FY 2007-08
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Draft

March 22, 2007

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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 three counties (see map following this overview). It is Metro's responsibility to meet the requirements of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use plans for the region, with an emphasis on implementation of a multi-modal transportation system that 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, 2007 through June 30, 2008.

DECISION-MAKING PROCESS

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

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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

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

BI-STATE COORDINATION COMMITTEE

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

METRO POLICY ADVISORY COMMITTEE

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

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

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

In accordance with these requirements, the transportation plan is developed to meet not only SAFETEA-LU, but also the LCDC Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

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

METRO TECHNICAL ADVISORY COMMITTEE

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

PLANNING PRIORITIES FACING THE PORTLAND REGION

SAFETEA-LU, the Clean Air Act Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule, the Oregon Transportation Plan, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a 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

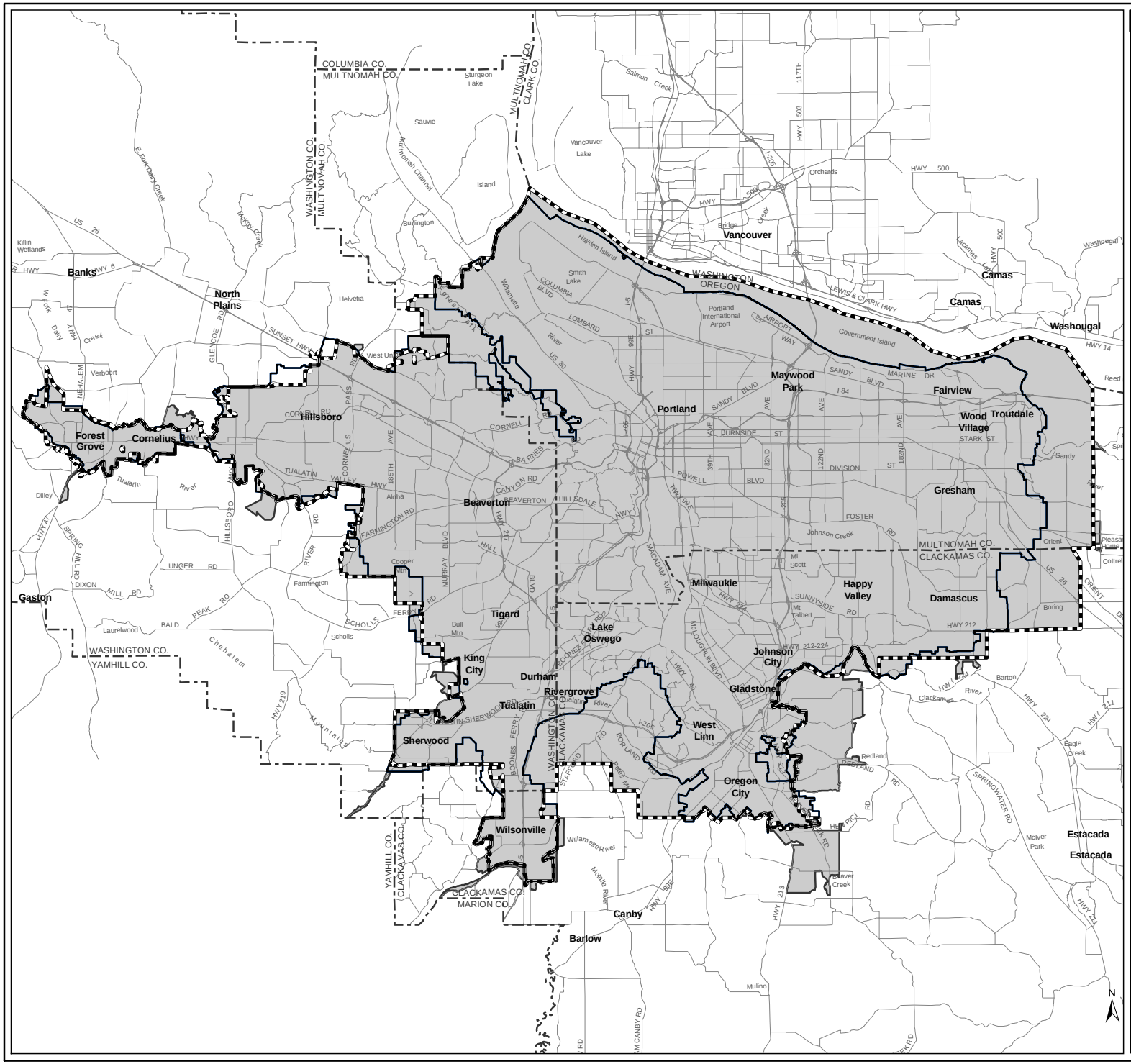
These federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- 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 2008-2011
- 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 the Sunrise Corridor

- Land use and transportation concept plans for the Damascus area

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

- The Oregon state goal to reduce vehicle miles traveled (VMT) per capita
- Targeting transportation investments to leverage the mixed-use, land use areas identified within the Regional 2040 Growth Concept
- Adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air-quality violations do not develop
- Adoption of targets for non-single occupant vehicle travel in RTP and local plans
- 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 Intelligent Transportation Systems (ITS) operations



R L I S

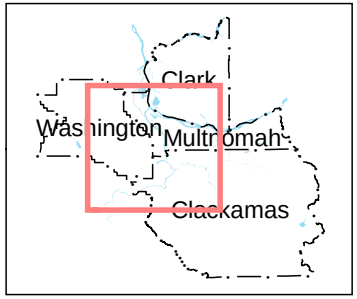
REGIONAL LAND INFORMATION SYSTEM

Metropolitan Portland

- Metro Jurisdictional Boundary
- Urban Growth Boundary
- Metropolitan Planning Organization Boundary, 2004

1 inch equals 5.15 miles

0 1 2 4 6 8 Miles



Location Map

METRO

METRO DATA RESOURCE CENTER
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TEL (503) 797-1742 | FAX (503) 797-1909
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Project Date: Feb 14, 2007

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REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is the long-term vision for the transportation system in the Portland metropolitan region. The RTP establishes the policy framework to guide the design, management and governance of all major transportation investments, and is a statement of positive future outcomes that reflect public opinion and support the things the residents of the region most value. The RTP is updated regularly to ensure compliance with state and federal regulations, and to reflect changing demographic, financial, 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. The current update to the RTP reflects the continued evolution of regional transportation planning from a primarily project-driven endeavor to one that is framed by the larger set of outcomes that affect people's everyday lives and the quality of life in this region. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR). Metro provides ongoing technical and policy support for local transportation planning activities. The RTP program provides support to land use planning activities in the region, including urban growth boundary expansion area planning and the New Look planning process, to ensure adequate coordination of land use and transportation planning and implementation efforts. The RTP Program also coordinates with special needs transportation planning efforts and corridor studies conducted in cooperation with the state, transit providers and local jurisdictions for highways, roads and transit. Recommendations from these studies are amended into the RTP as appropriate.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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 reestablish 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 address planning provisions in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) and 2006 amendments to the Oregon TPR and Oregon Transportation Plan. This update will include development of a new financially constrained transportation system that will become the basis for future funding allocations through the Transportation Priorities process and amendments to the Metropolitan Transportation Improvement Program and State Transportation Improvement Program. A Regional Freight and Goods Movement Plan is also being developed as part of the RTP update. Recommendations from this planning effort will be integrated in the 2035 RTP. To the extent possible, this update will also implement policies recommended by the "New Look" planning process to better implement and achieve the 2040 Growth Concept vision for the Portland metropolitan region. New Look recommendations developed after adoption of the 2035 RTP will be addressed through future updates to the RTP.

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 current 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 FY2007-08 will implement processes that incorporate CMP information into planning activities, continue 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 facilitate a steering group of key CMP partners, including Portland State University, Oregon Department of Transportation (ODOT), TriMet and other major transportation providers. On-going implementation of the CMP also occurs through the Metropolitan Transportation Improvement Program (MTIP)

Regional Transportation and Information: An "annual report" on transportation will be prepared detailing RTP goals and performance of the regional transportation system in achieving those goals and associated key objectives. 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 that 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. The adopted public participation plan for the RTP update includes a number of best practices for effective involvement of stakeholders throughout the process. To ensure ongoing and effective engagement during the current RTP update in FY2007-08, a number of targeted outreach activities will be utilized:

- Ongoing public involvement efforts will include an integrated electronic web site, including survey instruments and other online forums to ensure easy access to information about key milestones and decision points, reports and documents and other relevant process and planning issues.
- Ongoing presentations and speaking engagements with neighborhood, business and community groups to inform stakeholders about the RTP update process and opportunities for input.
- A 45-day comment period is planned in October-November 2007 to provide an opportunity for public input on a discussion draft 2035 RTP. A 30-day comment period is planned for the Air Quality Conformity Determination report in January 2008. Opportunities for comment will be provided through Metro's website, at public hearings and by mail, email and fax.
- Consultation on environmental mitigation activities identified in the RTP update will occur with the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), a committee comprised of ODOT and ten state and federal transportation, natural resource, cultural resource, and land-use planning agencies. The agencies include Oregon's Department of Land Conservation and Development (DLCD), EPA, FHWA, National Marine Fisheries Service (NMFS), Oregon Department of Environmental Quality (ODEQ), Oregon Department of Fish and Wildlife (ODFW), Oregon State Historic Preservation Office, Oregon Division of State Lands (ODSL), Army Corps of Engineers, and U.S. Fish and Wildlife Service (USFWS).

Special Needs Transportation and 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:

- Assist transit operators in meeting service requirements mandated by the Americans with Disabilities Act (ADA), Title VI the Civil Rights Act and other federal requirements.
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources.

- Assist transit providers in implementation of the Tri-County Elderly and Disabled (E&D) Transportation Plan and related elements of the RTP.
- Coordinate right-of-way management issues with the other agency and local jurisdiction members of the Willamette Shoreline Consortium.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- Metro Committee for Citizen Involvement (MCCI)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington
- Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation (MWACT) and Northwest Area Commission on Transportation (NWACT)
- Area transit providers, including TriMet, South Metro Area Rapid Transit (SMART) and C-TRAN
- Port districts, including Port of Portland and Port of Vancouver
- FHWA
- FTA
- ODOT
- OTC
- DLCD
- Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) Committee
- Willamette Shoreline Consortium
- Metro Regional Freight Technical Advisory Committee
- Metro Regional Freight Task Force
- Organizations serving minority, elderly, disabled and non-English speaking residents needs

OBJECTIVES

- Develop regular RTP updates or amendments to reflect changing conditions, including demographic and economic trends, new regulations and study results and to maintain consistency between state, regional and local plans. (ONGOING)
- Expand the web presence of the RTP to include a public forum and implementation tools. This will be conducted jointly by Metro staff and Consultant. (ONGOING)
- Coordinate and provide technical assistance in local transportation system plan development and adoption to implement RTP policies and requirements. (ONGOING)
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOT's Corridor Studies and amend corridor study recommendations into RTP. (ONGOING)
- 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. (ONGOING)
- Participation in meetings of the Special Transportation Fund Advisory Committee and development of the 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 2035 RTP update. (ONGOING)
- 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. (ONGOING)

- Assist TriMet, Ride Connection and other paratransit providers in developing and implementing productivity improvements. (ONGOING)
- Coordinate a CMP steering group to oversee CMP program development and incorporation of CMP data into the RTP process. (ONGOING)
- Management of consultant team in accordance with the defined work program, budget and schedule for the 2035 RTP. (FIRST THROUGH THIRD QUARTERS OF 2007-08)
- Analyze transportation funding trends and options to update *financially constrained* revenue forecast and develop recommended finance strategy. This work will be conducted by Consultant. (FIRST AND SECOND QUARTERS)
- Discuss environmental mitigation activities in the RTP update and consult with CETAS representatives, including land use management, natural resources, environmental protection, conservation, and historic preservation as required by SAFETEA-LU. (SECOND QUARTER)
- Plan for and facilitate 45-day comment period for affected stakeholders and the general public to provide input on a discussion draft 2035 RTP. This will be conducted jointly by Metro staff and Consultant. (FIRST AND SECOND QUARTERS)
- Plan for and facilitate a 30-day comment period for the 2035 RTP Air Quality Conformity Determination report. (THIRD QUARTER)
- Consult with Oregon Transportation Commission, Department of Land Conservation and Development Commission, Federal Highway Administration and Federal Transit Administration to certify 2035 RTP meets applicable federal and state planning provisions and mandates. (THIRD QUARTER)
- Work with local governments to implement 2035 RTP policies and requirements. (FOURTH QUARTER)

PRODUCTS/DELIVERABLES

- Documentation of RTP Outcomes-Based Evaluation Framework by Consultant. (FIRST QUARTER)
- Documentation of RTP Systems needs analysis results and recommended refinements to RTP policies, projects, programs, and performance measures as needed to respond to environmental impacts, system performance and desired outcomes. (FIRST QUARTER)
- Documentation of stakeholder meetings and other ongoing outreach by Consultant. (FIRST QUARTER)
- Draft and final RTP *financially constrained* revenue forecast and finance Strategy by Consultant. (FIRST AND SECOND QUARTERS)
- Discussion draft 2035 RTP that meets state and federal planning mandates, includes an updated financially constrained system of project and program investments, recommended RTP finance strategies and local government requirements and strategies for implementation. (SECOND QUARTER)
- Public comment summary of comments received and recommended refinements to discussion draft RTP. (SECOND QUARTER)
- Documentation of Air Quality Conformity Determination of 2035 RTP and consultation with FHWA, FTA and other agencies on an air quality conformity determination. (SECOND AND THIRD QUARTERS)
- Federal, state and regional findings for 2035 RTP to demonstrate consistency with applicable federal, state and regional planning provisions and mandates. (SECOND AND THIRD QUARTERS)
- Public comment summary of comments received and recommended refinements to Air Quality Conformity Determination and RTP. (THIRD QUARTER)
- "Annual report" highlighting key transportation information and trends. (THIRD QUARTER)
- Updated RTP project and program database. (FOURTH QUARTER)
- Final 2035 RTP publication and fact sheets. (FOURTH QUARTER)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the current fiscal year the following accomplishments were made:

- Prepared progress reports.
- Prepared quarterly reports.
- Managed consultant team and work program, budget and schedule for 2035 RTP update process.
- Responded to information requests from citizens and organizations and made presentations to business and community groups.
- Coordination with regional corridor planning efforts, New Look planning process and development of a Regional Freight Plan.
- Identified concentrations of low-income, minority, elderly and non-English speaking residents in the region to target public involvement activities.
- Conducted research and prepared a series of nine reports on current regional transportation system conditions and land use, demographic, environmental, safety, security and financial trends to identify implications for the movement of people and goods in the region.
- Prepared preliminary financial fact base report documenting road and transit capital, operations, maintenance and preservation costs and anticipated revenues to inform development of updated financially constrained forecast. The analysis responds to federal corrective actions identified during the 2004 triennial review.
- Prepared policy framework in consultation with Metro Advisory Committees to guide RTP project and program investments solicitation, evaluation and prioritization.
- Solicited input on transportation needs, issues and public priorities for transportation investments through an on-line questionnaire on the project website and postcards, a workshop with bicycle and pedestrian planning professionals, a series of five stakeholder workshops, a scientific public opinion survey and focus groups. Two workshops focused on low-income, minority, elderly and non-English speaking residents in the region.
- Prepared summary report to document public involvement activities conducted to date and key findings.
- Worked with ODOT to link the 2035 RTP update planning process with the requirements of the National Environmental Policy Act (NEPA). Discussed environmental mitigation activities in the RTP update as required by SAFETEA-LU.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services	$ 431,269		PL	$ 323,988
Interfund Transfers	$ 199,869		STP/ODOT Match	$ 102,418
Materials & Services	$ 192,442		ODOT Support	$ 77,054
Consultant $75,000			Section 5303	$ 197,843
Printing/Supplies $42,000			TriMet	$ 64,114
Postage $28,000			Metro	$ 61,583
Ads & Legal Notices $20,000				
Miscellaneous $27,442				
Computer	$ 3,420			
TOTAL	**$ 827,000**		**TOTAL**	**$ 827,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.68
TOTAL	**4.68**

GREEN STREETS PROGRAM

The Green Streets program began in FY2000-01 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; and
- The Green Streets Handbook, which establishes "best practice" design solutions for managing storm runoff from streets.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Green Streets program 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 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; and
- Continue public outreach and education to promote Green Streets design principles and projects.

STAKEHOLDERS

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

OBJECTIVES

- Evaluate SAFETEA-LU implications for the Green Streets program and incorporate needed program refinements into the 2035 Regional Transportation Plan (RTP) and next printing of the *Green Streets* handbook. (JUNE 2008)

- Continue to distribute the *Green Streets* handbook to local officials and interested citizens. (ONGOING)
- Implement Green Street design principles through the MTIP process. (ONGOING)
- Identify and fund needed culvert retrofits on the regional system through the MTIP process. (ONGOING)
- Conduct outreach and training activities to promote the Green Streets program. (ONGOING)

PRODUCTS/DELIVERABLES

- Develop an expanded online presence for the Green Streets program on Metro's web site. (JUNE 2008)
- 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 a part of the RTP update. (SEPTEMBER 2007)

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 FY2006-07 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	$ 25,350		STP/ODOT Match	$ 44,865
Interfund Transfers	$ 12,383		Metro	$ 5,135
Materials & Services	$ 12,267			
Printing/Supplies	$10,000			
Postage	$1,000			
Miscellaneous	$1,267			
TOTAL	**$ 50,000**		**TOTAL**	**$ 50,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.29
TOTAL	**0.29**

LIVABLE STREETS PROGRAM

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

Metro encourages environmental mitigation through its Livable Streets program. Metro created the program in 1996 to encourage local jurisdictions to design streets that better support the 2040 Growth Concept. Through the program Metro has created a series of handbooks. The first handbook, *Creating Livable Streets*, was published in 1997 to provide street design guidelines that support 2040's land use and transportation goals. Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* and *Trees for Green Streets* handbooks, published in 2002, serve as companion publications to *Creating Livable Streets*. The handbooks take a watershed-based approach to transportation planning by providing methodologies and design solutions to minimize the negative impacts of stormwater runoff caused by the impervious surfaces of streets.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY2007-08, 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 Metropolitan Transportation Improvement Program (MTIP). Current RTP policies require consideration of the design guidelines during project development activities and for local plans to be updated to allow for consideration of these design treatments. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

In early 2007, 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, an awards program for project recognition, technical support for local design efforts and involvement in local project conception with the goal of improving the quality and scope of projects submitted for MTIP funding. In addition, Metro's Transportation Priorities process encourages implementation of green streets through the provision of bonus points for project designs that include street trees and other design elements to reduce stormwater runoff.

