9.19	13.04	$ 5,450	Urban	Clackamas
TBD	US26: I-205 - Gresham (SE 182nd Ave)	5.75	9.96	$ 2,960	Urban - Will need to be supplemented with other funds	Clackamas
TBD	OR213: 82nd (NE. Killingsworth - Hwy. 224)	0	10.18	$ 15,790	Urban - Will need to be supplemented with other funds	Multnomah / Clackamas
TBD	OR213: I-205 - Conway	0	4	$ 5,740	Urban	Clackamas
TBD	OR99E: City of Canby	20.46	22.11	$ 3,300	Urban	Clackamas
TBD	US30B: Lombard Street	1.31	6.25	$ 21,930	Urban - Will need to be supplemented with other funds	Multnomah
TBD	OR211: OR213 - Mathias Rd (Molalla)	11	13	$ 1,480	Urban - Will need to be supplemented with other funds	Clackamas
TBD	US30: City of Cascade Locks	29.7	30.33	$ 930	Project runs through City of Cascade Locks	Hood River
TBD	US26: Sandy - MP 30 (add 33.2-34.1 if needed)	22.49	34.1	$ 8,250	Urban / Rural - Project runs through City of Sandy	Multnomah
TBD	OR281/282: Hood River - OR35	0	5.09	$ 3,620	Urban / Rural	Hood River
TBD	OR211: Meadowbrook - Hult Rd.	16.39	20.89	$ 1,580	Rural	Clackamas
TBD	OR224: Rock Cr. - Eagle Cr.	8.15	17.92	$ 3,440	Rural	Clackamas
TBD	OR224: Estacada - Forest Bdry.	23.84	31.56	$ 3,180	Rural	Clackamas
TBD	OR211: Sandy - Eagle Cr.	-0.23	5.94	$ 2,160	Rural	Clackamas
TBD	US26: MP49.2 - 62.15	49.2	62.15	$ 11,420	Rural	Clackamas
TBD	OR35: Jct. US26 - Polallie Cr	57.2	73.18	$ 11,740	Rural	Hood River
	Total			$ *157,660*		

**Pre-estimate figures are for paving work only and does not include other features (drainage, curbs, sidewalk)

Region 1 Preservation Target for 2010 and 2011 — **$39.7M** — Region 1 Target (Urban) = $17.7M, Target Lane Miles = 53.6; Region 1 Target (Rural) = $22.0M, Target Lane Miles = 88.1

Total Preservation Target for 2008-2011 — **$67.827M**

Bold = Projects funded in the 2006-2009 STIP

08/09 already programmed = $28.127

*** Project cost based on planning level estimates and are subject to revision after project scoping.**

February 6, 2006

JPACT Discussion on Regional Transportation Plan
March 9, 2006

JPACT - REGIONAL TRANSPORTATION PLAN

KEY ISSUES

- MOVING TOWARD LARGE (RATHER THAN SPREAD OUT) LAGR EXPANSIONS - INFRASTRUCTURE ISSUE
- CATCH UP & REDEVELOPMENT VS NEW
- IMPORTANCE OF THINKING BEYOND METRO'S BORDERS
- DON'T FORGET ABOUT EXISTING COMMITMENTS, regional TIF?
- MAJOR INFRASTRUCTURE INVESTMENTS - SELLING TO STATE & FEDS → FINDING SOURCES
- AIR QUALITY HAS BEEN A SUCCESS/WILL BE A CHALLENGE
- CONVERSATION ABOUT TOLLING → [illegible]
- ENVIRONMENTAL IMPACTS DURING CONSTRUCTION
- CORRIDOR PLANNING → HOW FIT INTO BIG PICTURE
- LAND USE/TRANSPORTATION CONNECTION
- STAFF RESPONSIVENESS TO COMMENTS IS KEY
- PEDESTRIAN CONNECTIONS
- NEED TO LOOK TOWARD MORE EFFICIENT USE OF EXISTING ARTERIALS
- ADT'L ACCESS TO OUTLYING AREAS CREATES NEW ISSUES
- [illegible] IN RTP ARE AWKWARD
- [illegible] LARGE BRIDGES
- [illegible] STAKEHOLDERS ON RESULTS OF RTP
- [illegible] HOW FUNDING HAPPENS
- [illegible] PRIORITIES
- [illegible] PRICE PER TRIP [illegible]
- [illegible] & FUEL COSTS CHANGING DECISIONS
- [illegible] OF CURRENT SYSTEM

