FY 2009-10
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Draft

January 22, 2009

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

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FY 2009-10
PORTLAND AND METROPOLITAN AREA

UNIFIED PLANNING WORK PROGRAM
OVERVIEW

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties (see map following this overview). It is Metro's responsibility to meet the requirements of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

This Unified Planning Work Program (UPWP) includes the transportation planning activities of Metro and other area governments involved in regional transportation planning activities for the fiscal year of July 1, 2009 through June 30, 2010.

DECISION-MAKING PROCESS

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

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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each action requires the concurrence of both JPACT and the Metro Council.

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

BI-STATE COORDINATION COMMITTEE

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

use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

METRO POLICY ADVISORY COMMITTEE

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

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

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

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

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

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

METRO TECHNICAL ADVISORY COMMITTEE

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

PLANNING PRIORITIES FACING THE PORTLAND REGION

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

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

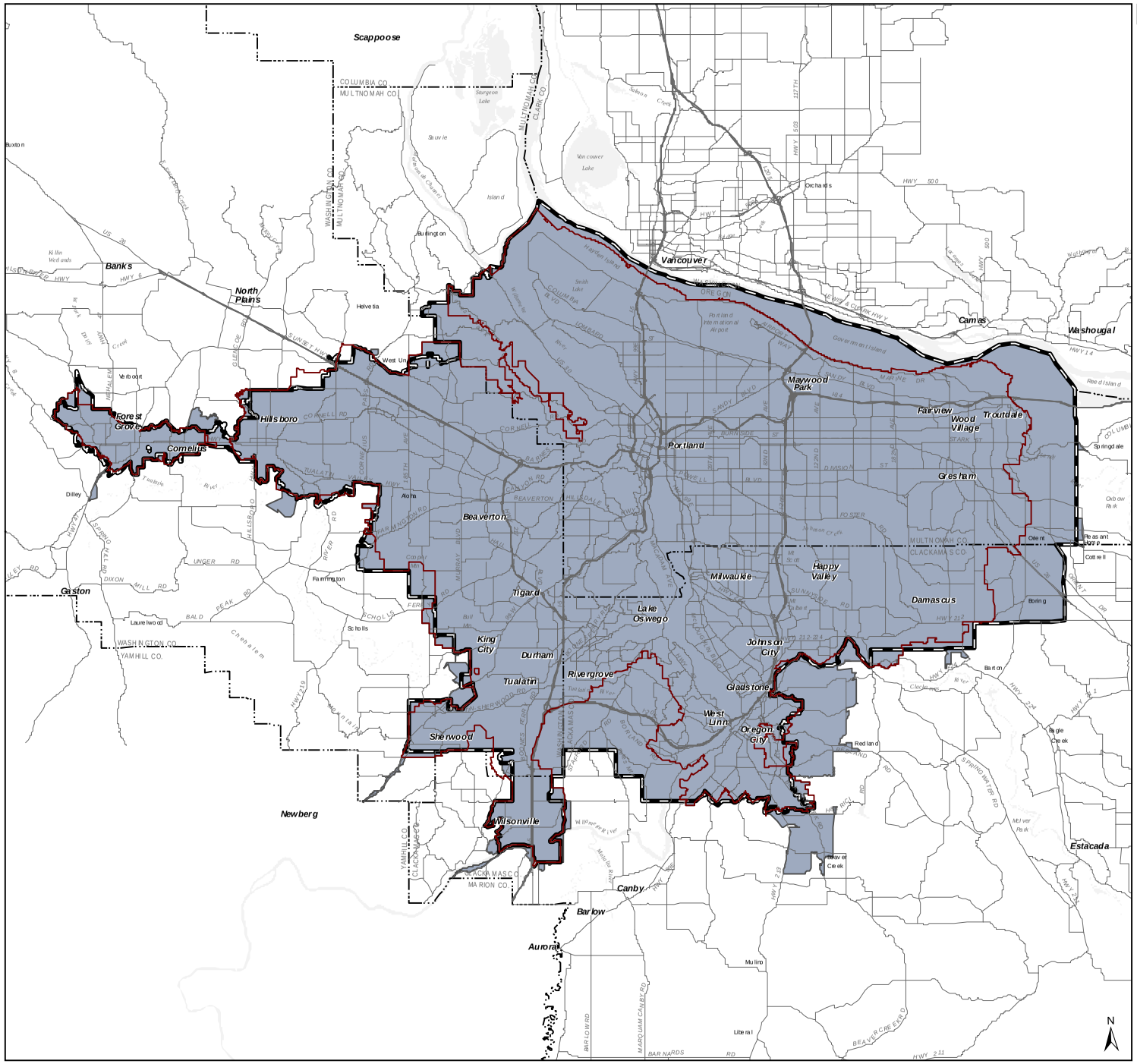
These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Implementation of the Regional Transportation Planning (RTP);