STAKEHOLDERS

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

OBJECTIVES

- Implement regional street-design policy by participating in local project development and design activities, including technical advisory committees, design workshops and charrettes as well as formal comment on proposed projects. (ONGOING)
- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process. (ONGOING)
- Expand Metro's web-based resources for livable streets implementation. (THIRD QUARTER)

- Implement the proposed Livable Streets enhancement activities, should supplemental funding be allocated. (FIRST AND SECOND QUARTERS)
- Provide leadership in the professional engineering community on innovative designs and the transportation/land use connection. (ONGOING)

PRODUCTS/DELIVERABLES

- 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. (SECOND QUARTER)
- Updated handbooks ("Creating Livable Streets," "Green Streets" and "Trees for Green Streets") and design guidelines for consistency with the updated RTP and regional freight plan. (THIRD QUARTER)
- Complete development of the "Wildlife Crossings" design guidelines for publication. (FOURTH QUARTER)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY2006-07, staff continued to work with Metro Parks and Greenspaces to develop the "Wildlife Crossings" design handbook, an effort scheduled for completion in 2007-08. The new handbook will complement the existing suite of design handbooks published by Metro. Throughout the life of the program, staff has focused on implementation of regional street design policies and objectives at the local project-development level.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services	$ 86,713		STP/ODOT Match	$ 97,215
Interfund Transfers	$ 35,374		ODOT Support	$ 22,082
Materials & Services	$ 12,913		Section 5303	$ 5,000
Printing/Supplies $10,000			Metro	$ 10,703
Postage $1,000				
Miscellaneous $1,913				
TOTAL	**$ 135,000**		**TOTAL**	**$ 135,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.95
TOTAL	**0.95**

2040 PERFORMANCE INDICATORS

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

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 2040 performance measures were completed in 2002. These measures included those mandated by the state and were related primarily to factors assessing the region's Urban Growth Boundary (UGB). FY2006-07 work included further refinement of outcome measures and development of an ongoing monitoring and data-collection system, including expanded monitoring of congestion measures as part of Metro's 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
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Environmental Protection Agency (EPA)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)

OBJECTIVES

- Ensure a broad and complete understanding of how the region is doing. (ONGOING)
- Meet federal CMP requirements. (ONGOING)
- Develop a sustainable system for monitoring and updating performance measure data as part of the CMP. (ONGOING)

PRODUCTS/DELIVERABLES

- Create an annual update on transportation performance and periodic updates on other measures. (THIRD QUARTER)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In 2006-07, Metro completed development of a CMP "roadmap" in response to federal requirements, and began to integrate the roadmap elements into the RTP update. Because the RTP update was underway, summary documents were not published during the current fiscal year.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	63,542	PL	$	43,514
Interfund Transfers	$	26,420	STP/ODOT Match	$	26,211
Materials & Services	$	670	ODOT Support	$	15,232
Computer	$	1,368	Section 5303	$	3,477
			TriMet	$	520
			Metro	$	3,046
TOTAL	**$**	**92,000**	**TOTAL**	**$**	**92,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.65
TOTAL	**0.65**

MOBILITY PROGRAM – CONGESTION MANAGEMENT - ITS

The 2004 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 Regional Mobility Program seeks to monitor both recurring (chronic) and non-recurring congestion and its 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 a Congestion Management Process (CMP) and promote transportation system management and operations (TSMO), including intelligent transportation systems (ITS). These programs are already largely incorporated into the RTP and include:

- Documentation of Congested Facilities: Using empirical and modeled data, 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 the diagnostic element of the CMP;
- Congestion Action Plan: Working with the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, staff will use the diagnosis of congestion as a criterion for selecting among transportation projects and will identify system management and operations strategies to manage congestion as well; and
- 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
- JPACT and TPAC
- Oregon Transportation Commission
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- TriMet

OBJECTIVES

- Create a new senior transportation planning position whose job description will include ongoing maintenance of the regional mobility program, including the congestion management process and related system management activities (Anticipated hire: FIRST QUARTER)
- Maintain ongoing communication with counterparts at FHWA and ODOT regarding the CMP being carried out. (ONGOING)
- Work with ODOT, TriMet, PDOT and others to develop a strategy to expand the generation, collection, archiving and use of operations data in a way that will enhance Metro's ability to diagnose and address congestion, especially on the arterial system. (ONGOING)
- Work with TriMet and PSU on the archiving of bus system data for use in arterial congestion assessment; work with PSU, PDOT and other municipalities on the archiving and use of traffic signal system data for arterial congestion assessment. (THIRD AND FOURTH QUARTER)

- Continue to strengthen TPAC's institutional capacity regarding TSMO and ITS, including TransPort and/or other relevant subcommittees. (ONGOING)

PRODUCTS/ DELIVERABLES

- As an outgrowth of the roadways system report developed as part of the RTP, develop and maintain a periodic public information product ("Congestion Management Report") regarding regional congestion data. (INITIATE IN THIRD QUARTER)
- Development of regional ITS/TSMO strategy. (ONGOING)
- As "Regional Concepts of Transportation Operations" grant is concluded at the end of CY07, identify additional system management topics for which regional collaboration is vital and in which areas Metro might serve as a catalyst for collaboration. (DECEMBER 2007)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Federal Fiscal Year 2007 witnessed major accomplishments in advancing congestion management principles. A grant from the FHWA Operations Support Program enabled Metro and ITS Oregon to develop "Metropolitan Mobility the Smart Way" – a report that discusses the benefits of investing in Intelligent Transportation Systems. The grant also led to an event for local elected officials and business leaders in October 2006 that featured FHWA administrator Rick Capka, among others. Subsequent briefings for other audiences have helped raise the level of awareness and understanding in the region regarding non-recurring congestion, system management, and intelligent transportation systems.

Also in FY2007, work on the congestion management process, related to the updating of the RTP, involved unprecedented use of archived operations data in the diagnosis of congestion. Also for the first time in Portland, travel time contour plots are being used to identify where congestion may interfere with accessibility, especially to key industrial areas and other hot spots of economic activity.

In FY2007, work on the Regional Concepts of Transportation Operations (RCTO) demonstration grant continued, with a grant-funded staff person hired by the City of Portland housed primarily at Metro. The presence of this staff person has helped integrate operations and ITS into the transportation planning process and has also helped connect regional planning activities with transportation operations stakeholders.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services		$ 50,709	PL	$	13,001
Interfund Transfers		$ 21,729	STP/ODOT Match	$	32,625
Materials & Services		$ 5,334	ODOT Support	$	15,075
Printing/Supplies	$3,000		Section 5303	$	3,000
Postage	$500		TriMet	$	9,816
Miscellaneous	$1,834				
Computer		$ 228	Metro	$	4,483
TOTAL		**$ 78,000**	**TOTAL**	**$**	**78,000**

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

URBAN GROWTH BOUNDARY EXPANSION AREA PLANNING

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; and
- 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)
- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Metro area neighboring cities

OBJECTIVES

- Provide general support and coordination with UGB planning activities. (ONGOING)
- Coordination between the 2035 RTP update and UGB planning activities ensuring work efficiencies and project consistency between efforts. (ONGOING)
- Complete development and analysis of transportation scenarios for Metro's "New Look" update to the 2040 Growth Concept. (FIRST AND SECOND QUARTER)

PRODUCTS/DELIVERABLES

- Documentation of transportation element of UGB planning activities and analysis. (ONGOING)

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	$	5,793	Metro	$	9,000
Interfund Transfers	$	3,146			
Materials & Services	$	61			
TOTAL	**$**	**9,000**	**TOTAL**	**$**	**9,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.05
TOTAL	**0.05**

NEW LOOK @ 2040 – TRANSPORTATION SUPPORT

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

In 2006, the region initiated a "New Look" effort to update the 2040 Growth Concept. During the next year, Metro will complete this update to the 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 transportation scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work is anticipated to begin in Spring 2007 and will also shape the concurrent update to the Regional Transportation Plan (RTP).

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In 2005, the Metro Council formally delayed a planned update to the RTP in order to focus staff resources and public attention on the "New Look" planning activities. The project includes:

- Developing conceptual future transportation networks for varying growth scenarios;
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation;
- Identifying major improvements to the regional transportation system needed to serve varying growth scenarios and a preferred future growth scenario; and
- Conduct a concurrent update to the RTP that draws from the New Look work to the extent possible, 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)
- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Northwest Area Commission on Transportation (NWACT)
- Mid-Willamette Area Commission on Transportation (MWACT)
- Salem-Keizer Metropolitan Planning Organization (MPO)
- SW Regional Transportation Council (RTC)
- Metro area neighboring cities
- Organizations involved with minority and non-English speaking residents

OBJECTIVES

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

PRODUCTS/DELIVERABLES

- Documentation of the development and analysis of transportation scenarios and effects on the 2035 RTP and New Look planning process. (FIRST AND SECOND QUARTERS)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In FY2006-07, Metro completed 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. In Spring 2007, Metro is scheduled to develop and model the New Look transportation scenarios.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	99,242	PL	$	84,600
Interfund Transfers	$	46,976	ODOT Support	$	2,274
Materials & Services	$	1,046	Section 5303	$	32,456
Computer	$	2,736	TriMet	$	18,051
			Metro	$	12,619
TOTAL	**$**	**150,000**	**TOTAL**	**$**	**150,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.07
TOTAL	**1.07**

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The MTIP is entering the fifth 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 2007, 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

The following are MTIP program objectives for FY2007-08:

MTIP/STIP Update: Metro will conclude the Priorities 2008-11 update, establishing air quality conformity analysis for the MTIP and support of ODOT in obtaining approval of the 2008-11 STIP. Work will then commence on a policy update of the MTIP to conform with new policy objectives of the 2007 RTP.

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 objectives for FY2007-08:

- Programming of transportation projects in the region consistent with federal rules and regulations. (ONGOING)
- Continue to coordinate inter-agency consultation on air quality conformity. Conduct public outreach, reports and public hearings required as part of the conformity process. (AMENDMENTS: ONGOING)
- Maintain a financial plan to balance project costs with expected revenues. (ONGOING)
- Work with ODOT to develop broad agency and public electronic access to a common MTIP database. Update the MTIP hardware/software platform to improve production of specialized report formats, cross-connection with ODOT data sources and other database refinements. (ONGOING)
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process. (ONGOING)
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process. (ONGOING)

PRODUCTS/DELIVERABLES

MTIP deliverables for FY2007-08:

- Publish the adopted 2008-11 MTIP (SEPTEMBER 2007)
- Conduct a project selection process to advance programmed projects eligible to obligate available funds. (OCTOBER 2007)
- Publish an annual obligation report. (DECEMBER 2007)

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.

FY2005-06 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 that 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.

FY2006-07 accomplishments included a study and recommendations for improvements in the on-time, on-budget delivery of local projects funded with urban Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, with implementation of many of those recommendations. Implementation of the remainder of recommendations will be sought this fiscal year pending allocation of additional resources. Design of an improved project and financial plan database has been completed, ready for implementation in the upcoming fiscal year. MTIP staff has also been participating in the update to the Regional Transportation Plan in order to ensure strong linkages between the plan and programming of funds through the MTIP.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services		$ 431,313	PL	$	450,581
Interfund Transfers		$ 170,921	STP/ODOT Match	$	105,709
Materials & Services		$ 81,643	ODOT Support	$	14,784
Consultant	$40,000		Section 5303	$	13,307
Printing/Supplies	$26,000		TriMet	$	85,448
Ads & Legal Notices	$8,000		Metro	$	22,171
Postage	$2,000				
Miscellaneous	$5,643				
Computer		$ 8,123			
TOTAL		**$ 692,000**	**TOTAL**	**$**	**692,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.31
TOTAL	**4.31**

ENVIRONMENTAL JUSTICE AND TITLE VI

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

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

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 and outreach and qualitative evaluation methods will be developed and employed to assist the entire agency to comply with the spirit and letter of the guidelines. TriMet does separate Title VI outreach.

Metro has established an agency diversity action team to identify opportunities to support diversity through trainings and initiatives across and throughout the agency. A diversity action plan with goals, objectives and progress measures was developed and adopted through resolution of the Metro Council in August 2006. The diversity plan focuses mainly on three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

STAKEHOLDERS

Specific stakeholders are identified by program or project area. Stakeholders include residents and businesses proximate to or potentially affected by policies, projects or programs. For long-term regional plans, such as the Regional Transportation Plan (RTP), stakeholders include FHWA and FTA, community representatives and/or organizations, business groups including minority enterprise organizations, and individuals and groups representing the interests of low-income, elderly, non-English speaking, or minority populations.

OBJECTIVES

- Identify communities and populations that are traditionally under-represented in decision-making processes using Census 2000 information supplemented by more current or granular information. Supplemental information may come from, for example, HUD data on Section 8 housing voucher distribution, school lunch participation statistics, local real estate value data, jobs/income distribution data from the Bureau of Labor Statistics, Portland State University's Population Research Center, interviews with leaders of local immigrant groups and other community-based organizations. (ONGOING)

- Use community-based organizations, schools and minority business organizations as points of contact to engage their constituents in the decision-making process. (ONGOING)
- Incorporate information gathered from targeted outreach and focus groups on transportation needs, issues and priorities for traditionally under-represented groups into the 2035 RTP. (ONGOING)

PRODUCTS/DELIVERABLES

- Implement Metro's diversity action plan to promote diverse representation of citizen representatives on Metro advisory committees. (ONGOING)
- Maintain a list of individuals and services that can interpret and translate into languages other than English when the need is identified. (ONGOING)
- Apply the environmental justice study completed as part of the 2035 RTP update to inform notification and public involvement efforts surrounding public comment periods associated with the air-quality conformity report for the 2008-11 Metropolitan Transportation Improvement Program (MTIP) (FIRST QUARTER) and the 2035 RTP draft (SECOND QUARTER).

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro submitted an updated and comprehensive Title VI plan to the FHWA in July 2006 and began implementing specific actions that were included in that plan. For example, the plan reports on the racial/ethnic composition of all Metro departments and advisory committees. Metro began collecting that information. Subsequently, Metro initiated a project with the Metro Committee for Citizen Involvement to expand advisory committee recruitment practices in order to solicit applications for citizen representation from more diverse populations. Metro also completed an environmental justice assessment as part of the 2035 RTP updating process. That information was used to inform selection of projects to include in the 2008-11 MTIP update and will also help shape criteria for selecting projects to include in the 2035 RTP.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	24,513	PL	$	36,000
Interfund Transfers	$	11,229			
Materials & Services	$	258			
TOTAL	**$**	**36,000**	**TOTAL**	**$**	**36,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.275
TOTAL	**0.275**

REGIONAL TRANSPORTATION PLAN FINANCING

The Regional Transportation Plan Financing program works with the business community, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council to develop expanded funding for transportation improvements to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. This program includes refining transportation financing needs, recognizing any actions taken by the Oregon Legislature as well as considering presenting a regional ballot measure to voters in 2008.

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 that are important to the region's economy, environmental health, and energy goals;
- Create linkage between the long-term vision for Metropolitan Transportation Improvement Program (MTIP) funding allocations and the implementation of priority RTP improvements;
- Establish an array of transportation finance options;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish an outreach program to gain public input on key issues and strategies; and
- Work with the business community and local governments to determine the viability of a regional transportation ballot measure.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES

- Work with key stakeholders to develop a regional funding measure that will be supported by the business community and local governments. (DECEMBER 2007)
- Develop regional priorities for funding from federal sources. (FEBRUARY 2008)
- Coordinate with funding strategies for TriMet's Transit Investment Plan. (ONGOING)
- Work with local partners, the public, and the business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level. (ONGOING)

PRODUCTS/DELIVERABLES

- Draft Regional Funding Priorities for ballot measure. (NOVEMBER 2007)
- Adopted Regional Funding Priorities for ballot measure. (FEBRUARY 2008)

- Ballot measure language, supporting materials. (MARCH 2008)

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 FY2008, oriented toward implementing key elements of the RTP. These efforts do not include lobbying activities of any kind. A nationally recognized consultant has recently completed an analysis of the cost of congestion in the Portland Metro region. This work is fostering renewed interest in seeking additional funds for projects at the Oregon Legislature and possibly a regional ballot measure in 2008.

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	42,009	PL	$	65,300
Interfund Transfers		$	17,848	Metro	$	75,000
Materials & Services		$	80,443			
Consultants	$65,000					
Miscellaneous	$15,443					
TOTAL		**$**	**140,300**	**TOTAL**	**$**	**140,300**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.26
TOTAL	**0.26**

REGIONAL FREIGHT PLAN

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) requires Metropolitan Planning Organizations (MPOs) to meet eight planning factors including planning for people and freight and supporting economic vitality by enabling global competition, productivity, and equity. In support of Oregon's Statewide Planning Goals 9 and 12, the Transportation Planning Rule (TPR) requires that Transportation System Plans (TSP) *"facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail, and marine transportation"* and identify the *"needs for movement of goods and services to support industrial and commercial development."*

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. In support of TPR 660-012-0020, Elements of TSPs, 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. Further, the region's 2040 Growth Concept identifies industrial areas as a primary land use component and acknowledges the importance of maintaining these areas as sanctuaries for long-term industrial activities, which includes good transportation accessibility.