PROCESS PRINCIPLES

- NEED CLEAR PRIORITIES AMONG PROJECTS
- COMMUNICATING TRADEOFFS & PAYBACKS TO LEADERS & CITIZENS
- GET JPACT/TPAC OUT TALKING TO CITIZENS
- MANAGE EXPECTATIONS → NOT ENOUGH MONEY
- CLEAR STANDARDS & CRITERIA
- CONSIDER IMPACTS OF INVESTMENTS ON EXISTING AREAS
- NEED MORE COMPREHENSIVE UNDERSTANDING OF LOCAL & REGIONAL CURRENT SITUATION
- EVALUATE SUCCESS/FAILURES IN EXISTING PLAN (RTP)
- PUBLIC OPINION RESEARCH ABOUT WHY PEOPLE MAKE TRANS CHOICES
- COMMUNICATE CHOICES → CONSIDER OPERATION SOLUTIONS
- CONSIDER MGMT. IMPROVEMENTS
- EVALUATE EXISTING COMMITMENTS
- INCLUDE MPACT & BUSINESS COMMUNITY

WHO & HOW INVOLVED

- TRUCKERS
- AAA
- BUSINESS
- JPACT/TPAC/MPACT
- RTC → REGIONAL VISION
- BI-STATE COORDINATING COMM
- COUNTY/CITY COORD COMMS
- FED. HWY ADMINISTRATOR
- FED. REPS
- LEGISLATORS
- RURAL NEIGHBORS
- LOWER INCOME COMMUNITIES
- POLLING
- [illegible]
- [illegible]
- TOURS

METRO REGIONAL TRANSPORTATION PLAN - 3/7/06

PROBLEMS

- EXPECTATION OF MORE MONEY
- PAST COMMITMENTS FOR UNBUILT PROJECTS
- JURISDICTIONAL INTERESTS ARE NOT ALWAYS THE SAME AS PUBLIC INTERESTS, METRO PROCESSES FOCUS ON JURISDICTIONS
- WE'RE NOT EVEN LOOKING AT THE RIGHT ALTERNATIVES
- [illegible] IN THE FISCAL STRUCTURES, [illegible] THE OVERALL VISION
- [illegible] TO CHALLENGE THE EARLY PROCESS [illegible] OUTCOMES [illegible] PROJECTS
- [illegible]
- [illegible] OFTEN VIEWED AS A BARRIER

PRINCIPLES

- PROCESS IS ONGOING & EVOLVING AS WE GO
- OPPORTUNITY TO FUNDAMENTALLY RETHINK WHAT WE'RE DOING; TAKE ADVANTAGE OF NEW TECHNOLOGIES & OUTREACH MEANS
- NEED TO RETHINK THE PROBLEMS
- INDIVIDUAL ACTORS MUST BUY IN TO OUTCOMES & POTENTIALLY REDESIGN INSTITUTIONAL ARRANGEMENTS
- CHAPTER 1: BALANCED TRANSPORTATION PLAN
- MAKE THE CONVERSATION ACCESSIBLE TO THE PUBLIC
- PART OF AN OVERALL DISCUSSION OF COST OF GROWTH
- [illegible] EXTERNALITIES
- [illegible]
- [illegible] MAYORS
- [illegible] INVESTMENT

PARAMETERS

- RTP ISN'T THE END, IT'S THE MEANS
- ↳ NEW LOOK SHOULD BE THE DESIRED END
- BE SURE TO BRING STAKEHOLDERS ALONG WITH US
  - → JURISDICTIONS, GENERAL PUBLIC
- BE OPEN TO PRIORITIES WE DON'T EXPECT / LIKE
- DECISIONS BASED ON FACTS → [illegible] NEED TO BUILD AGREEMENT ON WHICH FACTS
- MAKE THIS AN <u>EDUCATIONAL</u> PROCESS
  - → COMMUNICATION IS KEY
- LET PEOPLE TELL US WHAT TO MEASURE / MODEL
- THINK OF NEW LOOK [illegible]
- TEMPLATE [illegible]