- Development of a financing strategy for the RTP;
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2008-2011;
- Implementation of projects selected through the STIP/MTIP updates; and
- Multi-modal refinement studies in the South Transit Corridor, I-5/99W Corridor, Sunrise Corridor and Columbia River Crossing.

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

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



R L I S

REGIONAL LAND INFORMATION SYSTEM

Metropolitan Portland

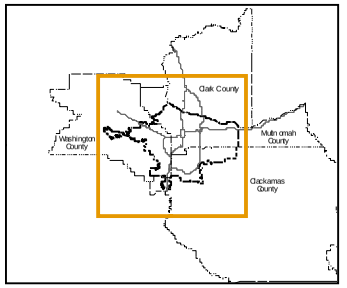
County lines

Metro boundary

Metropolitan Planning Organization Boundary 2004

Urban growth boundary

0 1 2 4 6 8 Miles



Location Map

METRO

METRO DATA RESOURCE CENTER
600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL (503) 797-1742 | FAX (503) 797-1909
drc@oregonmetro.gov | www.oregonmetro.gov

Plot date: January 2009 J:\lmartin\MPO_Bndry8.5x11

Reserved for Joint Resolution
of the

Metro Council

and

Oregon Department of Transportation

Metro Projects

REGIONAL TRANSPORTATION PLANNING

Description:

The Regional Transportation Planning program develops the region's long-range transportation plan for the Portland metropolitan region, also called the Regional Transportation Plan (RTP). The RTP guides the design, management and investment in the region's transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian – and the movement of goods and freight. The plan also carries out a broad range of regional planning objectives for implementing the 2040 Growth Concept – the region's long-range growth management strategy for the Portland metropolitan region. The RTP is updated regularly to ensure compliance with state and Federal regulations and address changing demographic, financial, travel and economic trends. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR).

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

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)
  - Provide technical assistance in local transportation system plan (TSP) and corridor studies development to implement RTP policies and requirements and ensure that local plans and codes are consistent with regional policies and requirements through the local TSP review process. (ONGOING)
- Actively engage and consult with transportation system providers, public agencies, local governments, business groups, community organizations, advocacy groups, state and Federal resource agencies, and the general public (including traditionally under-represented groups) in plan development through the use of targeted, outreach techniques. (ONGOING)
- Coordinate with planning efforts to update the Region 2040 Growth Concept implementation tools *(Making the Greatest Place)* and develop the *Regional Freight and Goods Movement Plan,* the *Regional High Capacity Transit System Plan*, and the *Regional Transportation System Management and Operations (TSMO) Plan.* (ONGOING)
- General coordination with local transportation planners, advisory committees, and trail planners and with other relevant Metro activities, including, Regional Mobility Program, Making the Greatest Place – Transportation Support, the Regional Travel Options Program, Elderly and Disabled Transportation Planning, the Metropolitan Transportation Improvement Program, Centers/Corridors Strategy, and Urban & Rural Reserves. (ONGOING)
- Comply with Oregon's Statewide Planning Goals and plans and the Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) provisions. (ONGOING)
- Manage consultant team in accordance with the defined work program, budget, and schedule for the 2035 RTP. (ONGOING)
- Manage bicycle model/trip planner project. (ONGOING)
- Support Metro Council's Connecting Green effort, including a Blue Ribbon Committee that will be identifying a funding strategy for regional trails package. (FIRST QUARTER)