STAKEHOLDERS

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Planning (RTP)
- Cities and counties within the region including Clark County, Washington
- Federal Highway Administration (FHWA)
- Oregon Department of Transportation (ODOT)
- Ports of Portland and Vancouver
- Businesses, including freight shippers and carriers, distribution companies, manufacturers, retailers and commercial firms
- Oregon Trucking Association and other business associations including the Westside Economic Alliance, the Columbia Corridor Association, and the Portland Business Alliance
- Metro area residents and neighborhood associations

OBJECTIVES

- Complete work required for the adoption of the Regional Freight and Goods Movement Action Plan, including recommendations regarding policy, key multimodal infrastructure investments,

implementation strategies, and street design; coordinate with 2035 RTP Update adoption process. (NOVEMBER 2007)

- Serve as Metropolitan Transportation Improvement Program (MTIP) grant manager for City of Portland's *NE Columbia/Martin Luther King Jr. Blvd Project Development Plan*. (MARCH 2008)
- Participate in the *Waste Transport Contract Project*, managed by Metro's Solid Waste & Recycling Division, to select a new transport contractor for regional waste disposal. (SPRING 2008)
- Work with state, regional, and local agencies and private interests to implement the Regional Freight and Goods Movement Action Plan including the advancement of key multimodal freight investment priorities, securing appropriate private matching funds, and ensure investments are competitively considered under state freight funding programs such as Connect Oregon II. (ONGOING)
- Coordinate with the Port of Portland and ODOT, to implement the Regional Freight Data Collection Study findings. (ONGOING)
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities. (ONGOING)
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting new SAFETEA-LU provisions for coordination of freight movement. (ONGOING)
- Participate in the West Coast Corridor Coalition to promote efficient and environmentally sustainable movement of freight in the I-5 corridor. (ONGOING)
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing, I-205, and the Sunrise Corridor projects. (ONGOING)
- Participate in the Port of Portland led Oregon Rail Users League, which is identifying key rail priorities and advocating for funding with the State Legislature. (ONGOING)
- Coordinate information regarding freight needs in support of freight funding proposals being developed by the State Legislature. (ONGOING)

PRODUCTS/DELIVERABLES

- Regional Freight and Goods Movement Action Plan. (Fall 2007)
- NE Columbia/Martin Luther King Jr. Blvd Project Development Plan. (Spring 2008)
- Metro Waste Transport Contract Request for Proposal. (Summer 2007)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Established regional freight network and policies as part of 2000 RTP and updated for 2004 RTP;
- Partnered with Port of Portland on 1997 Commodity Flow Study and Updates in 2002 and 2006;
- Developed regional truck model and incorporated updates to reflect new commodity forecasts and results of the Regional Freight Data Collection Study;
- Active member of Oregon Freight Advisory Committee, Freight Data Users Group, Portland Freight Committees, and West Coast Corridor Coalition;
- Established and led the Regional Freight Technical Advisory Committee, comprised of 15 local, regional, state, and federal agencies with an interest in regional freight transportation;
- 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 the ConnectOregon I – Region 1 project selection process, which resulted in $27.2 million to the region for non-highway freight and transit investments (2006);
- Participated in State and federal freight model development programs;

- 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;
- Entered into contract for Transportation Growth Management Grant for Regional Freight and Goods Movement Action Plan and initiated technical work and outreach in conjunction with the 2035 RTP Update;
- In 2006, established the Regional Freight and Goods Movement Task Force, a private and public freight stakeholders committee to guide the development of the region's action plan for freight;
- Assessed the economic impacts of congestion on the Portland-Vancouver Region, publishing and presenting *The Cost of Congestion to the Economy of the Portland Region* study (2005);
- Conducted an evaluation of the region's air, rail, water, and industrial lands capacity, publishing and presenting the *Portland and Vancouver International and Domestic Trade Capacity Analysis* (2006); and
- Prepared technical reports on existing national and regional trends impacting freight movement, existing conditions in the system, and policy analysis in support of the Regional Freight and Goods Movement Action Plan (2006-07).

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	126,635	PL	$	71,470
Interfund Transfers		$	52,455	STP/ODOT Match	$	25,973
Materials & Service		$	3,884	Other grants	$	75,000
Printing/Supplies	$1,000			Metro	$	11,557
Public Involvement	$1,000					
Miscellaneous	$1,884					
Computer		$	1,026			
TOTAL		**$**	**184,000**	**TOTAL**	**$**	**184,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.32
TOTAL	**1.32**

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

The Regional High Capacity Transit System Plan program is designed to guide future major regional high capacity transit capital investments, including bus rapid transit, light rail, and commuter rail, by evaluating and prioritizing new projects and extensions to existing lines. The program will include technical cost and ridership information, definition of transit markets to be served, land use analysis, financial feasibility analysis, and a public and jurisdictional involvement process. This program will be closely coordinated with a Streetcar System Plan that is under development by the City of Portland.

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, but which could also be commuter rail or bus rapid transit.
- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Memoranda of agreement outlining Metro's planning responsibilities and relationships with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for the federal transportation planning projects, particularly New Starts projects.

STAKEHOLDERS

- Metro Council
- Cities within Metro's boundaries
- Citizens of the region
- Clackamas, Multnomah and Washington Counties
- FTA
- ODOT
- TriMet
- Joint Policy Advisory Committee on Transportation (JPACT)

OBJECTIVES

- With the Metro Council's guidance, develop a methodology to assess systemwide needs for high capacity transit investments including technical, political and financial analyses as well as public involvement and coordinate with the City of Portland Streetcar System Plan effort. (JULY 2007)
- Prepare technical analyses and undertake public involvement program coordinated with the City of Portland. (SEPTEMBER 2007)
- Develop priority rankings and funding strategies for projects and review with JPACT and the Metro Council. (JANUARY 2008)
- Adopt Regional High Capacity Transit System Priorities and amend RTP. (JUNE 2008)

PRODUCTS/DELIVERABLES

- Draft Regional High Capacity Transit Strategy (JANUARY 2008)
- Draft Regional High Capacity Transit System Plan (APRIL 2008)
- Adopted Regional High Capacity Transit System Plan (JUNE 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

October 2006 – Metro Council directed staff to undertake a Regional High Capacity Transit System Plan in place of the next multi-modal corridor plan for the period of FY2007-08 immediately following completion of the Lake Oswego to Portland Transit and Trail Alternatives Analysis.

BUDGET SUMMARY

Requirements:			Resources:	
Personal Services	$ 348,105		FTA Streetcar grant	$ 172,618
Interfund Transfers	$ 129,386		Next Corridor STP	$ 500,000
Materials & Services	$ 280,917		Metro	$ 100,382
Consultant $225,000				
Printing/Supplies $13,500				
Postage $1,000				
Miscellaneous $41,417				
Computer	$ 14,592			
TOTAL	**$ 773,000**		**TOTAL**	**$ 773,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.53
TOTAL	**3.53**

TRANSPORTATION MODEL IMPROVEMENT PROGRAM (TRANSIMS)

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

- USDOT (FHWA/FTA)
- Federal Transit Administration (FTA)
- 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

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

PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	4,822	TRANSIMS – FHWA	$	5,600
Interfund Transfers	$	2,128	Metro	$	1,400
Materials & Services	$	50			
TOTAL	**$**	**7,000**	**TOTAL**	**$**	**7,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.04
TOTAL	**0.04**

MODEL DEVELOPMENT PROGRAM

The Model Development Program includes work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. The major subject areas within this activity include surveys and research, 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
- FHWA
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- Port of Portland
- Cities and counties of this region
- Private sector clients

OBJECTIVES

New Models

- Personal Transport Model: In the fourth quarter of FY2006-07, work began to conceptualize a new demand model for the region. The work on the framework design will continue in FY2007-08. The model will focus on trip tours made by individuals (not households). The new algorithms will build upon the model development work started earlier in the Traffic Relief Option Study and the Transportation Model Improvement Program TRANSIMS development work. This project will greatly enhance the capability of the analyst to ascertain more discrete travel characteristics. Expertise residing at Portland State University will be utilized to augment the Metro work in this area. An IGA ($15K) with the university will fund their participation. (ONGOING)
- Linkage between the Travel Demand Model and Metroscope: Continue to enhance the data interfaces between the transport model and the land-use allocation model (Metroscope). (ONGOING)

Model Maintenance

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

PRODUCTS/DELIVERABLES

Survey and Research

- Travel Behavior Survey: The Portland travel behavior survey is postponed until 2010 due to the significant construction in the downtown transit mall. However, some survey work will be conducted in the smaller cities in the state by ODOT (Transportation Planning Analysis Unit – Salem). Metro staff will serve on the advisory panel for this survey. (ONGOING)
- Airport Passenger Model: The current passenger model was estimated prior to the opening of the Red line. The parameters of the model were based upon people's opinions – not real actions. For this reason, it is desirable to estimate a new PDX passenger model using actual passenger data collected by the Port of Portland. This tool is important for use in LRT studies and development impact analysis near PDX. The Port of Portland will hire a consultant to collect the necessary data and develop a new passenger model. Metro will partner with the Port to provide oversight to the model development work. (FIRST, SECOND, and THIRD QUARTERS)

New Models

- Network Assignment Software: The Visum/Vissim software (marketed by PTV America) was purchased in FY2005-06. Basic auto and transit assignment functionality has been implemented. More advanced features (e.g., dynamic, time-based assignment) will be investigated in FY2007-08. (THIRD AND FOURTH QUARTERS)

Model Maintenance

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

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee (OMSC): Participate on the OMSC. A key topic area for FY2007-08 includes the potential interface points between a new statewide model (produced by ODOT) and the local MPO models. (QUARTERLY)
- Transportation Research Board (TRB) Committees: Serve on TRB committees that help shape national planning guidelines. An example includes the Transportation Planning Applications Committee. (ONGOING)
- National Panels: Serve on national committees as warranted. Examples include service on the AMPO Modeling Technical Committee and participation on peer review panels that assess the functionality of the travel demand models used in other regions. (ONGOING)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Survey and Research

- Travel Behavior Survey: Participated on a statewide committee to coordinate the implementation of a travel behavior survey in small-city areas.
- Freight Data Collection: Participated on a regional committee to advise and comment on the freight survey objectives, process, and results.

New Models

- Personal Transport Model: Improved the validation of the 2005 base year model with regard to matching observed transit and auto flows. Work was begun to conceptualize a new tour-based model form.

- Truck Model: Updated the regional truck model based upon the information captured in the freight data collection project.
- Network Assignment Software: The Visum/Vissim software (marketed by PTV America) was purchased in FY2005-06. Auto and transit assignment functionality was developed with regard to the equilibrium assignment processes.
- Linkage between the Transportation Demand Model and Metroscope: The simplified transport model (a.k.a., the Metroscope transport model) was reviewed to ensure that it was properly functioning after it was embedded into the Metroscope planning tool.

Model Maintenance

- Modeling Network Attributes: Reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).
- The 2039 zone system was fully integrated into project use (RTP and Columbia River Crossing studies).
- Travel Demand Model Input Data: The model input data was modified as warranted. Such things as the intersection densities, household and employment accessibility, and parking cost assumptions were adjusted.
- Travel Demand Model Computer Code: Software programs were written, as needed, to permit specialized analysis functions.

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee: Staff served as the chair for one of the MPO subcommittees.
- TRB Committees: Served on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee.
- National Panels: Served on national committees. One significant committee included the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting. In addition, staff participated on peer review panels that assessed travel demand models used in other regions (e.g., Maricopa Association of Governments model review).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services		$ 330,334	PL	$	357,916
Interfund Transfers		$ 126,162	STP/ODOT Match	$	103,031
Materials & Services		$ 19,480	ODOT Support	$	2,994
Pmt to Other Agency	$15,000		Section 5303	$	21,418
Postage	$100		TriMet	$	2,851
Miscellaneous	$4,380		Metro	$	23,790
Computer		$ 36,024			
TOTAL		**$ 512,000**	**TOTAL**	**$**	**512,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.50
TOTAL	**3.50**

SYSTEM MONITORING

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

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

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

STAKEHOLDERS

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

The 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

- 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. (ONGOING)

PRODUCTS/DELIVERABLES

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

- Support the Metro Performance Measure program. Identify measures that provide meaningful information. Prepare tables, graphs and summaries that can be integrated into a Metro-wide document. (ONGOING)
- Support the Congestion Management Process through the provision the traffic count data, VMT information, transit patronage data, and other data elements. (ONGOING).

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Coordinated collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and entered the data 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); and
- Assembled transportation system performance data for inclusion into the next Metro Performance Measure document.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	100,615	PL	$	101,986
Interfund Transfers	$	40,641	STP/ODOT Match	$	14,369
Materials & Services	$	1,060	Section 5303	$	20,000
Computer	$	684	Metro	$	6,645
TOTAL	**$**	**143,000**	**TOTAL**	**$**	**143,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.07
TOTAL	**1.07**

TECHNICAL ASSISTANCE PROGRAM

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients 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

PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	52,305	PL	$	33,000
Interfund Transfers		$	19,714	STP	$	32,441
Materials & Services		$	21,986	ODOT Support	$	19,482
Pmt to Other Agency	$15,000			TriMet	$	6,700
Miscellaneous	$6,986			Metro	$	3,810
Computer		$	5,928	Technical Assistance	$	4,500
TOTAL		**$**	**99,933**	**TOTAL**	**$**	**99,933**

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

DATA, GROWTH MONITORING

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

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

OBJECTIVES

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

PRODUCTS/DELIVERABLES

- Use the 2035 forecast of population and employment to provide services for transportation modeling, such as corridor planning projects. (ONGOING)
- Use the newly streamlined version of MetroScope to produce additional 2035 scenarios for the New Look project. This will continue to include providing model scenario results in the form of graphics (charts and graphs), maps and 3-D renderings and fly-throughs. (JUNE - FEBRUARY)

- Using the new database structure and web site developed for the Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan (RTP) produce phase two of the system, to include remote editing and project submission by local governments and ODOT. (DELIVER BY NOVEMBER)
- Purchase of LiDAR imagery for use in highway and transit planning, greatly reducing costs for the survey component of the preliminary engineering phase. (DELIVER IN JULY)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Allocation of population/employment to census tract and Transportation Analysis Zone (TAZ) for the transport model using MetroScope;
- Forecast of pop/emp for bi-state region to 2035;
- Design for the MTIP web site which is under construction and Phase I is scheduled for completion in the Spring;
- 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;
- Using the newly automated MetroScope to produce six alternative investment scenarios for 2035;
- Update of population by census tract and block group to the current year from 2000; and
- 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;
- Each March, annually update employment at the place of work with state Employment Division records;
- Annually purchase aerial photography; and
- Purchase building permit records monthly.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	1,139,558	PL	$	107,889
Interfund Transfers	$	520,001	ODOT Support	$	15,000
Materials & Services	$	491,346	Section 5303	$	80,336
Consultants $145,000			TriMet	$	37,500
Pmt to Other Agencies $205,000			Metro	$	914,025
Printing/Supplies $18,400			Other	$	1,018,456
Postage $2,100					
Ads & Legal Notices $2,700					
Miscellaneous $118,146					
Computer	$	22,301			
TOTAL	**$**	**2,173,206**	**TOTAL**	**$**	**2,173,206**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	12.53
TOTAL	**12.53**

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

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

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

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

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

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all six Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets three times yearly and operates under its own bylaws. In 2005, OMPOC was chaired by Metro Councilor Rex Burkholder, who is also the JPACT chair.

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 subject to annual federal self-certification, and quadrennial Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) reviews, whereupon the agency must demonstrate compliance with federal transportation planning requirements, including the 2005 SAFETEA-LU legislation. The MPO program is also responsible for publishing an annual UPWP for the region, and monthly and quarterly reports to state and federal officials documenting our progress in completing the work program. Among these responsibilities is the requirement to establish air quality findings for Metro's transportation planning efforts that demonstrate continued conformity with the federal Clean Air Act. This air quality conformity work is a major component of Metro's MPO program.

Other program responsibilities include providing ongoing support to JPACT, TPAC, MTAC, 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.

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

STAKEHOLDERS

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

OBJECTIVES

- Prepare and manage the department budget, personnel, programs and products. (ONGOING)
- FY2007-08 UPWP/Self Certification. (FOURTH QUARTER)
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports. (ONGOING)
- Send monthly progress reports to TPAC. (ONGOING)
- Produce meeting minutes, agendas and documentation. (ONGOING)
- Execute, administer and monitor contracts, grants and agreements. (ONGOING)
- Complete a periodic review with FHWA and FTA on UPWP progress. (SECOND QUARTER)
- Complete Federal Certification. (SECOND QUARTER FY2008-09)
- Single audit responsibility for Planning grants. (ONGOING)
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements. (ONGOING)
- Continue to participate in MPO coordination meetings. (ONGOING – QUARTERLY)

PRODUCTS/DELIVERABLES

- Adopted Budget (JUNE 2008)
- Approved UPWP (FOURTH QUARTER 2008)
- Narrative and Financial Reports (QUARTERLY)
- Progress Reports to TPAC (MONTHLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- Federal Certification (SECOND QUARTER 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is an ongoing program.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services	$ 714,129		PL	$ 589,665
Interfund Transfers	$ 691,759		STP/ODOT Match	$ 362,116
Materials & Services	$ 379,137		ODOT Support	$ 16,343
Consultants	$125,000		Section 5303	$ 27,980
Printing/Supplies	$15,500		Metro	$ 794,507
Ads & Legal	$10,800			
Postage	$6,700			
Miscellaneous	$221,137			
Computer	$ 5,586			
TOTAL	**$ 1,790,611**		**TOTAL**	**$ 1,790,611**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	7.98
TOTAL	**7.98**

I-205/MALL LRT CORRIDOR

The I-205/Mall LRT Corridor project is a follow up to the I-205/Portland Mall Light Rail Project Final Environmental Impact Statement (FEIS) completed in FY2004-05. This project 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 second year of a multi-year IGA with TriMet that will likely run through FY2009-10 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 New 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

- Support TriMet in the completion of Final Design and in preparation for a Full Funding Grant Agreement with FTA. (ACCOMPLISHED EARLY 2007)
- Provide assistance to ensure that the mitigation plans in the FEIS are implemented in the Final Design and construction of the project. (ONGOING)
- 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. (AUGUST 2007)

PRODUCTS/DELIVERABLES

- Travel Demand Forecasts results for Annual FTA New Starts Report, if required (AUGUST 2007)

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 evaluated non-light rail options in the corridor, which led to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments;
- 2002 – 2003 – South Corridor Supplemental DEIS included 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; and
- Spring 2007 – Full Funding Grant Agreement signed with the FTA to construct Portland Mall and I-205 segments of the project.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	27,302	TriMet IGA	$	39,000*
Interfund Transfers	$	11,414			
Materials & Services	$	284			
TOTAL	**$**	**39,000**	**TOTAL**	**$**	**39,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.25
TOTAL	**0.25**

*Budget and amount of IGA to be determined.

