BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FY 2007 UNIFIED PLANNING WORK PROGRAM	)))	RESOLUTION NO. 06-3668 Introduced by Michael Jordan, COO in concurrence with Council President Bragdon

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 13th day of April 2006.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

Approved Одобрений Совет Метро Metro Council METRO COUNCIL

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

EXHIBIT A to Resolution No. 06-3668

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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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

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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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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.

FY 2007 UPWP for Clark County: Index

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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.

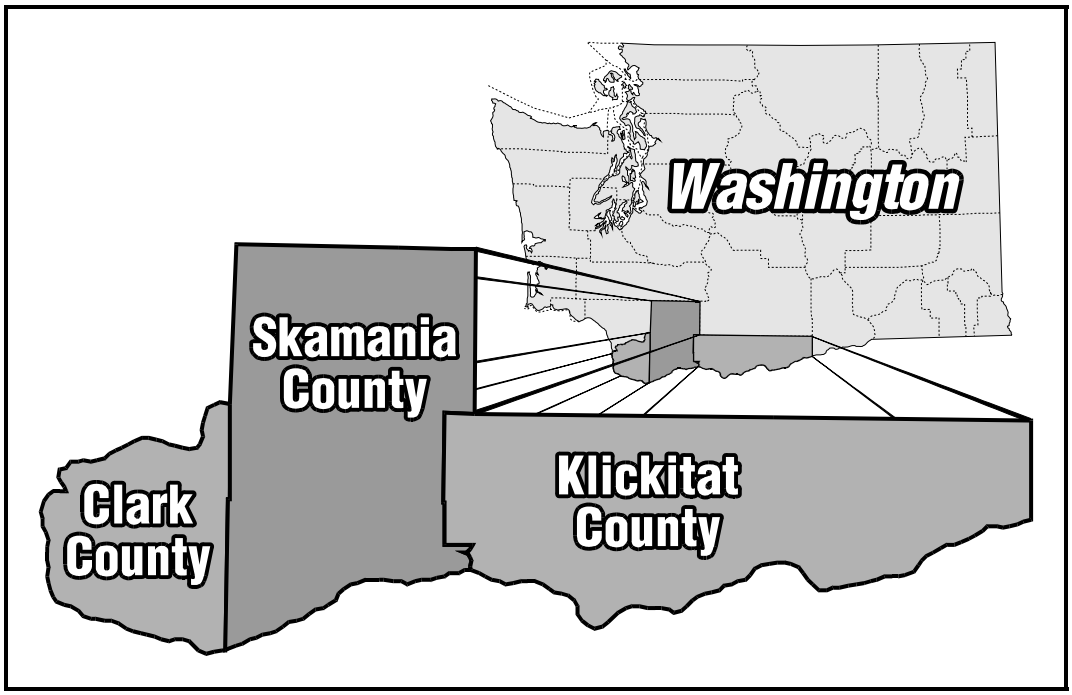
The FY 2007 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting with transition to a different software platform, air quality 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.

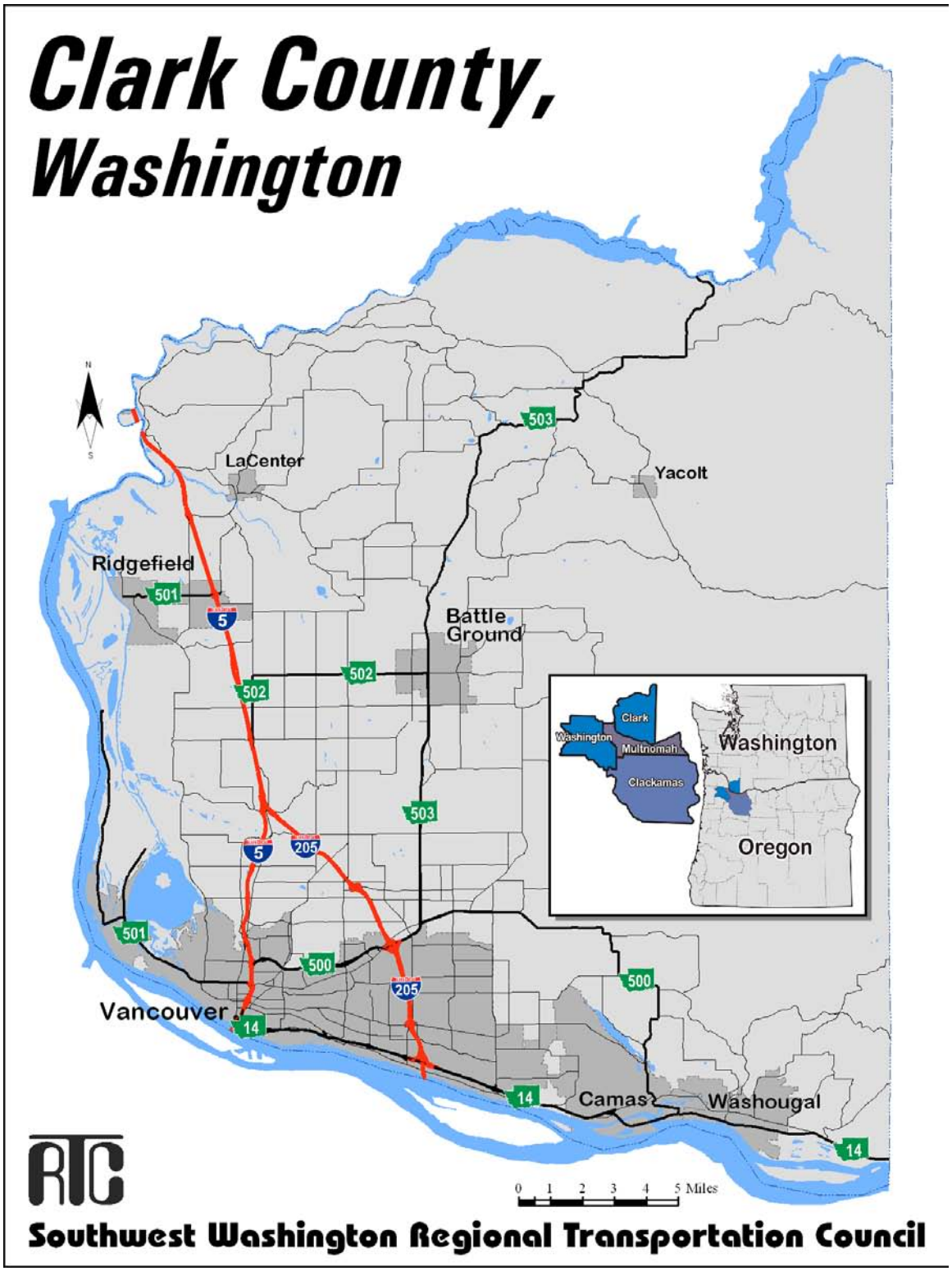
- Supporting the state through final design and implementation of projects funded by the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Partnership Package. Through these state packages Clark County will receive about $450 million in transportation projects.
- Providing support 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