- Analyze transportation funding trends and options to develop recommended funding framework and strategy for state component of RTP. Update *financially constrained* revenue forecast as appropriate. (SECOND QUARTER)
- Prioritize infrastructure, system management and demand management projects and programs for all travel modes to meet the desired outcomes and implement the Making the Greatest Place policy direction. (THIRD QUARTER)
- Plan for and facilitate 45-day comment period for affected stakeholders and the general public to provide input on a discussion draft 2035 RTP. (SECOND QUARTER FY 09-10)
- Plan for and facilitate a 30-day comment period for affected stakeholders and the general public to provide input on the Air Quality Conformity Determination report. (THIRD QUARTER FY 09-10)
- Provide technical assistance on local implementation of final 2035 RTP and data collection needs for ongoing monitoring of RTP implementation. (FOURTH QUARTER FY 09-10)
- Best practices research on elderly and disabled planning and design considerations to inform policy development and encourage implementation of accessible facilities at the local level through the RTP and other Metro plans.
- Coordinate with regional planning efforts that involve elderly and disabled transportation issues, including federally mandated plans.

Previous Work:

This is a continuing program activity in Metro's transportation planning process as the region's designated Metropolitan Planning Organization (MPO). The current update to the RTP began in FY 06-07.

- Completed the Federal component of the 2035 RTP update, addressing Federal SAFETEA-LU requirements. The U.S. Department of Transportation approved the RTP conformity determination and related documentation on February 29, 2008, formally concluding this phase of the 2035 RTP update.
- Continued 2035 RTP update in FY 08-09 to meet state planning requirements.
- Maintained 2035 RTP update project website to provide access to information about key milestones and decision points, reports and documents and other relevant process issues.
- Updated regional bicycle policy to respond to comments on Federal component of the 2035 RTP update and provided technical assistance to support development of a strategy for implementation of a regional trails system.
- Coordinated with the *Making the Greatest Place* initiative and development of the *Regional Freight and Goods Movement Plan,* the *Regional High Capacity Transit System Plan*, and the *Regional Transportation System Management and Operations (TSMO) Plan.*
- Developed an outcomes-based evaluation framework and performance measures to identify regional transportation needs and deficiencies.
- Developed and evaluated transportation scenarios to inform policy refinements, capital and management investment priorities, and implementation strategies to include in the final 2035 RTP. The analysis was summarized in the Transportation Choices Discussion Guide for discussion at a series of workshops that Metro convened for members of the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), agency and jurisdictional staff and other interested parties.
- Provided technical assistance on local implementation of the RTP.
- Consulted with the CETAS, a committee comprised of ODOT and ten state and Federal transportation, natural resource, cultural resource, and land-use planning agencies. The agencies include DLCD, EPA, FHWA, NMFS, DEQ, ODFW, Oregon State Historic Preservation Office, ODSL, Army Corps of Engineers, and USFWS.

Methodology:

This program will carry out a variety of RTP-related plan development and implementation activities in FY 2009-10.

2035 RTP Update - The Regional Transportation Planning Program will continue to focus on updating the state component of the RTP. The state component will address unresolved issues identified during the Federal component of the 2035 RTP, including compliance with 2006 amendments to the Oregon Transportation Planning Rule and Oregon Transportation Plan, development of performance measures, prioritization of investments, and development of a transportation finance strategy to fund needed investments. All chapters of the Federal component of the 2035 RTP will be subject to refinement during the state component of the update.

The planning horizon year of 2035 will be retained for project planning and systems analysis. The process will reconfirm the forecast of revenue that is "reasonably expected to be available, further refine the financially constrained transportation system of investments, and reestablish conformity with air quality regulations, and all other planning factors called out in Federal regulations. The updated financially constrained system will serve as the basis for future funding allocations through the Transportation Priorities process and amendments to the Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP).