MILWAUKIE LIGHT RAIL PROJECT SDEIS

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

STAKEHOLDERS

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

OBJECTIVES

- Complete Definition of Alternatives. (JULY 2007)
- Prepare travel demand forecasts. (AUGUST 2007)
- Complete evaluation of alternatives including financial, transportation, social, energy, economic and environmental criteria and measures. (JANUARY 2008)
- Develop and undertake public involvement program. (ONGOING)
- Coordinate with the FTA and federal resource agencies. (ONGOING)

PRODUCTS/DELIVERABLES

- Plan and Profile Drawings completed. (JULY 2007)
- Draft DEIS to Federal Transit Administration. (FEBRUARY 2008)
- Publish Draft SDEIS. (MAY 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – Milwaukie Light Rail Project included in South/North Draft EIS Locally Preferred Alternative;

- 1999-2001 – South Corridor Transportation Alternatives Study evaluated non-light rail options in the corridor, which led to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments;
- 2002-2003 – South Corridor SDEIS revisited Milwaukie alignment over Hawthorne Bridge. Metro Council adopted new LPA that included the Caruthers Bridge and Lincoln Street alignments in the central city as well as a new Kellogg Lake terminus in Milwaukie;
- January 2004 – Amended SDEIS for downtown Portland Mall alignment is published that includes reference to and confirmation of the Phase 2 LPA, with the recognition that additional environmental work would be required in the Milwaukie Corridor when the project is advanced;
- December 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final EIS published in the *Federal Register*;
- March 2006 – Complete refinement work program;
- April 2006 – SDEIS scoping meetings; and
- September 2006 – Initiated work program to assess preliminary cost effectiveness and determine whether design options in addition to the LPA in the Willamette River Crossing and Milwaukie areas should be considered in the SDEIS.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services		$ 1,000,001	CMAQ Milwaukie SDEIS	$	2,000,000
Interfund Transfers		$ 379,136	Local Match	$	1,257,000
Materials & Services		$ 2,351,529	TriMet IGA	$	500,000
Consultants	$1,173,860				
Pmt to Other Agency	$1,100,000				
Printing/Supplies	$25,325				
Ads & Legal	$9,000				
Postage	$4,700				
Miscellaneous	$38,644				
Computer		$ 26,334			
TOTAL		**$ 3,757,000**	**TOTAL**	**$**	**3,757,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	10.71
TOTAL	**10.71**

PORTLAND STREETCAR LOOP PROJECT

This project, formerly called the Eastside Transit Alternative Analysis will complete an Environmental Assessment (EA) of the locally preferred alternative, now known as the Portland Streetcar Loop Project. The project proposes extension of the existing Portland Streetcar alignment over the Broadway Bridge to the Lloyd District, extending south through the Central Eastside to OMSI. Ultimately, the proposal is to complete the Streetcar Loop around the Central City by eventually using a new light rail bridge between the east and west sides of the Willamette in the vicinity of OMSI on the east and OHSU on the west when Milwaukie light rail is constructed.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

OBJECTIVE

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

PRODUCTS/DELIVERABLES

- Complete EA for the Portland Streetcar Loop Project. (OCTOBER 2007)
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding included in SAFETEA-LU. (DECEMBER 2007)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in July 2001 using local funds. Streetcars run on a 7.2-mile continuous loop with 42 stops ranging from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University to a terminus at SW Moody and Gibbs.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capita provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- Portland Streetcar currently is providing over 2,500,000 rides per year. Since 1997, nearly 7,300 new units of multi-family housing have been built within two to three blocks of the streetcar and there has been over 4.6 million square feet of non-residential space developed.
- The Lowell streetcar extension is under construction.
- Extensions are planned to the Lloyd District and Central Eastside over the Broadway Bridge.
- Portland Streetcar, Inc, after two years of public outreach and development with a project steering committee, developed an alignment that was adopted by Portland City Council on June 25, 2004.
- Metro entered into a contract with Portland Streetcar, Inc. in FY2004-05 to develop the work program and perform the federal alternatives analysis for the project.
- A FTA alternatives analysis was completed and a Locally Preferred Alternative selected in federal FY2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	120,730	FTA Streetcar grant	$	754,400
Interfund Transfers	$	51,547	Local match	$	188,600
Materials & Services	$	767,873			
Consultant $15,000					
Pmt to Other Agency $750,000					
Miscellaneous $2,873					
Computer	$	2,850			
TOTAL	**$**	**943,000**	**TOTAL**	**$**	**943,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.04
TOTAL	**1.04**

LAKE OSWEGO TO PORTLAND CORRIDOR (WILLAMETTE SHORELINE)

The Lake Oswego to Portland Corridor project is currently not included in Metro's FY2007-08 budget. However, funding is available through the Streetcar Earmark that was included as part of SAFETEA-LU in 2006. If Metro Council decides to advance the project past the Alternatives Analysis (AA) that was completed at the end of FY2006-07, Metro staff will be allocated to the project and a materials and services budget will be developed.

This project will build upon the AA. 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.
- This program includes elements of refinement planning for the Macadam/Highway 43 Corridor identified in the Regional Transportation Plan, including: 1) planning for improved bus service in the corridor; 2) planning for future streetcar service; and 3) improving bicycle and pedestrian safety through the trail component of the study.

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- City of Lake Oswego

- 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

- Initiate a DEIS for the Lake Oswego to Portland Transit Corridor. (SEPTEMBER 2007)

PRODUCTS/DELIVERABLES

- The Consultant will produce conceptual designs and order-of-magnitude cost estimates for the proposed transit and trail alternatives.
- Metro will produce the Lake Oswego to Portland Transit and Trail Alternatives Evaluation Report that evaluates the various transit and trail alternatives based on the adopted evaluation criteria. The adopted evaluation criteria include, but are not limited to: at transit ridership, cost, travel time, traffic impacts and connectivity.

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 (LOPAC) who represent the communities, residents, businesses and interest groups in the travel corridor between Lake Oswego and Portland to meet monthly over the duration of the project;
- Developed and adopted a Purpose and Need and Evaluation Criteria for the project;
- 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;
- Selected a Consultant Team to assist with the conceptual designs, traffic analysis, public involvement and financial analysis support for the project. The contract is valued at $367,410;
- Planned upcoming public involvement tasks, including project newsletters, a LOPAC design workshop, a community design workshop and small group meetings along the corridor;
- Facilitated a design workshop with LOPAC to develop potential transit and trail alignments as well as identify potential issues and concerns along the corridor;
- Facilitated a Community Design Workshop in the corridor. Approximately 150 interested citizens throughout the corridor attended the workshop. Participates were given the opportunity to review project information and talk to staff informally regarding the project. There were general concerns regarding transit ridership in the corridor, location of park and rides and neighborhood impacts related to all of the options.

- Developed a wide range of transit and trail alternatives through input from LOPAC, the community, and the project's technical advisory committee;
- Narrowed the wide range of transit and trail alternatives based on the adopted Purpose and Need and Goals of the project;
- Concluded the small group meetings along the corridor between September and November, involving neighbors as well as local businesses to identify specific areas of concern with the community. Additional presentations were scheduled for several neighborhood associations and groups in West Linn as requested;
- Progressed on developing promising transit and trail alternatives further to develop conceptual designs, order of magnitude costs, and evaluating alternatives through the adopted Evaluation Criteria; and
- Began planning a bus intercept survey in coordination with TriMet to learn more about current bus riders and their preferences on the project alternatives.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	TBD	FTA Streetcar Grant	$	TBD
Interfund Transfers	$	TBD	Local Match	$	TBD
Materials & Services	$	TBD	Metro	$	TBD
Computer	$	TBD			
TOTAL	**$**	**TBD**	**TOTAL**	**$**	**TBD**

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

STREETCAR TECHNICAL METHODS AND CITY OF PORTLAND STREETCAR SYSTEM PLAN

As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which included funding for advancement of Streetcar Technical Methods and a City of Portland Streetcar System Plan, as well as to advance the Portland Streetcar Loop Project (formerly called the Eastside Transit Alternatives Analysis) and the Lake Oswego to Portland Transit Corridor Project into the National Environmental Protection Act (NEPA) process. The technical methods will assist the Federal Transit Administration (FTA) in the development of guidance for travel demand forecasting and economic development methodologies for the Small Starts funding program. In FY2005-06 and FY2006-07, initial work was done to evaluate potential approaches for this work, during the Eastside Transit Project and Lake Oswego to Portland Transit Corridor Project Alternatives Analyses. The City of Portland Streetcar System Plan will evaluate potential alignments and extensions to the existing system and will serve as input into the 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. Memoranda of agreement outlining Metro's planning responsibilities and relationships with Oregon Department of Transportation (ODOT) and TriMet document Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects.
- As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar Technical Methods as well as to advance the Portland Streetcar Loop Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.
- Also as part of SAFETEA-LU, TriMet received a $4 million authorization to develop a domestic streetcar prototype.

STAKEHOLDERS

- Metro Council
- Cities of Portland and Lake Oswego
- Clackamas and Multnomah County
- Portland Streetcar, Inc.
- Eastside Transit Project Advisory Committee
- Lake Oswego to Portland Transit Project Advisory Committee
- 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

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

PRODUCTS/DELIVERABLES

- Assist with the development of a Streetcar System Plan for the City of Portland and provide input into the Regional Transportation Plan update. (JUNE 2008)

- 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 and to assist the City of Portland with the evaluation of future transit corridors for the Streetcar System Plan. (DECEMBER 2007)
- Develop technical methods for evaluating the impact of Streetcar on development patterns and measuring the economic development potential of the Streetcar mode to assist FTA in the evaluation of Small Starts projects and to assist the City of Portland with the evaluation of economic development in future transit corridors for the Streetcar System Plan. (MARCH 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- The first segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. Streetcars run on a 6.0-mile continuous loop with 40 stops ranging from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University to a terminus at SW Moody and Gibbs.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capita provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- In 2005, Eric Hovee Inc. was retained to develop a correlation between the presence of the Portland Streetcar and Central City development patterns. This study found evidence of a connection between streetcar service and economic development and recommended further, even more rigorous methods to show causality between the streetcar and intensity of development that form the basis of the current work program.
- In 2005, PB Consult was retained to evaluate the travel demand forecasting methods to be used to evaluate the Streetcar mode. Several sub-mode adjustments were made to Metro's travel forecasting model as a result.
- An FTA Alternatives Analysis was completed and a Locally Preferred Alternative selected for both the Eastside and Portland to Lake Oswego Transit Projects in federal FY2005-06.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services		$ 54,146	FTA Streetcar grant	$	145,600
Interfund Transfers		$ 21,258	Local Jurisdiction Match	$	36,400
Materials & Services		$ 105,570			
Consultant	$75,000				
Pmt to Other Agency	$25,000				
Miscellaneous	$5,570				
Computer		$ 1,026			
TOTAL		**$ 182,000**	**TOTAL**	**$**	**182,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.48
TOTAL	**0.48**

BI-STATE COORDINATION

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 Regional Transportation Council (RTC) (Southwest Washington RTC Resolution No. 05-99-11 is identical in its resolves).
- Metro Resolution No. 03-3388, For the Purpose of Endorsing a Bi-State Coordination Committee to Discuss and Make Recommendations about Land Use, Economic Development, Transportation and Environmental Justice Issues of Bi-State Significance.
- Resolutions by the City of Portland, Port of Portland, TriMet and Multnomah County in support of the formation of a Bi-State Coordination Committee (Resolutions in support were also passed by sister agencies/entities in southwest Washington).
- Through Metro Council, coordinate with partners in southwest Washington about land use and transportation issues of bi-state significance.

STAKEHOLDERS

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

OBJECTIVES

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

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

PRODUCTS/DELIVERABLES

Products/Deliverables 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. (ONGOING)
- Completing an Annual Report. (JANUARY 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Determined year 2030 forecasts of population, jobs and housing that coordinated the two Metropolitan Planning Organization (MPO) forecasts for bi-state transportation projects, especially the Columbia River Crossing project;
- Made recommendations concerning high occupancy vehicle lanes for the I-5 Delta Park Project;
- Provided additional time for discussion and coordination of issues concerning the I-5 Columbia River Crossing; and
- Reviewed a joint PSU/WSU Vancouver proposal for a survey of business and other entities concerning bi-state obstacles.

A detailed description of Bi-State Coordination Committee work in a month-by month format is available in the Committee's 2006 Annual Report.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services		$ 24,371	PL	$	10,409
Interfund Transfers		$ 9,522	STP/ODOT Match	$	25,656
Materials & Services		$ 5,107	Metro	$	2,935
Printing/Services	$1,000				
Ads & Legal Notices	$500				
Miscellaneous	$3,607				
TOTAL		**$ 39,000**	**TOTAL**	**$**	**39,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.28
TOTAL	**0.28**

PROJECT DEVELOPMENT

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

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development program has focused on projects that directly relate to completion of planning and project development activities in regional transportation corridors outlined in the RTP. A few of these corridors and projects already had major planning efforts underway under separate budget lines, such as the Sellwood Bridge project, the I-5/99W Corridor, Sunrise Corridor and Columbia Crossing project. However, for the bulk of the corridors and projects, project development assistance is still needed. Project development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the State Transportation Planning Rule (TPR), Metro is required to complete a regional Transportation System Plan, 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.

Prioritization of corridor projects to be advanced is a regional decision. In FY2000-01, 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
- Businesses dependent on the corridor including those directly within the corridor, those who utilize it for freight, and those whose employees rely on the corridor to reach work
- Commuters who travel to or through the corridor for work, shopping, or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes as well as formal comment on proposed projects. (ONGOING)

- Implement the Corridor Initiatives Project strategy in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts. (ONGOING)
- Participate in the development of projects not yet funded by other grants or contracts. (ONGOING)
- Participate in ODOT's Oregon Innovative Partnerships Program (OIPP). (ONGOING)
- 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. (ONGOING)

PRODUCTS/DELIVERABLES

- With ODOT, develop scope for corridor refinement planning process for I-205 and initiate work. (NOVEMBER 2007)
- Work with ODOT to complete Milestone 1 financial review with the private partner, Oregon Transportation Investment Group, of proposals on I-205. (JUNE 2008)

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; and
- Worked with ODOT OIPP on negotiation of work plan and completion of initial (Milestone O) tasks with private consortium (OTIG), which is developing proposals on I-205 and Sunrise corridors.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	54,043	PL	$	31,000
Interfund Transfers	$	31,388	STP/ODOT Match	$	38,584
Materials & Services	$	30,569	ODOT Support	$	24,680
Printing/Supplies $10,000			Section 5303	$	5,856
Miscellaneous $20,569			Metro	$	15,880
TOTAL	**$**	**116,000**	**TOTAL**	**$**	**116,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.44
TOTAL	**0.44**

NEXT CORRIDOR

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. To date, corridor refinement plans have been completed on Powell/Foster and the Highway 217 corridors with proposed projects and next steps being adopted by JPACT and the Metro Council. In 2007, Metro will commence work on the High Capacity Transit System Plan.

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the Transportation Planning Rule (TPR), Metro is required to complete a regional Transportation System Plan, which identifies the need for transportation facilities and their function, mode, and general location. The 2000 RTP calls for completion of 18 corridor refinements and studies for areas where significant needs were identified but 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 FY2000-01, 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 FY2005-06, this program focused on completing the Highway 217 Corridor study and commencing the next multi-modal alternatives analysis. Work concluded in FY2006-07 with recommendations on RTP and local plan amendments and alternatives for further study and phasing, and next steps for financing. The recommendations were adopted by JPACT and Metro Council. Next steps for that corridor include seeking funding for completion of National Environmental Protection Act (NEPA) and preliminary engineering.

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

STAKEHOLDERS

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

OBJECTIVES

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

PRODUCTS/DELIVERABLES

- Develop and implement a public participation plan that provides opportunities for all parties to comment, employs visualization techniques, electronically accessible formats such as on-line survey instruments and the Web and other best practices to help reach potentially impacted, minority and non-English speaking, or other interested residents in the selected corridor. (MARCH 2008)
- Issue consultant contracts. (MAY 2008)
- Establish project advisory committees. (MAY 2008)
- Complete background and existing conditions analyses. (JUNE 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	35,671	PL	$	52,000
Interfund Transfers	$	15,953			
Materials & Services	$	376			
TOTAL	**$**	**52,000**	**TOTAL**	**$**	**52,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.36
TOTAL	**0.36**

REGIONAL TRAVEL OPTIONS

The Regional Travel Options (RTO) program is the region's Transportation Demand Management (TDM) strategy for reducing reliance on the single-occupancy automobile. The program has been funded for nearly 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 ten highway lane miles. The program is also central to the region's efforts to maintain "attainment" status with federal air quality requirements. The program's effectiveness in meeting these goals is monitored on an ongoing basis through a system of detailed evaluations of individual components and employer surveys, and is documented in 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;
- Regional Travel Options Grant program;
- Evaluation program; and
- TriMet employer 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, vanpool vendors and others)
- RTO Subcommittee and TPAC
- Joint Policy Advisory Committee on Transportation (JPACT)
- Private industry and the public

OBJECTIVES

- Continued implementation of the RTO Strategic Plan. (ONGOING)
- Continued policy development in partnership with RTO Subcommittee. (ONGOING)

- Continued implementation of the Drive Less/Save More marketing campaign and coordination of partner agency marketing activities. (ONGOING)
- Continued implementation of the regional vanpool program. (ONGOING)
- Administration and monitoring of RTO grants awarded in 2006. (ONGOING)
- Continued implementation of an evaluation strategy that measures the outputs and outcomes of all projects and programs supported with RTO funds. (ONGOING)
- Continued implementation of the TriMet employer program with a focus on downtown Portland during reconstruction of the transit mall. (ONGOING)
- Increase the number and quality of carpool matches; and examine options for participating in the development of a statewide ride-matching database. (ONGOING)

PRODUCTS/DELIVERABLES

- Develop and distribute a walking guide publication and web resource to encourage walking for local trips and support area walking programs. (2009)
- Distribute 2007 Bike There! map via local bike shops and other retailers. (ONGOING)
- Regional Travel Options Strategic Plan update to support implementation of 2007 Regional Transportation Plan. (2007)
- Multi-year strategy for individualized marketing projects in the Portland metropolitan region. (2008)
- 2005-2006 Annual Evaluation Report. (2007)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services	$ 418,688		CMAQ*	$ 1,249,088
Interfund Transfers	$ 166,126		ODOT Transit**	$ 1,000,000
Materials & Services	$ 2,038,310		BETC Match	$ 17,096
Consultants $1,787,000***			Other grants	$ 267,050
Pmt to Other Agencies $72,000			Metro	$ 56,566
Printing/Supplies $77,000			Bike There	$ 35,000
Ads & Legal Notices $30,000				
Miscellaneous $72,310				
Computer	$ 1,676			$
TOTAL	**$ 2,624,800**		**TOTAL**	**$ 2,624,800**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.76
TOTAL	**5.76**

*CMAQ Allocated through 04-07 MTIP Process.
**ODOT public transit funding for Drive Less/Save More Campaign subject to approval by ODOT Travel Options Marketing Steering Committee.
***Includes $1,000,000 for implementation of Drive Less/Save More Campaign, see note above.

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

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

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

Stakeholders include, but are not limited to:

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

OBJECTIVES

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

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

PRODUCTS AND DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Requirements:			**Resources:**		
City of Damascus	$	TBD	Federal earmark	$	1,000,000
Consultant	$	TBD	Damascus Local Match	$	114,454
ODOT	$	TBD	STP	$	13,460
Metro	$	TBD	Metro	$	1,540
TOTAL	**$**	**1,129,454**	**TOTAL**	**$**	**1,129,454**

CITY OF PORTLAND - EASTSIDE STREETCAR: NW 1OTH AVE. (LOVEJOY ST. OMSI)

The Eastside Streetcar project seeks to support and encourage redevelopment of under-utilized land on the eastside, much as it did on the west side of the river. The streetcar is important as a Central City circulator providing new service and supporting the regional transit system through connections with existing and planned bus and rail lines. Since the streetcar operates in mixed traffic, it will add new person-trip capacity without reducing auto/truck capacity. It will provide direct service between the new residential communities being developed in the River District and South Waterfront to activities at the Rose Quarter and the Oregon Convention Center, to shopping and restaurants in the Lloyd District and Central Eastside and to the attractions at OMSI. The intent is to tie the implementation of the Eastside Streetcar project to Development Agreement(s) with property owners along the alignment, so that the public investment in the streetcar results in the kinds of development called for in local and regional plans. Density, design provisions for affordable housing and other public rights-of-way improvements will all be included in the agreement(s).