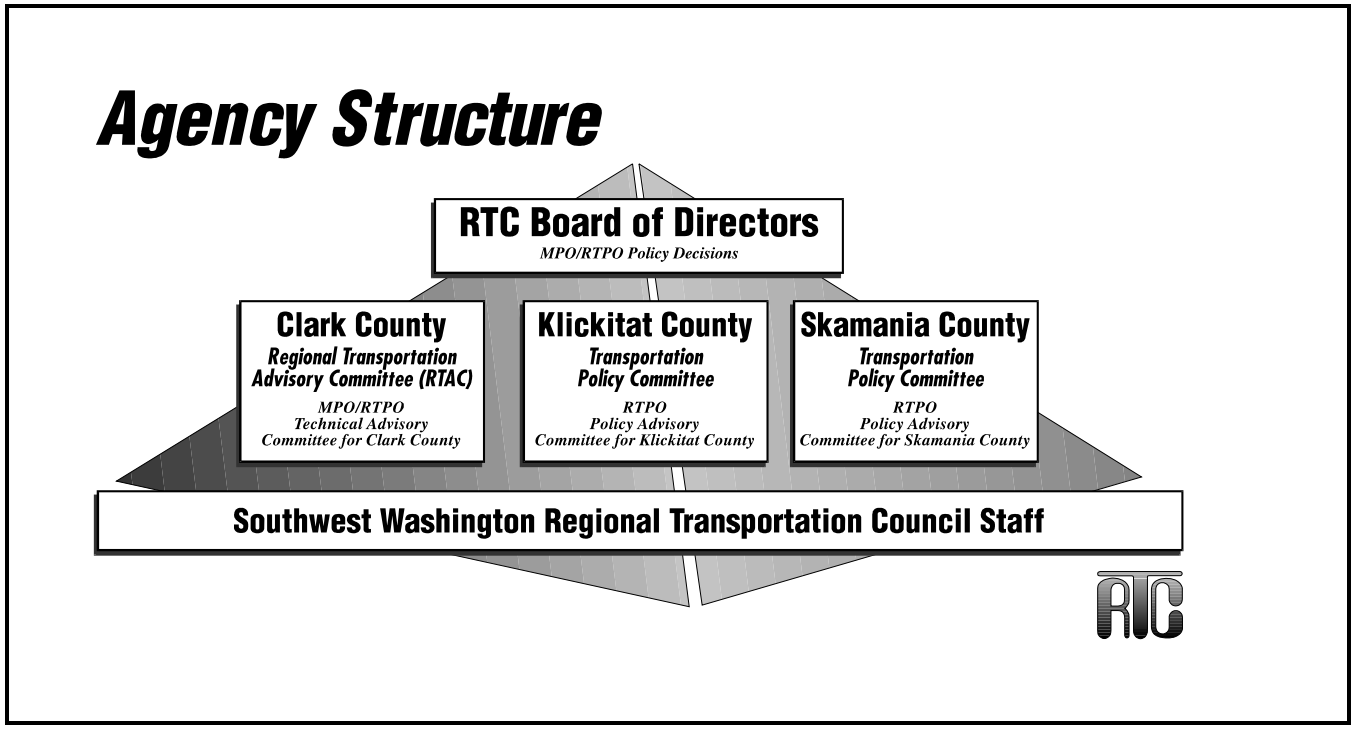
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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

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.