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

1988 – Central City Plan
2002 – Transportation System Plan
2004 – Update to the Central City Transportation Management Plan
2004 – City Council adoption of the Eastside Streetcar Alignment Study
2006 – City Council and Metro adoption of the Eastside Transit Alternatives Analysis Locally Preferred Alternative

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Portland Development Commission
- Lloyd District Business Improvement District
- Central Eastside Industrial Council
- Ashforth Pacific
- Oregon Convention Center
- Portland Trailblazers
- OMSI
- Buckman Neighborhood Association
- Hosford-Abernethy Neighborhood Development
- Kaiser Permanente
- Lloyd Transportation Management Association
- Metro Council
- TriMet
- FTA

OBJECTIVES

The objective is to fully meet the requirements of the FTA Small Starts Program and qualify for a Project Development Grant Agreement.

PRODUCTS/DELIVERABLES

- Conceptual Planning - completed
- Alternatives Analysis – completed
- Locally Preferred Alternative – completed
- Project Development Grant Agreement – FTA Small Starts Program – submittal 1st quarter 2007

- Environmental Analysis & Engineering – on-going during 2007
- Project Construction Grant Agreement – FTA Small Starts Program – submittal 4th quarter 2007

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During the late 1990s, the City constructed an initial operating segment for the Portland Streetcar Loop project. This alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown, and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations. Two additional extensions have been completed, from Portland State University to RiverPlace and from RiverPlace to SW Gibbs Street in South Waterfront. Another extension from SW Gibbs Street to SW Lowell Street is under construction and expected to open in September 2007. When the Lowell extension is completed the line will be 4 miles end-to-end with 47 stops.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	98,125	FTA (Metro/City IGA)	$	742,500
Outside Contracts	$	830,000	Local Match	$	185,625
Total	**$**	**928,125**	**Total**	**$**	**928,125**

CITY OF WILSONVILLE – SOUTH METRO AREA RAPID TRANSIT

The Transit Master Plan is before City Council and is expected to be adopted in FY 06/07. 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. All service within the City of Wilsonville is free of charge. SMART's TDM program (SMART Options) continues to promote transportation alternatives to driving alone and assists local employers in establishing transportation worksite programs.

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

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

The City of Wilsonville is expecting to adopt the Transit Master Plan in Spring 2007. There are no local funds budgeted for Master Planning activities in FY07-08; there will be no Federal funds used in FY07-08 for Master Planning activities.

Requirements:			**Resources:**		
Personal Services	$	60,750	CMAQ	$	121,135
Material & Services	$	74,250	Local Payroll Tax	$	13,865
TOTAL	**$**	**$135,000**	**TOTAL**	**$**	**$135,000**

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

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

A Draft Environmental 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 to central and eastern Oregon. In 1996, the Clackamas County Board of County Commissioners approved a preferred alternative for the Sunrise Corridor. Clackamas County in cooperation with Oregon Department of Transportation (ODOT) obtained permission from the Federal Highway Administration (FHWA) to complete a Supplemental Draft Environmental Impact Statement (SDEIS) for a project from I-205 to the Rock Creek Junction. The SDEIS will update previous alternatives and likely add or modify alternatives based on current traffic data, addressing the corridor between I-205 and the Rock Creek Junction. A Sunrise Project SDEIS is appropriate since the purpose and need for the project has not changed since the release of the DEIS and the opportunity for alternatives remain the same with some variations. The Sunrise Project is an existing transportation need that has independent utility and does not preclude any alternatives from Rock Creek Junction to US26. Some of the alternatives will be addressed in FY2007-08 with a federal earmark as part of the Highway 212 Sub-area and Sunrise Parkway Refinement Plan (East of Rock Creek Junction to US26).

The SDEIS will be completed by late Summer of 2007, and the Final Environmental Impact Statement (FEIS) will start in January or February of 2008.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

STAKEHOLDERS

Stakeholders include, but are not limited to:

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

OBJECTIVES

Following are the goals of the Supplemental EIS:

- Enhance the through movement function of the highway;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area;

- Provide regional access from the Portland area to the US-26 corridor that links the metropolitan area to central and eastern Oregon;
- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay;
- Provide an adequate and efficient level of multi-modal transportation improvements in the corridor;
- Provide access to the Damascus and Boring areas;
- Complete an assessment of traffic impacts on the surrounding highway network of tolling the Sunrise Project;
- Determine any environmental concerns and determine mitigation measures (if needed);
- Complete the public comment period for the SDEIS by Summer of 2007; and
- Increase efficient use of land. Particular attention will be given to supporting developments within the Clackamas Regional Center, Clackamas Industrial area, Happy Valley and Damascus.

Following are the goals for the Final EIS:

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

PRODUCTS AND DELIVERABLES

Major deliverables for the Final EIS include:

- Determine the preferred alternative to carry into the FEIS. (JANUARY 2008)
- Move preferred alternative into the RTP with an amendment. (MARCH 2008)
- Finish final environmental impact technical reports. (SUMMER 2008)
- Obtain a Record of Decision (ROD). (DECEMBER 2008)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The project has completed the alternative development phase. Three alternatives have been identified for analysis during the SDEIS phase of the project, along with a scope of work for a high level assessment of the traffic impacts on the surrounding highway network of tolling the Sunrise Project. Evaluation criteria have been established for measuring the impacts of each of the alternatives. By late Summer of 2007, the environmental analysis of impacts, the tolling analysis, and the technical reports will be completed.

A related project, the Damascus Concept Plan, was completed and looked at a potential alignment for the Sunrise Parkway from the Rock Creek Junction through Damascus and Boring and east to US-26.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal services	$	TBD	STP	$	TBD
Materials & Services	$	TBD	Clackamas County	$	TBD
			ODOT	$	TBD
			Federal earmark	$	TBD
TOTAL	**$**	**2,500,000**	**TOTAL**	**$**	**2,500,000**

MULTNOMAH COUNTY - SELLWOOD BRIDGE

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

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

At the conclusion of the South Willamette River Crossing Study (1999), the Joint Policy Advisory Committee on Transportation (JPACT) developed a series of recommendations that 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 ten tons, thereby closing the bridge to buses, emergency vehicles and freight movement.

STAKEHOLDERS

- Metro
- Transportation Policy Alternatives Committee (TPAC)
- JPACT
- Metro Planning Update of RTP
- 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
- Multnomah County

OBJECTIVES

Metro 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 the Lake Oswego Trolley and the South Corridor Phase II extension of LRT between the cities of Portland and Milwaukie. (ONGOING)

Multnomah County will be leading a consulting team in the preparation of an alternatives analysis (AA) report and Environmental Impact Statement (EIS) for the Sellwood Bridge project. ODOT, TriMet, the City of Portland, Clackamas County and Metro will participated in the project team. (FIRST AND SECOND QUARTERS)

In addition Metro will provide technical assistance in the evaluation of alternatives. Metro, in 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 National Environmental Protection Act (NEPA) process began in Spring 2006 and is expected to last 24 months. (SECOND QUARTER)

Selection of a Preferred Alternative(s) – At the close of the evaluation of the candidate alternatives and the projects goals, a number of alternative designs will be selected (at this time it is anticipated that three or four alternatives will be considered as Preferred Alternatives). Public testimony will be provided during the course of this selection process and all participating agencies will provide their input on the selection process. (SECOND AND THIRD QUARTERS)

Preparation of the Draft Environmental Impact Statement (DEIS) – Following the selection of Preferred Alternatives the project's consultant will begin the formal NEPA process for establishing and assessing the impact on the social, economic and environmental consequences of all Preferred Alternatives. This information will be reviewed by the project's management teams and with the public. State and federal resources agencies will assist in the review of information regarding the various alternatives. (THIRD QUARTER)

Review, Coordination and Public Comment on the DEIS – The findings of the DEIS will be presented at citizen hearings and the testimony from those hearing will be considered by the City of Portland, Multnomah County, and Metro. Additionally, ODOT, FHWA and the participating state and federal reviewing agencies will assist in the review of alternatives. (FOURTH QUARTER)

Selection of a Preferred Alternative – Following the completion of the DEIS and the public testimony phase of the project, the city, county and metro will select a single preferred alternative. (FOURTH QUARTER)

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

PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Project Management – The project has identified a three level management structure to: (1) manage the ongoing schedule and technical aspects of the study; (2) focus the assets of the study to address essential design elements of any alternative; and (3) coordinate the efforts of the consultants to maintain the established project schedule. The Project Management Team, Senior Advisory Staff and Policy Advisory Group provide the management function for the Sellwood Bridge project.

Public Involvement – Community organizations, the business community, and citizens have been asked to participate in a Citizens Task Force (CTF) to provide community insight into the elements of the project. This group meets on a monthly basis to review issues that are critical to the project. Their recommendations are forwarded to the Policy Advisory Group.

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

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

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

Development of Potential Alternative Designs and Alignments – A set of preliminary alternative alignments will be developed during the current fiscal year. Threshold evaluation of these options will be completed and the initial evaluation of the project's non-transportation goals will begin.

BUDGET SUMMARY*

Requirements:			**Resources:**		
Personal Services	$	17,468	Other grants	$	25,000
Interfund Transfers	$	7,348			
Materials & Services	$	184			
TOTAL	**$**	**25,000**	**TOTAL**	**$**	**25,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.14
TOTAL	**0.14**

*Budget Summary reflects only Metro budget for this project.

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 Regional Transportation Plan (RTP) as a needed facility, though the exact location was not determined. In 2000, Metro proposed an amendment to the RTP to include an alternative southern corridor for the Connector, with the corridor located outside the Urban Growth Boundary (UGB). However, the Land Conservation and Development Commission (LCDC) concluded that not all requirements for an exception to State Planning Goals had been demonstrated and that additional work was needed. In 2004, the Oregon Transportation Commission (OTC) included the Connector as one of eight Projects of Statewide Significance.

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The OTC has recognized the I-5 to Highway 99W Connector as a "Project of Statewide Significance." Metro included the project, along with potential corridor alignments, in both the 1996 and 2000 RTPs. The project is also referenced in the most recent Transportation System Plans (TSP) of Washington County and 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 established need, mode, function and general location (transportation need, highway mode, statewide and regional function in the specified corridor) consistent with state land use statutes for the proposed I-5 to 99W Connector. A future selected alignment within the corridor would be subject to further land use review and actions.
- Senate Bill 626, codified into Oregon Revised Statute 383 (ORS 383), passed by the 1995 Oregon Legislature, authorizes the building, operation and maintenance of tollways by governments, private entities or a combination of the two. The law requires that ODOT obtain authorization of the Legislative Assembly before entering into any agreements for the construction or operation of any tollway facilities except two: the Newberg-Dundee Bypass, and the Tualatin-Sherwood Highway, linking Interstate 5 and Highway 99W. This restriction was subsequently amended to include the Lewis and Clark Bridge in Columbia County and an unnamed project in the Portland urban area.
- August 14, 1996, OTC approved proceeding with siting studies and land use and environmental feasibility reviews of the Tualatin-Sherwood and Newberg-Dundee tollway projects. This decision came after the OTC considered a staff report and public testimony regarding the preliminary assessment of the financial feasibility of these projects as toll roads.

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Residents and officials of Washington County, possibly Clackamas County (depending on the alignment selected), ODOT, Metro, LCDC, cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, and McMinnville;
- Rural and farm land owners in the area;
- Industrial and other employers within the Tigard/Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees;
- Travelers and freight hauling operators to and from the Oregon central coast area;
- Other State agencies including Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), Department of Fish and Wildlife, Corrections, State Lands; and
- Federal agencies including 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), while considering the need for local arterial access to the state highway system.

By Spring 2008, 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 National Environmental Protection Act (NEPA) effort that will be undertaken to determine a specific alignment immediately following the RTP amendment process. If necessary, land use planning goal exceptions will also be considered.

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

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 - OR 10: SW OLESON ROAD INTERSECTION PROJECT

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

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 - LAKE OSWEGO TO MILWAUKIE TRAIL MASTER PLAN

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

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

The Master Plan may include:

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

Requirements:			**Resources:**		
Materials & Services	$	110,450	Regional STP	$	100,000
			Metro match	$	10,450
Total	**$**	**110,450**	**Total**	**$**	**110,450**

TRIMET - REGIONAL JOB ACCESS AND REVERSE COMMUTE PROGRAM

OR-37-X001-09 of the Job Access and Reverse Commute (JARC) funds will be applied to the Portland Area-Wide Job Access Program administered by TriMet. According to the 2000 Census, 236,000 (or 15.7 percent) of the 1.5 million people that live in the Portland metropolitan region live below 150 percent of the federal poverty level. Funds will be used to support and promote programs in the urbanized Portland region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.

JARC Regional Funding Allocation and Project Evaluation Process

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

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

TriMet will continue to lead 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 Coordinated Human Services Transportation Plan by combining the results of the Special Transportation Fund Advisory Committee's work on New Freedom funds and the Job Access Advisory Committee's work.

Current Program

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

- Swan Island Evening Shuttle
- Installation of bike racks and lockers at transit centers
- Community resource maps at transit centers
- Non-commute taxi voucher program
- 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
- Travel training programs
- Trainings and presentations for case managers and their clients regarding transportation options
- Free transit schedules and maps
- Increased fixed route transit service in targeted areas
- Free *Commuter Choices* brochures, available in English and Spanish
- *How to Ride* brochures and videos available in seven languages

STAKEHOLDERS

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

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

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

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

OBJECTIVES/PRODUCTS/DELIVERABLES

Compliance with JARC Program Objectives:

1. Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include access to childcare and acquiring job skills and training.
2. Rides provided by Job Access funded programs and services total over five million between September 2000 and September 2006.

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 2008 totaling $571,403 are shown below.

Work Program Line Item	JARC Funds
Commute Services	$185,031
Job Training and Retention Services	$54,001
Travel Training	$98,500
Alternative and non-commute services	$204,168
Contingency/carry-over funds	$29,703
Total: Job Access Reverse Commute Funds	$571,403

Match Programs	Local funds
TriMet Operating Costs (Fixed Route Bus Service)	$343,032
Other regional providers	$228,371

This budget reflects Federal FY07 Jobs Access Reverse Commute funds carried into TriMet's FY2007-08 program. Work Program funds are estimated at this time. The competitive solicitation process for projects will be complete in February 2007.

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). There has been a very strong response from riders to the 16 Frequent Service lines, which account for 57% of the weekly bus riders. This service has raised 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 ninth year of a comprehensive program that incorporates the grant-funded signal priority treatment project that was managed as a partnership of the City of Portland and TriMet with a focus on four categories of transit systems management tools:

1. *Transportation System Improvements*, including transit signal priority (TSP), queue jump lanes, and sidewalk construction to improve bus stop accessibility:
2. *Bus Stop Improvements*, including optimizing bus stops spacing (including stop consolidation), constructing curb extensions and installing bus shelters.
3. *Service Improvements*, including increasing the number of Frequent Service routes, tighter/better scheduling, transitioning the fleet to low-floor buses, and rerouting; and
4. *Technology Improvements*, including upgrades to TriMet's Orbital System.

Over time the program has become more integrated with the bus stop and route management process and is now being applied in jurisdictions beyond the City of Portland.

This program builds on the TEA-21 funded (OR-90-X087-00) signal priority project and is 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. TriMet has applied for continuing funds through FY2011.

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 that in turn produces greater use of the service. The program is coordinated with the local street jurisdictions controlling 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:

1. *Reduce transit travel time*, including increasing schedule reliability and operating efficiency;
2. *Enhance access to transit*, including improving boarding access at the bus stops, improving compliance with the Americans with Disabilities Act (ADA), and improving pedestrian and crosswalks access from adjacent neighborhoods to bus stops;
3. *Increase ridership;*
4. *Meet long-term transit and regional transportation goals*, including making changes that are compatible with future bus rapid transit, increasing the total carrying capacity of the street system and making transit a more attractive method of travel; and
5. *Improve safety for passengers, pedestrians and other traffic*

Products / Deliverables include:

1. 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.
2. Detailed review of each selected bus route, including inventory of facilities and compliance to bus stop standards, ADA requirements and operating requirements.
3. 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.
4. Work program, schedule and budget for each line.
5. Construction drawings and documents.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The Streamline program has been effective in meeting most of the objectives set for it as outlined:

1. Opticom was installed at 275 intersections and emitters installed on all 611 TriMet buses.
2. Travel times have generally increased on Streamline routes, but have slipped less than half the amount of non-streamline routes.
3. Access to transit has been enhanced both at bus stops and from adjacent neighborhoods to bus stops.
4. Average weekday ridership on Streamlined routes has grown by 12,000 and resulted in approximately $1.7 million in additional fare revenue over the 5-year period.
5. Several improvements, most notably along Lines 14 and 72, were made that are consistent with and have helped prepare routes for possible bus rapid transit and have increased the total carrying capacity of the street system.
6. Individual capital projects have improved safety for passengers, pedestrians and other traffic with new traffic signals, reconfigured intersections and shorter pedestrian crossings.

As of July 2006, the expected 10% travel time savings were not fully realized. Direct operating savings could only be realized with the ability to remove a bus from a routes schedule and that has occurred on only one route. The program has, however, postponed for up to 8 years the time when buses would need to be added to a route to keep of with traffic and congestion. This yields both operating and capital cost avoidance. Further implementation of the program will be in concert with TriMet's network of Frequent Service routes.

BUDGET SUMMARY

The original TriMet and City of Portland program that used Federal, City and TriMet funds for the installation of Opticom emitters on buses and receivers at intersections is complete. The program was been sustained from FY2003 through FY2005 with CMAQ funds and has since been

integrated with “Frequent Bus” improvements including FY2008 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. Bus stop shelters are receiving place names. The improved stop identification will compliment on-board automated bus stop audio and reader board announcements.
- 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. The changeover should be complete in FY 2008-09.
- The FY 2007 program investment of $238,000 will be repeated for an additional year and $75,000 in the fourth and final year to complete all bus stops.

Bus Stop Enhancements

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

Shelter Expansion

- TriMet continues to increase the number of bus shelters from a total of 885 five years ago to approximately 1,111 as of January 2007.
- With the help of other grant funds additional bus stop improvements are being made in Washington County, with slow but continuing progress along Tualatin Valley Highway, which has been the focus of pedestrian safety concerns.
- TriMet has expanded the use of solar lighted shelters in many of these new installations where direct power connections are difficult and/or expensive.
- TriMet expects to sustain the shelter expansion effort with approximately 35 new shelters in FY2008 using primarily CMAQ funds.

Transit Tracker

- The on-street Transit Tracker program was suspended in January 2004 and replaced with a call-in Transit Tracker program, providing real-time arrival information based on a bus stop ID numbers. This has proven to be very popular and is far more cost effective to operate.

This is a capital development program using CMAQ funds, but the program is presented in this Unified Planning Work Program given the planning activities that support the on-going program. The program is at the core of TriMet's service development program and is represented in the 5-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. They are integrated with 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 jurisdictions 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

Requirements:		**Resources:**	
Bus shelter expansion	$ 360,000	CMAQ	$ 1,233,792
Pavement and ADA improvements	$ 100,000	TriMet	$ 141,208
Bus stop signs and poles	$ 338,000		
Solar lights in bus shelters	$ 125,000		
Streamline treatments	$ 452,000		
TOTAL	**$1,375,000**	**TOTAL**	**$ 1,375,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.0
TOTAL	**3.0**

TRIMET - WASHINGTON COUNTY COMMUTER RAIL BEFORE AND AFTER EVALUATION

TriMet and Metro are working with the Federal Transit Administration (FTA) to prepare a comprehensive before and after evaluation of this 14.7-mile commuter rail project both to:

1. Assess success in the project itself meeting its goals for improving the quality of transportation in this urban community
2. Evaluating tools used in the region to plan and forecast the benefits and impacts of the project.

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

Note that this work program is timed to collect the "before" data for this project that is scheduled to open in fall 2008. Note that by Spring 2007, TriMet will be completing the Before and After Study for the Interstate MAX light rail project that opened in 2004. The same study will be initiated for the I-205 / Portland Mall Green Line next year.

The Washington County Commuter Rail Before and After Evaluation project is divided into seven tasks as follows:

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

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In August 2001 the Federal Transit Administration (FTA) instituted Section 611.7(c)(4) of the *Final Rule on Major Capital Investment Projects (New Starts)* (published on December 7, 2000, and effective as of April 7, 2001) whereby Section 5309 New Starts Full Funding Grant Agreement grantees must submit a plan for collection and analysis of information to identify project impacts and to determine the accuracy of forecasts prepared during project development. FTA requires that grantees report on five project characteristics:

1. Project scope – the physical components of the project, including environmental mitigation;
2. Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor;
3. Capital costs – the total costs of construction, vehicles, engineering, management, testing and other capital expenses;
4. Operation and maintenance costs – incremental operating/maintenance costs of the project and the transit system;

5. Ridership patterns – incremental ridership, origin/destination patterns of transit riders on the project and in the corridor, and incremental fare box revenues for the transit system. FTA further requires that this information be assembled at three key milestones in the development and operation of the project:
   a. Predictions – predictions for the five characteristics developed at the conclusion of preliminary engineering, along with any changes made to those estimates during final design;
   b. 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;
   c. After conditions – actual outcomes for the five characteristics of the project two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor.

STAKEHOLDERS

Internal (TriMet) - The Project Sponsor for the Washington County Commuter Rail project is the Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The Washington County Commuter Rail Before and After Study will be the responsibility of the Capital Projects and Facilities Division. The Manager of Transit Analysis and Forecasting has been designated as the key individual responsible for all aspects of the Before and After Study.

This individual will:

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

Primary TriMet responsibilities related to the project include:

- Capital Projects – Development, monitoring and reporting of the Project Scope, Capital Costs, 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;
- Conduct the forecast vs. actual ridership analyses;
- In coordination with TriMet, analyze the forecast v. actual cost estimates; and
- Identify and analyze potential model refinements.

Other Local Agencies

- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-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; and
- 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 Washington County Commuter Rail project: To develop a more diverse and balanced transportation system, specifically by providing another transit option for commuters in the Wilsonville-to-Beaverton corridor, better link regional centers, town centers and employment areas and to capitalize on the public investment in the existing light rail system and contribute to the implementation of a series of state, regional and local planning policies.

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make 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 participating jurisdictions are committed to fulfilling 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; and
- Revised and final report.

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

ACCOMPLISHMENTS TO DATE

As noted above, this program builds on corridor work program work to date, principally that contained in the Washington County Wilsonville to Beaverton Commuter Rail Draft Environmental Assessment (May 2000). It will also draw on origin-destination surveys and systems statistics maintained by the transit and road jurisdictions.

TriMet submitted the draft study plan to the FTA in November 2005. The FTA approved the inclusion of the study work scope into the Washington County Commuter Rail project. All tasks and subtasks will be assigned and executed as outlined in the draft work plan.

BUDGET SUMMARY

This work program is funded through the Washington County Commuter Rail Full Funding Grant Agreement in the total amount of $50,000. The budget for data collection under Tasks 3 and 4 is summarized as follows:

Origin / Destination Survey	
Pre-Implementation (April 2008)	$15,000
Post-Implementation (April 2010)	$15,000
On-Board Counts by Station	
New Rider Survey (Fall 2008)	$ 5,000
Analysis and Recommendations	$15,000

ODOT - I-5 / COLUMBIA RIVER CROSSING

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

The project area - State Route 500 in Vancouver to Columbia Boulevard in Portland - currently suffers between four and six hours of traffic congestion a day. If no improvements are made, congestion will increase to 16 hours a day by the year 2030 for all I-5 travelers.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

ODOT and the WSDOT are leading the project. The City of Vancouver, the City of Portland, Metro, the Regional Transportation Council, C-TRAN and TriMet are the local agency project partners.

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

OBJECTIVES/PRODUCTS/DELIVERABLES

In seeking a long-term comprehensive solution to the safety, congestion and mobility problems on I-5 between Portland and Vancouver, a Problem Definition document was written in Winter 2005. Based on data from the I-5 Transportation and Trade Partnership and work with the public, Tribal governments, and local agency partners, the Columbia River Crossing project defined the I-5 Bridge Influence Area this way:

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

6. The I-5 bridges across the Columbia River do not meet current seismic standards, leaving them vulnerable to failure in an earthquake.
7. The current configuration of I-5 within the I-5 Bridge Influence Area limits east-west connectivity across the highway for all users.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In November 2006, Columbia River Crossing project staff recommended the best performing river crossing and transit options for further evaluation in the Draft Environmental Impact Statement (DEIS). These options include one river crossing recommendation, a replacement bridge, and two High Capacity Transit recommendations - Bus Rapid Transit and Light Rail Transit. The replacement bridge would carry all types of traffic over the Columbia River: vehicle, freight, public transit, and bicycles, as well as pedestrians. Each transit option would be paired with expanded express bus service to connect suburban Clark County and downtown Portland.

The CRC Task Force forwarded the staff recommendations for river crossing (bridge) and transit options to the public for review and comment. On February 27, 2007 the Task Force will accept or modify the staff recommendation based on public input and committee discussion.

BUDGET SUMMARY*

Requirements:			**Resources:**		
	$	TBD	National Corridor Planning and Development Program Grant*	$	6,900,000
TOTAL	**$**	**6,900,000**	**TOTAL**	**$**	**6,900,000**

*Federal Aid #NCPDS000 (197)

ODOT PLANNING PROGRAM

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

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

STAKEHOLDERS

External

Local governments and agencies
Regional governments and agencies
Federal agencies
Washington State Department of Transportation
State Legislature
Business community
General Public

Internal

Region 1 Technical Center
ODOT – Transportation Development Division
ODOT – Rail Division
ODOT – Public Transit Division
ODOT – Safety Division
ODOT – Central Services Division

As of February 12, 2007, ODOT – Region 1 is still in the process of working through its application for SPR fund approval related to the 2008 state fiscal year, which starts on July 1, 2007. ODOT Proposed Projects include the following:

System Plans

- **Metro - New Look and Regional Transportation Plan Coordination:** ODOT is participating in policy analysis, traffic analysis, project prioritization, and other work associated with the Metro's New Look project and the Regional Transportation Plan.
- **Local Jurisdictions' Transportation System Plans:** ODOT will coordinate with and provide technical assistance to local jurisdictions as they develop their transportation system plans.
- **Mt. Hood Multi-modal Plan:** Develop a transportation system plan for the Mt. Hood area in conjunction with the United States Forest Service, Federal Highway Administration – Western Forest lands Highway Division and Clackamas County. The Mt. Hood Stewardship Legacy Act, currently introduced in Congress, requires development of a transportation plan for this area. The Forest Service made a request to secure Alternative Transportation in Parks and Public Lands program funds ($100,000), to aid with this work. ODOT has, and depending on availability of other funding (e.g., from the Mt. Hood Legacy bill), will continue to propose the use of SPR funds in its efforts toward this work item. *(Note: This project is not within the Metro MPO Boundary)*
- **Next Corridor:** ODOT, Metro, and other appropriate regional and local governments will work on a plan a transportation corridor identified as the next priority for planning by JPACT.
- **Oregon Highway 212/City of Damascus Sub-Area Plan:** Work with City of Damascus and Metro on a facility management and improvement and land use plan for segment of OR 212 within the City of Damascus.
- **Interstate 5/Highway 99W Corridor Planning Effort:** Corridor plan for a proposed link between the I-5 and 99W facilities.

Facility Refinement Planning/Environmental Documentation

- **Columbia River Crossing Project:** ODOT is working with the State of Washington to design additional freeway and transit capacity where I-5 crosses the Columbia River and complete an Environmental Impact Statement. ODOT and the CRC project team are also developing Interchange Area Management Plans for the Hayden Island, Marine Drive, and Delta Park interchanges.
- **Sunrise Project Supplemental Environmental Impact Statement and Interchange Area Management Plans:** ODOT is working with Clackamas County to complete a SEIS and develop two to four Interchange Area Management Plans.
- **Damascus/Sunrise Parkway Refinement Plan:** ODOT work with City of Damascus and Metro on a facility management and improvement plan for Sunrise Parkway.
- **Interstate 5/Wilsonville Interchange Area Management Plan:** ODOT will work with the City of Wilsonville to develop an Interchange Area Management Plan prior to an interchange improvement project proposed in the 2008-11 Draft Statewide Transportation Improvement Program (STIP).
- **US 26 at Springwater Interchange Area Management Plan**: ODOT will work with the City of Gresham to develop an Interchange Area Management Plan for a planned new interchange on US 26. The funds for this effort are proposed to come from STIP approved project budget.
- **Interstate 84/Troutdale Interchange Area Management Plan:** ODOT will work with the City of Troutdale to develop an Interchange Area Management Plan prior to the Marine Drive extension road project. Region 1 proposed to use funds from a STIP approved budget.
- **Interstate 5/Interstate 84 Concept Plan:** This area has been identified as one of the top ten congestion points within the State of Oregon. Region 1 will work with the City of Portland to identify alternative solutions to relieve congestion and safety problems in this area. It should be noted that this area has received preliminary designation by the Federal Highway Administration as a "Corridor of the Future."
- **Oregon Highway Route 47/Forest Grove Facility Plan:** ODOT will work with the City of Forest Grove on a highway facility management and improvement plan for a segment of OR 47 in Forest Grove.
- **Interstate 205/OR 213 Interchange Area Management Plan:** ODOT will work with the Oregon City to develop interchange design alternatives and an Interchange Area Management Plan for a future interchange improvement.
- **Interstate 5/North Macadam Interchange Planning Effort:** Work with the City of Portland on improvements to an exit ramp in this area.
- **Interstate 205/Airport Way Refinement Plan:** ODOT will work with the Port of Portland and the City of Portland at and around the I-205/Airport Way interchange to find transportation solutions consistent with the Portland International Center Environmental Assessment. The Port, ODOT, and city will work together from the planning phase, through NEPA and into Design to find a project able to be constructed by 2014.

ODOT Region 1's estimated state Transportation and Program Development (TPD) program budget for the 2008 fiscal year is $2.86 million. Some projects would be funded with STIP funding or local funding that is outside the TPD budget.

Metro
FY2007-08 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

3/22/07

	O8 PL ODOT(1)	08 STP* Metro	06 Metro / STP*	08 ODOT Support Funds	08 Sec 5303	08 TriMet Support	FTA Streetcar OR-39-0002	Streetcar Local Match	FTA Milwaukie SDEIS	Loc Jur/BETC Match	Next Corridor STP	FY05 ODOT RTO STP/Match	CMAQ RTO OR90-X124	TRANSIMS - FHWA	Other Funds (2)	Local Match	Total
ODOT Key #		# 13516	# 13476								# 14564						
METRO																	
Transportation Planning																	
1 Regional Transportation Plan	323,988	84,427	17,991	77,054	197,843	64,114	-	-	-	-	-	-	-	-	-	61,583	827,000
2 Green Streets Program	-	44,865	-	-	-	-	-	-	-	-	-	-	-	-	-	5,135	50,000
3 Livable Streets Program	-	75,629	21,586	22,082	5,000	-	-	-	-	-	-	-	-	-	-	10,703	135,000
4 2040 Performance Indicators	43,514	26,211	-	15,232	3,477	520	-	-	-	-	-	-	-	-	-	3,046	92,000
5 Regional Mobility Program/CMS/ITS	13,001	3,000	29,625	15,075	3,000	9,816	-	-	-	-	-	-	-	-	-	4,483	78,000
6 Urban Growth Boundary Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,000	9,000
7 New Look @ 2040 - Trans Support	84,600	-	-	2,274	32,456	18,051	-	-	-	-	-	-	-	-	-	12,619	150,000
8 Metro Transportation Imprv Prog	450,581	85,069	20,640	14,784	13,307	85,448	-	-	-	-	-	-	-	-	-	22,171	692,000
9 Environmental Justice/Title VI	36,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36,000
10 Regional Trans Planning Financing	65,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75,000	140,300
11 Regional Freight Plan	71,470	25,176	797	-	-	-	-	-	-	-	-	-	-	-	75,000	11,557	184,000
12 Reg High Capacity Transit System Plan	-	-	-	-	-	-	172,618		-	-	500,000	-	-	-	-	100,382	773,000
Research & Modeling																	
1 Trans Model Improvement Prog	-	-	-	-	-	-	-	-	-	-	-	-	-	5,600	-	1,400	7,000
2 Model Development Program	357,916	103,031	-	2,994	21,418	2,851	-	-	-	-	-	-	-	-	-	23,790	512,000
3 System Monitoring	101,986	14,369	-	-	20,000	-	-	-	-	-	-	-	-	-	-	6,645	143,000
4 Technical Assistance Program	33,000	32,441	-	19,482	-	6,700	-	-	-	-	-	-	-	-	4,500	3,810	99,933
6 Data, Growth Monitoring	107,889	-	-	15,000	80,336	37,500	-	-	-	-	-	-	-	-	1,018,456	914,025	2,173,206
Administrative Services																	
1 Mgmt & Coordination/Grants Mgmt	589,665	279,768	82,348	16,343	27,980	-	-	-	-	-	-	-	-	-	-	794,507	1,790,611
Corridor Planning																	
1 I-205/Mall Light Rail Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39,000	-	39,000
2 Milwaukie Light Rail Project SDEIS	-	-	-	-	-	-	-	-	2,000,000	-	-	-	-	-	500,000	1,257,000	3,757,000
8 Portland Streetcar Loop Project	-	-	-	-	-	-	754,400	188,600	-	-	-	-	-	-	-	-	943,000
4 Lake Oswego to Portland Corridor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 Streetcar Tech Methods & System Plan	-	-	-	-	-	-	145,600	-	-	-	-	-	-	-	-	36,400	182,000
7 Bi-State Coordination	10,409	9,504	16,152	-	-	-	-	-	-	-	-	-	-	-	-	2,935	39,000
5 Project Development	31,000	38,584	-	24,680	5,856	-	-	-	-	-	-	-	-	-	-	15,880	116,000
6 Next Corridor	52,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52,000
9 Regional Travel Options	-	-	-	-	-	-	-	-	-	17,096	-	1,000,000	1,249,088	-	267,050	91,566	2,624,800
Metro Subtotal	2,372,319	822,074	189,139	225,000	410,673	225,000	1,072,618	188,600	2,000,000	17,096	500,000	1,000,000	1,249,088	5,600	1,904,006	3,463,637	15,644,850
GRAND TOTAL	2,372,319	822,074	189,139	225,000	410,673	225,000	1,072,618	188,600	2,000,000	17,096	500,000	1,000,000	1,249,088	5,600	1,904,006	3,463,637	15,644,850

*Federal funds only, no match included

(1) PL funds include $674,321 carryover from FY06.

(2) See narrative for anticipated funding sources.

15,644,850

OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FY2007-08 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

3/22/07

Federal Aid Number	Project	Jurisdiction	STP	CMAQ	JARC	TriMet	Federal Earmark	Other Funds/ Match(1)	TOTAL
	Hwy 212 Sub-Area/Sunrise Pkwy	*Damascus*	13,460				1,000,000	115,994	1,129,454
	Eastside Streetcar: NW10th	*Portland*					742,500	185,625	928,125
	SMART	*Wilsonville*		121,135				13,865	135,000
	Sunrise SDEIS and FEIS	*Clackamas County*						2,500,000	2,500,000
	*Sellwood Bridge**	*Multnomah County*						25,000	25,000
X-HPPC067(043)	*I-5/99W Connector Study*	*Washington Co*	2,100,000					1,850,000	3,950,000
	OR10:SW Oleson Rd	*Washington Co*	100,000					10,450	110,450
	LO to Milw Trail Master Plan	*Metro*	100,000					10,450	110,450
	Reg Job Acc/Rev Commute Frequent Svc Development/	*TriMet*			571,403			571,403	1,142,806
	Bus Stop Development Wa Cty Commuter Rail Before/	*TriMet*		1,233,792		141,208			1,375,000
	After Evaluation	*TriMet*						50,000	50,000
NCPD 5000(197)	*I-5 Columbia River Crossing*	*ODOT*						6,900,000	6,900,000
	*ODOT Planning Program**	*ODOT*						2,860,000	2,860,000
	GRAND TOTAL		2,313,460	1,354,927	571,403	141,208	1,742,500	15,092,787	21,216,285

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

(1) See narrative for anticipated funding sources.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2008

(July 1, 2007 to June 30, 2008)

Draft: March 27, 2007

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SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

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FY 2008 UPWP for Clark County: Index

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FISCAL YEAR 2008 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC was established in 1992 to carry out the regional transportation planning program. 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 large urban area with a population of over 200,000. 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 Washington state. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2008 UPWP runs from July 1, 2007 through June 30, 2008.

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

In FY 2008, 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. This year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued no planning emphasis areas but expect the UPWPs to focus on compliance with the Federal Transportation Act, SAFETEA-LU. WSDOT guidance focuses on continued implementation of Regional Transportation Planning Organization duties as defined in RCW 47.80 and on conducting transportation planning consistent with the investment guidelines and key policy recommendations of the Washington Transportation Plan (update adopted November 2006). The guiding principle is that transportation planning must be integrated at all levels and that the region's Metropolitan Transportation Plan (MTP) is supported by and implements the statewide plan.

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 2008 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, air quality conformity analysis, program and project coordination. Long-range decisions regarding high capacity transit, new transportation corridors, and Columbia River Crossing improvements are all staged to occur in FY 2008. RTC will continue to provide support to WSDOT as projects funded by the state "Nickel" and "Partnership" packages move though planning, design, and environmental phases. In addition, the work program will include implementation of the Washington State Transportation Plan update adopted in November 2006. RTC also continues to provide support to Clark County and local jurisdictions in developing local Comprehensive Growth Management Plans. In Klickitat and Skamania counties, work on the SR-35 Columbia River Bridge Environmental Impact Statement in Klickitat County is anticipated. RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as part of the VAST program.

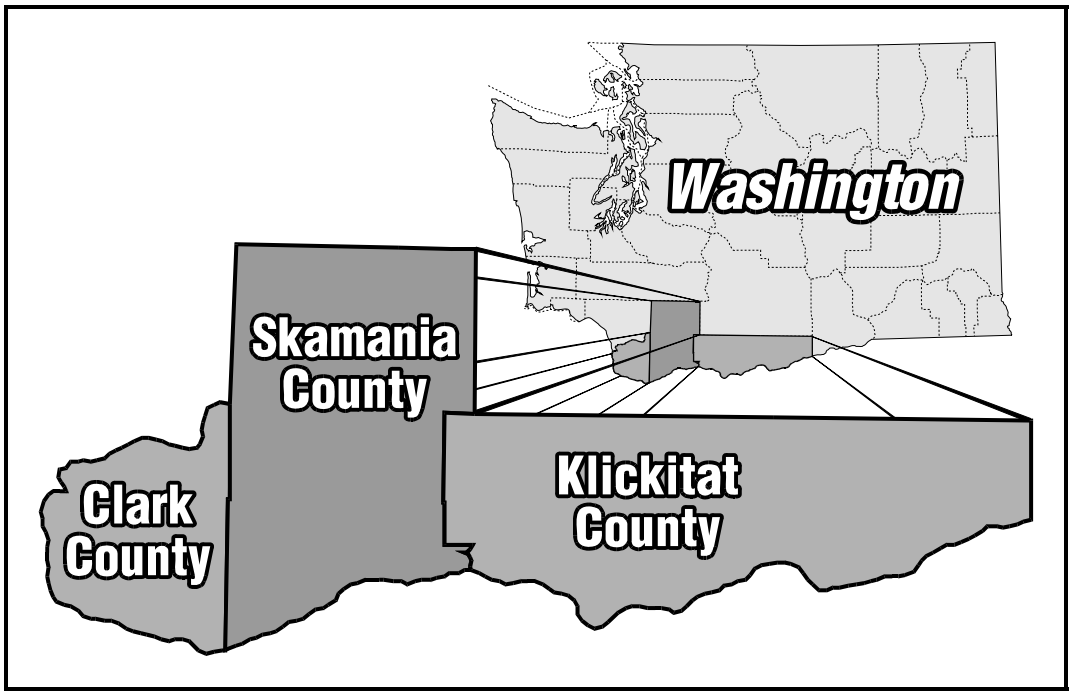
RTC will continue to work in partnership with local and state elected officials to bring needed transportation investments to this region.

Key Transportation Issues Facing The Region:

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2006, Clark County's population grew by 64.5% from 238,053 to 403,500.
- Investing in transportation infrastructure to support the economic and land use goals of our region.
- Maintaining funding for this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Partnership Package in the face of significant statewide inflationary cost increases and providing support to WSDOT through the project design and implementation phases. Through these packages, Clark County is set to receive nearly $500 million in transportation projects.
- Providing support to C-TRAN in planning for transit to serve the growing Clark County community. In FY 08 C-TRAN will implement service redesign identified in the analysis completed in FY 07. Transit planning will include a park and ride demand study for the I-5 and I-205 corridors in Clark County.
- Identifying future High Capacity Transit corridors in Clark County.
- Coordinating with the human services transportation providers such as the Human Services Council to address transportation needs for the aged, people with disabilities and low income.
- Maintaining Level of Service and concurrency standards consistent with the revenues available for transportation "mobility/capacity" projects.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" if transportation funds become available.
- Continuing work on an EIS for the Columbia River Crossing Project and environmental review of I-205 corridor interchanges from Mill Plain to NE 28th Street.

- Completion of regional and local Commute Trip Reduction (CTR) plans that should guide the region to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the cooperatively developed Vancouver Area Smart Trek (VAST) program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues. SAFETEA-LU requires an increased level of coordination with resources agencies at an earlier stage of the planning process.
- Monitoring and seeking solutions to the growing transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.
- Involving the public in identifying transportation needs, issues and solutions in the region.

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

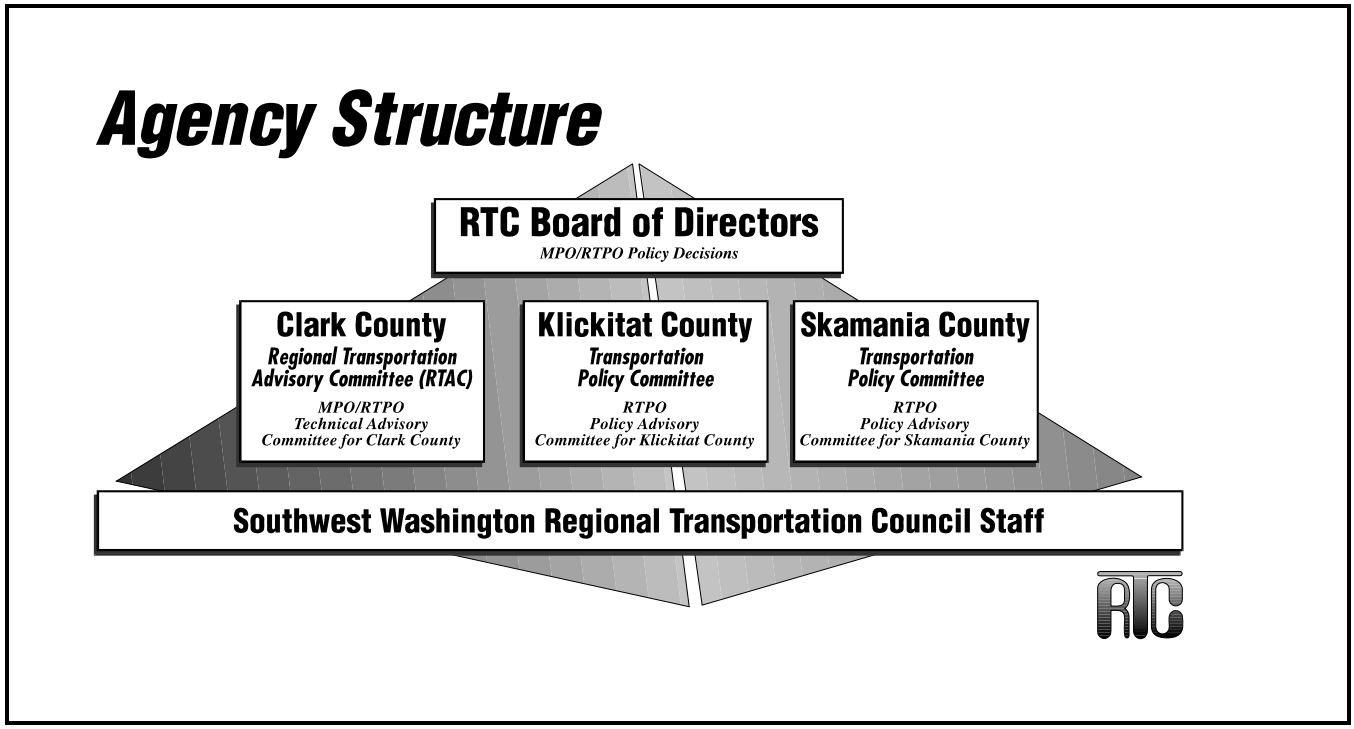


SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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), 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, Congestion Management Process, 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 viii through x.

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to 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. As of June 1, 2005, C-TRAN's service boundary is limited to the city of Vancouver and it urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes as well as express commuter bus service to Portland, Oregon. C TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

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

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

Southwest Washington Regional Transportation Council: Membership 2007

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

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

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver) [Vice-Chair]
City of Vancouver	Pat McDonnell (City Manager)
Cities East	Council Member Helen Gerde (Camas)
Cities North	Council Member Bill Ganley (Battle Ground)
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart
Clark County	Commissioner Betty Sue Morris [Chair]
C-TRAN	Jeff Hamm (Executive Director/CEO)
ODOT	Jason Tell (Region One Manager)
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	Jack Shambaugh
Clark County Public Works	Bill Wright
Clark County Planning	Mike Mabrey
City of Vancouver, Transportation	Matt Ransom
City of Vancouver, Planning	Bryan Snodgrass
City of Washougal/Port of Camas-Washougal	Scott Sawyer (City of Washougal)
City of Camas	Jim Carothers
City of Battle Ground/Town of Yacolt	Sam Adams (City of Battle Ground)
City of Ridgefield/City of La Center/Port of Ridgefield	Steve Wall (City of Ridgefield)
C-TRAN	Ed Pickering
Port of Vancouver	Katy Brooks
Human Services Transportation	Gail Bauhs (Human Services Council)
ODOT	Andrew Johnson
Metro	Mark Turpel
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

Skamania County	Commissioner Paul Pearce
City of Stevenson	Marc Thompson, Public Works Director
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 Francis Gaddis
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 significant within the region. To address bi-state regional transportation system needs, RTC representatives participate on Metro's Transportation Policy Advisory Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) committees. Metro is represented on RTC's Regional Transportation Advisory Committee (RTAC) and RTC Board of Directors. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is continued coordination on air quality issues.

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

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and, at a minimum, covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2005 when the Plan's horizon year was extended to 2030. The MTP should be consistent with the Washington Transportation Plan (WTP) and state Highway System Plan (HSP). The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. The next major MTP update is scheduled for 2007. The update will be consistent with local Comprehensive Growth Management Plans, will reflect the WTP updated in November 2006 and will be SAFETEA-LU compliant.

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. Solicit public participation and involve the public in MTP development.

5. Reflect updated results from the Congestion Management Process. The latest update to the Clark County region's *Congestion Management Report* was published in April 2006 and an update is anticipated in 2007.

6. Address bi-state travel needs and review major bi-state policy positions and issues.

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 bicycling and pedestrian modes.

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 and Commute Trip Reduction efforts.

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.

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 implemented 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 incorporating recommendations from C-TRAN's planning process.

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 2008 Products

1. An update to the MTP will be developed in FY 2007 and adopted early in FY 2008. Land uses from the updated Comprehensive Growth Management Plan for Clark County, anticipated for adoption in 2007, will be used as the basis for the MTP update. The MTP update will reflect 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. 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 and its consistency with local plans.

- 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 including incorporation of local and regional Commute Trip Reduction (CTR) plan recommendations. CTR plans are required under the state CTR Efficiency Act (2005).
- 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 (2006) and providing for more active communities.
- Update to the list of transportation improvements included in regional air quality conformity analysis.
- Public outreach, involvement and participation.
- 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) adopted in November 2006, the latest state Highway System Plan (HSP) and will address federal transportation policy interests, including safety and security of the transportation system, economic development, human services transportation, environmental justice, integration of environmental review into the planning process and consideration of management and operations in the planning process. Interstate and state transportation projects identified in the MTP are coordinated with WSDOT.

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. The Congestion Management Process 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 Systems planning in Clark County 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 (CRC) project and through the work of the Bi-State Coordination Committee.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	213,850	• Federal FHWA	111,677
		• Federal FTA	31,633
		• Federal STP	5,000
		• State RTPO Planning	11,168
		• State RTPO (long range planning)	37,090
		• MPO Funds	17,282
Total	**213,850**		**213,850**
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	$25,338

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

Work Element Objectives

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 2008 Products

1. The 2008-2011 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 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	60,329	• Federal FHWA	39,225
		• Federal FTA	11,111
		• State RTPO	3,923
		• MPO Funds	6,070
Total	**60,329**		**60,329**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$8,900

1C. CONGESTION MANAGEMENT PROCESS

A Congestion Management System (CMS) was adopted by the RTC Board in May of 1995, and now serves as the region's Congestion Management Process (CMP). 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 within 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 Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, transit, and TDM and implementation of solutions to address congestion. The congestion monitoring program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief.

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. Congestion monitoring should provide the region with a better understanding of how the region's transportation system operates. The Congestion Management Process is intended to be a continuing, systematic process that provides information on transportation system performance.

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 Congestion Management System (CMS) corridors through the congestion monitoring program. The transportation database can be referenced and queried to meet user-defined criteria.

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

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. It is also closely related with the ongoing VAST program and Commute Trip Reduction (CTR) efforts. Congestion solutions are implemented by programming of projects and strategies in the Metropolitan Transportation Improvement Program (MTIP). The congestion management process also supports work by the state to update the WTP and congestion relief strategies.

FY 2008 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. Scans of traffic counts are stored to help meet other needs and 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 CMP, 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 2008, the Report will be reviewed and updated, as necessary, and will again include a comparison with system performance reported in previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to offset infrastructure needs and to

improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Twenty-one transportation corridors were identified and monitored through the CMP at the outset. Additional corridors have been identified and added to the monitoring system over time. 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 CMP data and system performance indicators to inform state and local transportation plan updates.

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 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	66,705	CM/AQ	75,000
Consultant	20,000	Local	11,705
Total	**86,705**		**86,705**

Assumes use of 2007/08 CM/AQ funds; approximately $20,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS), offers a promising technological strategy to improve the efficiency of the total transportation system. ITS uses advanced electronics, communications, information processing, computers and control technologies to help manage congestion, 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 priority, 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 and management program, 2) expansion of arterial transportation operational improvements, 3) identification and implementation of Phase II of the advanced traveler information system, 4) regional ITS network enhancement for improved data sharing, and 4) management of the VAST program led by RTC. The freeway operations management program will improve operations of the freeway and improved traveler information with infill of cameras and detectors. The arterial operational will provide addition detection and arterial cameras at key locations. The traveler information system will identify Phase II improvements and implement additional improvements. The improved ITS network will allow real-time exchange of information between VAST agencies.

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 management of the VAST Communications Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network. Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

6. Expand communications infrastructure sharing and integration authorized under the recently executed Regional Communication Interoperability and Fiber Interlocal Agreement. Including the development and execution of additional fiber sharing permits between the VAST agencies.

7. Continue the data conversion of a shared communications assets management database and mapping system for use by the VAST partner agencies. Utilize the database software (OSPInSight) to identify additional infrastructure sharing opportunities and improved communications assets management.

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

9. Utilizing the status report technical memorandum on the current VAST 20-year plan completed in FY07, initiate and complete and update to the 20-year Plan. In addition, review and update the VAST regional ITS architecture.

10. 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.

11. Complete the planning of and sponsor the Phase II traveler information workshop, identify of Phase II improvements and develop a scope of work for implementation and deployment of Phase II recommendations.

12. 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.

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

14. 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 2008 Products

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

2. New VAST 20-year Plan and Regional ITS Architecture.
3. Completed Phase II Traveler Information Workshop and recommendations for Phase II deployment.
4. Regional Data Archive Implementation Plan to include both local and regional data.
5. 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.
6. Executed communications and fiber sharing permits and other activities between VAST agencies.
7. Facilitation of the activities of the Steering Committee and the Communications Infrastructure Committee.
8. Management of consultant technical support activities as needed.
9. Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.
10. Development and management of an ITS data warehouse and maintenance of the VAST web site.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC: VAST Program Coordination/Management	60,116	CM/AQ	52,000
		MPO Local Match (13.5%)	8,116
Total	**60,116**		**60,116**

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 to 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), is nearing completion. Phase II of the project will complete the DEIS. It will begin in March 2007 and is expected to continue through early 2008 with the selection of a locally preferred alternative. The Final Environmental Impact Statement is to be completed by the end of 2008.

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

RTC as the federally designated Metropolitan Transportation Planning Organization (MPO) for Clark County has a mandated role regarding the DEIS process. 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

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. In addition, RTC will act as lead CRC agency for the preparation, review, coding, and refinement of Phase II transit network alternatives within the travel demand model process. RTC's role in this element will enhance local oversight in the transit-modeling element of the CRC Project.

1. 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.

2. RTC will have key activities in the CRC transportation planning work element. This includes the development of study parameters, data collection, initial and secondary screening of alternatives, transportation analysis of baseline and build alternatives, and support for other tasks, including the

environmental and design tasks. RTC will act as the lead Clark County agency to review and assist in developing and conducting the transportation analyses for the No Build and recommended build alternatives and will work collaboratively with Metro on the travel forecasting process.

3. RTC will provide key assistance to the project team on the review and development of required New Starts submittals for the Federal Transit Administration. RTC will provide assistance in the definition of the No Build and Build alternatives in collaboration with C-TRAN and local jurisdictions. RTC will work actively with key partners and the project team to define the Federal Transit Administration required Baseline Alternative that provides the key comparison to the Build alternatives in measuring their cost effectiveness.
4. RTC will provide quality assurance and review of the FTA required SUMMIT analysis and will participate in equilibrating and refining the alternatives based on technical analysis and oversight by FTA.
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, then complete the DEIS, and select a locally preferred alternative.
6. RTC's specific role in FY 2007/08 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 and analysis of model results, 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 Columbia River Crossing project is addressed in the Strategic Plan section of RTC's adopted MTP (December 2005). As the CRC project progresses, this will be reflected in MTP updates.

This RTC work element relates to the "I-5 Columbia River Crossing Project (CRCP)" work element described in the Metro's FY 2007-08 Unified Work Program (UWP).

FY 2008 Funding: RTC

FY 2008 Expenses:		**FY 2008 Revenues:**	
RTC	$16,000	WSDOT	$16,000
Total	**$16,000**		**$16,000**

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

1F. CLARK COUNTY HIGH CAPACITY TRANSIT SYSTEM STUDY

Regional transportation policy direction surrounding the issue of high capacity transit, including corridors and alternative high capacity transit modes, has been an uncertain part of the regional transportation system for the last 10 years. In late November of 2004, the 2005 federal transportation Appropriations Bill included a $1.488 million earmark to RTC for the analysis of the I-5/I-205/SR-500 transit loop. RTC's 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. Implement the Clark County High Capacity Transit System 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 Clark County High Capacity Transit System Study is included in the Strategic Plan section of the Metropolitan Transportation Plan for Clark County (December 2005). The recommendations of this study, including high capacity transit policies and goals for the Clark County region, will be incorporated into the MTP.

FY 2008 Products

1. Develop HCT Policy Recommendations and System Plan.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	1,125,000	Section 5309	900,000
		Local Match (20%)	225,000
Total	**1,125,000**		**1,125,000**

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

IG. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 1990. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003, and February 2006. In 2003, Skamania County completed a transit feasibility study and recommendations of this transit study continue to be implemented. 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 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
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 2008 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 2008-2011 Regional Transportation Improvement Program.
4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	18,423	• State RTPO Planning	17,439
		• State RTPO (long range planning)	984
Total	**18,423**		**18,423**

1H. KLICKITAT COUNTY RTPO

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

Work Element Objectives

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 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 2008 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 2008-2011 Regional Transportation Improvement Program.
4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	21,396	• State RTPO Planning	19,557
		• State RTPO (long range planning)	1,839
Total	**21,396**		**21,396**

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 $547,500 in federal funding and state/local matching funds. The FEIS will be managed by RTC in partnership with WSDOT and ODOT and will be carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

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 2008 Products

1. Begin the Final Environmental Impact Statement (FEIS) and preliminary design.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	20,000	Federal High Priority	273,500
Consultant	321,875	ODOT & WSDOT Match	64,102
		Other local Match	4,273
Total	**341,875**		**341,875**

$547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Act, SAFETEA-LU (2005), after takedowns. The table above assumes 50% would be used in FY 2008 and 50% in FY 2009.
Local matching funds are required but sources have not been finalized.

1J. TRANSPORTATION CORRIDORS VISIONING PLAN

The Southwest Washington Regional Transportation Council Board of Directors acknowledged the need to plan for and evaluate future transportation and development patterns. The Board therefore initiated a long-range visioning process to study the need for new transportation corridors in Clark County. Currently adopted land use plans and regional transportation plans include a 20-year growth forecast and transportation needs for the next 20 years but do not look at a longer timeframe. Yet, new transportation corridors take a considerable time to plan for and construct. It was felt that now is the time to define a vision for where long-term growth may take place and the transportation facilities needed to serve it. The purpose of conducting the transportation corridor visioning process is to answer the question: ***"How would we get around within our own community when population reaches one million?"*** The study began in fall 2006 and is scheduled to conclude in fall 2007.

Work Element Objectives

1. Conduct demographic analysis, land use allocation of future growth and travel demand analysis to support the Transportation Corridors Visioning Study.
2. Focus on analyzing potential new transportation corridors that will connect places and nodes of growth in Clark County in the longer-term planning horizon.
3. Analyze the feasibility of a circumferential (beltway) corridor providing connections between the cities of Ridgefield, Battle Ground, and Camas/Washougal.
4. Address the need for and feasibility of future Columbia River crossings to connect with Clark County's highway network.
5. Complete conceptual engineering of identified potential, future corridors largely using Geographic Information System (GIS) tools.
6. Inform the public and solicit feedback from the public on the Corridors Visioning Plan.

Relationship To Other Work Elements

The Corridors Visioning Study relates to the MTP. It is acknowledged that new corridors take time to plan, therefore the study will look at potential new corridors and may recommend their addition to the MTP either into the fiscally constrained MTP or the strategic section of the MTP that includes illustrative projects.

FY 2008 Products

1. Final study report to include demographic analysis, land use allocation, traffic analysis and conceptual engineering of potential new corridors.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	98,266	• Federal STP	85,000
		• MPO Funds	13,266
Total	**98,266**		**98,266**

Minimum required match: $13,266

RTC anticipates contributing additional STP funds to this project. These anticipated additional funds are reflected in the above table.

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 has been used to carry out travel demand and traffic assignment steps in this region. However, to enhance micro-simulation capabilities, RTC will transition to use of the PTV Vision suite of modeling software (including VISUM and VISSIM). RTC continues to coordinate with Metro on use of Metro's regional model and to ensure that model data input, including census demographic data and land uses, are current.

This work element also includes air quality planning. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Currently, under the new federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as an "unclassifiable/attainment" area for Ozone and no longer needs to demonstrate conformity 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 Ozone standard took effect. However, plan, program, and project conformity analysis for carbon monoxide is still currently required. The Southwest Clean Air Agency has recently submitted a Limited Maintenance Plan for CO to the Environmental Protection Agency. Upon approval by EPA, RTC will only be required to conduct CO conformity analysis for transportation projects and not for the plan or program. 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) and incorporates these

assumptions into the regional travel model. 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 of 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 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. A major travel activity survey has been planned by Metro in coordination with Oregon MPOs and RTC. However, the survey will not be conducted until work on the transit mall in downtown Portland is complete. The survey will likely include use of GPS units to collect data and beginnings of a longitudinal panel survey. The travel activity and behavior survey information is 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 continue in FY 2008. 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.

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, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) 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 2008, the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data to support project design and implementation.

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

28. Continue technical model participation in the CRC Project including transportation data and analysis and the travel demand model elements of the Clark County side of the project. In addition, act as lead agency for the preparation, review, coding, and refinement of transit network alternatives within the travel demand model process

29. Provide technical support for analysis of High Capacity Transportation (HCT) needs in the Clark County High Capacity Transit Systems study.

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 2008, this will include addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area recently submitted to the EPA for approval. 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. Current regional conformity requirements under the 1996 Vancouver CO Maintenance Plan for the Plan and Program will be in effect until EPA determines that the conformity demonstration provisions in the second 10 year Vancouver CO maintenance plan are adequate or until the new CO maintenance plan is approved and adopted. RTC will continue to review project conformity and conduct project conformity analysis for agency members, when requested, for the Vancouver area.

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 includes support for the review, update, and testing of any new Mobile 6 emissions model, to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.

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

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 2008, RTC staff will continue to provide support to local agencies transitioning to use of PTV Vision software. In addition, RTC will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

Relationship To Other Work Elements

This element is 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 2008 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. Review of the regional travel forecast model 2005 base year and revised 2030. The MTP's long-range planning horizon is currently at 2030 but revisions are anticipated with the 2007 update to the Comprehensive Growth Management Plan. A six-year model may also be developed 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 improving truck forecasting ability. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.

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 Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts.

20. Re-evaluate the peak one hour analysis and continue 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 HSP updates and support for corridor planning studies and environmental analysis such as the I-205 Corridor environmental process and I-5 Columbia River Crossing Project.

Air Quality Planning

22. Participation in development of the transportation elements of air quality 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 revisions for the Comprehensive Growth Management Plan for Clark County are anticipated in 2007.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	315,182	• Federal FHWA	184,590
Computer Equipment (use of RTPO revenues)	6,000	• Federal FTA	52,285
		• Federal STP	8,000
		• State RTPO	18,460
		• State RTPO (long range planning)	29,282
		• MPO Funds	28,565
Total	**321,182**	**Total**	**321,182**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$41,880

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 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 implementation of Washington's Transportation Plan (WTP). The WTP update was completed in 2006.

8. Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. The Human Services Transportation Plan (HSTP) for the RTC region was adopted in January 2007 and will be reviewed in FY 2008. RTC will coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. During FY 2008, it is anticipated that the Clark County Human Services Transportation Stakeholders Group first convened to develop the HSTP in 2006 will be re-convened to support Plan update and future project identification.

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 ACE meetings. RTC

will continue to participate in the Walkability Team as part of the STEPS to a Healthier Clark County program. 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 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 revisions are anticipated in 2007. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.

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 2008 this will include the I-5 Columbia River Crossing Project and implementation of the 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. RTC and Metro coordinate the organization of meetings of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including over 56,000 daily commuters who travel from Clark County to Portland to work. In 2007, 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

25. 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.

26. 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.

27. Periodically review the Public Participation Plan (PPP) to ensure its currency and update as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.

28. 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.

29. Conduct public participation process for any special projects and studies conducted by RTC.

30. 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.

31. 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.

32. Communicate with local media.

33. Maintain a mailing list of interested citizens, agencies, and businesses.

34. 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.

35. 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.

36. 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

37. 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.

38. 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.

39. Certify the transportation planning process as required by federal law.

40. 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.

41. 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.

42. 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.

43. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE). Coordinate with Southwest Clean Air Agency (SWCAA) on maintenance plan update and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.

44. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies, in Plan documents.

45. 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 2008 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2008 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 2008.
6. Participate in public outreach activities related to regional transportation planning program and projects.
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 2009 UPWP, annual report on the FY2007 UPWP and, if needed, amendments to the FY 2008 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.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	219,858	• Federal FHWA	125,983
		• Federal FTA	35,686
		• Federal STP	2,000
		• State RTPO	12,599
		• State RTPO (long range planning)	21,094
		• MPO Funds	19,496
		• Federal – National Center for Disease Control (DOH)	3,000
Total	**219,858**		**219,858**
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	$28,584

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 2008 Unified Planning Work Program* that provides details of each planning element outlined below.

Key issues and planning activities for the WSDOT Southwest Region within the RTC's region are:

1. Support the I-5 Columbia River Crossing (also known as the Portland-Vancouver I-5 Transportation and Trade Partnership). Specific activities include:
    a. Support the Draft Environmental Impact Statement Phase.
    b. Provide staff support for the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
    c. Work with local and regional partners to develop and implement plans and activities related to TDM/TSM.
2. Coordinate with the RTPO's, MPO's, local jurisdictions, transit agencies, and tribes on updating the WTP, including an updated HSP. Specific activities include:
    a. Coordinate with MPO's, RTPO's, local jurisdictions, transit agencies and tribes in developing and refining solutions for highway deficiencies.
    b. Refine solutions and cost estimates for mobility improvements to update the HSP database.
    c. Conduct performance measurements and benefit-cost analyses of proposed improvements for project prioritization.
    d. Analyze and prioritize mobility and safety deficiencies on the state highway system.
    e. Update the travel delay program database.
    f. Transition traffic modeling analysis from EMME2 to Visum and Vissim software platforms.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
7. Provide public information and support opportunities for public 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 routes consistent with the 2007-2026 Highway System Plan.
15. Support special studies on congestion relief issues or other topics and various Corridor, Route and special studies including such topics as Urban Area Access Management Implementation Strategic Plan Study, Regional Freight and Goods Movement, high Capacity Transit System Study.

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 the Unified Planning Work Program (UPWP) FY 2008 (July 2007 through June 2008):

Regional Participation:

C-TRAN will coordinate its transit planning with other transportation planning activities in the region through the Southwest Washington Regional Transportation Council (RTC). C-TRAN will continue to work with the MPO's, DOT's, city, county and regional agencies, and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN will also participate in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

Regional Transportation Planning Studies:

C-TRAN will be involved in the following regional planning and engineering studies during FY 2007-08:

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 reduce bottlenecks and enhance express bus service
    - High capacity transit options supported with local bus service
    - 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 input to the Regional Transportation Council on an analysis of high capacity transit opportunities in Clark County
3. Transportation Visioning Study – C-TRAN is a regional partner on the Steering Committee that will take a longer-range look at Clark County growth with RTC, to identify additional transportation corridors for potential future development.
4. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
5. Human Services Transportation Plan: C-TRAN will assist in updating the Clark County Human Services Transportation Plan.

Transit System Planning:

The comprehensive Service Redesign Analysis has been completed. Implementation of the approved service plan is scheduled for Fall 2007 in conjunction with the opening of the new 99th Street Transit Center/Park and Ride located at I-5 and 99th Street in Vancouver. When construction is completed and the new facility commissioned, transit service will be rerouted to serve the new transit center. At that time, the 7th Street Transit Center in downtown Vancouver will be closed. Major revisions to C-TRAN service standards and application of those standards in route analysis will occur following deployment of the service redesign.

The C-TRAN 20-Year Transit Development Plan will be completed and adopted by the Board of Directors. The Plan will include growth strategies for C-TRAN's future and allocation of resources among transit services. The

Plan will also include a long-range capital facilities plan, address development of a high capacity transit system in Clark County and will begin to implement the Board's 50-Year Vision Statement.

A park and ride demand study for the I-5 and I-205 corridors in Clark County will be conducted to update information last developed in the 1990's. The study will consider projected growth in Clark County and the cities within the county, and the resulting increase in travel demand. Information gathered will lay the needed foundation for planning C-TRAN capital projects.

Following public review and input, the published *2008-2013 Transit Development Plan* will identify capital and operational changes planned over the six-year period.

Capital Facilities:

99th Street Transit Center/Park and Ride: Complete construction and commission facility by Fall 2007.

Super Stop Facilities: C-TRAN will use a CM/AQ grant to develop super stop facilities at strategic locations within the redesigned 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 15 super stop facilities.

Capital Facilities Master Plan: A system wide facilities master plan will be prepared that will consider the need for expanded facilities such as conducting a real estate market analysis and financial feasibility study to assess the potential for transit oriented development at Fisher's Landing Transit Center. The master plan will also consider the need for new facilities such as the Central County Park and Ride that requires a conceptual design, traffic analysis and environmental analysis to facilitate future development of this facility.

65th Street Administration, Operations and Maintenance campus: prepare a site master plan for potential expansion of the AOM facility.

Public Information and Feedback:

C-TRAN will inform and educate riders, businesses and the public through various means and 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. Users of innovative transit services will be queried as to the effectiveness of the new service, with service revisions possible during 2007-08.

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 and prepares a community report of public feedback, using the information to guide service planning decisions. Each of C-TRAN's major planning activities will include a public information and feedback process.

Intelligent Transportation System

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. ITS investments are made possible by significant federal grants and earmarks that C-TRAN has received.

Automatic Passenger Counting and Automatic Vehicle Location systems data will be applied as analytical planning tools to evaluate route performance, and target marketing activities that generate additional ridership.

ITS improvements will allow C-TRAN to more effectively operate and schedule fixed route and demand response service, as well as more efficiently gather data required by FTA.

Phase II: VAST improvements in phase II will allow for enhanced maintenance, provide dynamic schedule information to customers, and ensure ADA requirements are met. Implementation of Phase II is expected in the 2007-08 UPWP period and includes:

Automatic Fleet Maintenance system
Next bus signage at transit centers
ADA-compliant on-board announcements.

Phase III: Planning for Phase III will occur in 2007-08 and will include:

Traveler information delivered electronically
Traffic signal corridor analysis and prioritization
Additional traveler information signage.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning studies:

- 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 2008.
- 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

- 2008-2013 Transportation Improvement Program.
- Year 2007 Transportation Impact Fee Program – annual inflation update to fees.

- City of Vancouver Transportation System Plan (TSP), ongoing development code updates and plan implementation
- 2007 Concurrency Program – Annual Report.
- High Capacity Transit Study – support to RTC initiative.
- Transportation Vision Corridor Study – support to RTC initiative.
- Transportation Codes (development and concurrency) updates (ongoing).
- ADA Program – Transition Plan.
- Citywide Annual Traffic Safety Monitoring Report and Evaluation – update.
- City Transportation Services Business Plan Update.
- 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 – streetscape.
- NE 137th Avenue (NE 28th Street to NE 59th Street) Corridor pre-design.
- SE 1st Street (SE 164th Avenue to SE 192nd Avenue) Corridor pre-design.
- NW 26th Avenue Extension/BNSF Rail Revision to Port of Vancouver, pre-design study, EIS.
- Section 30 Subarea – transportation plan update
- Develop GTEC Implementation Plan
- Local and Regional CTR Plans.
- Initiate Vanpool service expansion.
- Downtown Vancouver Streetcar feasibility study

Capital Improvement Program – Projects and Planning Support

- Year 2007 NTS REET Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.
- Mill Plain Traffic Safety Corridor – project planning and implementation, community outreach implementation.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.

CITY OF CAMAS has identified the following planning studies:

- Transportation Comprehensive Plan/Capital Facilities Plan Update
- Growth Management Plan implementation will include redraft of the Concurrency Management Ordinance.
- Transportation Impact Study Guidelines, Update.
- Transportation Impact Fee Update

CITY OF WASHOUGAL has identified the following planning studies:

- Transportation Improvement Program (TIP) – Annual Update
- Transportation Impact Fee Program - Annual update to fees
- Coordinate with WSDOT and RTC on plans for SR 14 improvements east of Union. Roundabouts are being considered at 15th, 25th, and 32nd.
- Park Comprehensive Plan Adoption and Impact Fee Update
- Sewer Master Plan Adoption – System Development Fee Update
- Sewer Capital Facility Plan – Annual Update
- Water Capital Facility Plan – Annual Update

CITY OF BATTLE GROUND has identified the following planning studies:

- Implement an updated Transportation System Plan developed as part of the comprehensive growth management planning process. Elements of the Plan include the traffic impact fees program, access management, identification of truck routes and Capital Facilities Plan.
- Work with WSDOT on planning for access points onto SR-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 of way acquisition for SR-502 widening is also funded from the same source. Both projects are programmed in the MTIP.

CITY OF RIDGEFIELD:

- Complete revision of the City's Transportation Capital Facilities Plan
- Modify City's transportation impact fee for new development consistent with the revised Transportation Capital Facilities Plan
- Complete annual revision to the City's Six-Year Transportation Improvement Program
- Continue design, permitting and right-of-way acquisition activities currently underway associated with replacement of the Interstate 5 and State Route 501 (Pioneer Street) interchange.
- Complete a feasibility study for development of a Transportation Benefit District supporting construction of the Interstate 5 and Pioneer Street interchange that is compliant with RCW Chapter 36.73.

PORT OF VANCOUVER:

- The Port of Vancouver 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 for land development and transportation infrastructure.
- West Vancouver Freight Access projects include rail improvements to the following:
    - This project addresses necessary new freight rail access to and from the rail mainline and the Port, while at the same time providing considerable capacity and velocity improvement to a national system chokepoint at the Vancouver Wye.
    - The project also includes rail internal improvements within the existing port facilities to increase capacity and efficiency.

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
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
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
HSTP	Human Services Transportation Plan
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
	(relates to Columbia River Crossing Project)
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
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)

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
TMC	Traffic Management Center
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 2008 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2008 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	1. FY 2008 Federal FHWA PL	2. FY 2008 Federal FTA	State RTPO	State RTPO (Long Range)	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	111,677	31,633	11,168	37,090	5,000						17,282		213,850
	B	Metropolitan Transportation Improvement Prog.	39,225	11,111	3,923								6,070		60,329
	C	Congestion Management Process 4.						75,000					11,705		86,705
	D	Vancouver Area Smart Trek						52,000					8,116		60,116
	E	I-5 Columbia River Crossing 5.										16,000			16,000
	F	Clark County High Capacity Transit System Study 6.							900,000					225,000	1,125,000
	G	Skamania County RTPO			17,439	984									18,423
	H	Klickitat County RTPO			19,557	1,839									21,396
	I	SR-35 Columbia River Crossing FEIS 7.								273,500		64,102		4,273	341,875
	J	Transportation Corridors Visioning Plan					85,000						13,266		98,266
		Sub-Total	150,902	42,744	52,087	39,913	90,000	127,000	900,000	273,500	0	80,102	56,439	229,273	2,041,960
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**														
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services	184,590	52,285	18,460	29,282	8,000						28,565		321,181
		Sub-Total	184,590	52,285	18,460	29,282	8,000	0	0	0	0	0	28,565	0	321,181
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**														
	A	Reg. Transp. Program Coord. & Management	125,983	35,686	12,599	21,094	2,000	0			3,000		19,496		219,858
		TOTALS	**461,475**	**130,715**	**83,145**	**90,289**	**100,000**	**127,000**	**900,000**	**273,500**	**3,000**	**80,102**	**104,500**	**229,273**	**2,582,999**

3/27/07

NOTES: *Numbers may not add due to rounding*

1. Includes FY08 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. FY08 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 $75,000 per year programmed in MTIP to support the CMP.
5. Estimated balance carried forward into FY 08 from $210,380 in WSDOT funds programmed in FY 2006.
6. Estimated balance carried forward into FY 08.
7. $547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Bill (SAFETEA-LU, 2005). This assumes 50% would be used in FY 2008 and 50% in 2009. Local matching funds are required but sources have not been finalized.