A *Regional Freight and Goods Movement Plan*, a *Regional Transportation System Management and Operations Plan* and a *Regional High Capacity Transit System Plan* will also be developed as part of the RTP update. Recommendations from these planning efforts will be integrated into the final state and Federal 2035 RTP. To the extent possible, this update will implement regional policies recommended by the *Making the Greatest Place* initiative to better implement and achieve the 2040 Growth Concept vision. *Making the Greatest Place* recommendations developed after adoption of the 2035 RTP will be addressed through future updates to the RTP. The updated plan will prioritize critical transportation investments to best support the region's desired economic, environmental, land use, and transportation outcomes and, as a result, better implement the 2040 Growth Concept vision.

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

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

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

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

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

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

Elderly & Disabled Transportation Planning: Elderly and disabled transportation planning work is carried out at Metro in response to direction in SAFETEA LU, which defines the MPO role to ensure that elderly and disabled plans are coordinated with the RTP and MTIP. Metro includes policies derived from the regionally developed coordinated public transit/human service transportation plan in the RTP and ensures Federally funded elderly and disabled projects are included in the MTIP. Metro staff periodically participate in committees that work on elderly and disabled transportation and in planning efforts to ensure consistency with the RTP and Federal requirements.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Quarterly progress reports. (ONGOING)
- A project website for the update process at www.oregonmetro.gov/rtp. Background materials and draft documents will be available to download. The website will be updated on a regular

basis to include a timeline with key decision points, fact sheets, newsletters and other pertinent information about the process. (ONGOING)

- A web-based project database. (SEPTEMBER 2009)
- Air Quality Conformity Determination report documenting that the 2035 RTP meets state and Federal air quality requirements. (JUNE 2009)
- Public comment reports that document comment periods for affected stakeholders and the general public to provide input, and a summary report to document public involvement activities conducted throughout and recommendations for future RTP updates. (DECEMBER 2009; JUNE 2010)
- Consultation with ODOT, OTC, DLCD, LCDC, FHWA, and FTA to certify 2035 RTP meets applicable Federal and state planning provisions and mandates. (ONGOING)
- A draft and final 2035 RTP printed document that documents update process, technical analysis and recommended RTP policies, projects, programs, funding strategies, performance measures, and local government requirements and strategies for implementation. (DECEMBER 2009; JUNE 2010)
- Written and spoken testimony in support of proposed amendments to local plans. (ONGOING)

Entity/ies Responsible for Activity:

Metro – Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services		$ 665,814	PL	$	457,639
Interfund Transfers		$ 202,058	STP	$	103,411
Materials & Services		$ 116,221	Section 5303	$	240,172
Printing/Supplies	$40,000		ODOT Support	$	76,485
Postage	$24,000		TriMet	$	59,773
Ads & Legal Notices	$20,000		Metro	$	71,879
Miscellaneous	$32,221				
Computer		$ 25,266			
TOTAL		**$ 1,009,359**	**TOTAL**	**$**	**1,009,359**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.466
TOTAL	**6.466**

BEST DESIGN PRACTICES IN TRANSPORTATION

Description:

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

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

- Livable Streets: Metro created the Livable Streets program in 1996 to encourage local jurisdictions to design streets that better support the 2040 Growth Concept. The first handbook, *Creating Livable Streets*, was published in 1997 to provide street design guidelines that support 2040's land use and transportation goals. The development of a trail (shared-use path) design guidebook is intended to supplement these standards.
- Green Streets: Metro's *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* and *Trees for Green Streets* handbooks, published in 2002, serve as companion publications to *Creating Livable Streets*. The handbooks take a watershed-based approach to transportation planning by providing methodologies and design solutions to minimize the negative impacts of stormwater runoff caused by the impervious surfaces of streets.
- Designing for Wildlife: Designing for Wildlife is an emerging program that seeks to minimize the impacts of roadway projects on wildlife populations. Wildlife-vehicle conflict creates significant costs to both human safety and ecological integrity. Wildlife-vehicle collisions are a direct impact of transportation infrastructure cutting across wildlife habitat corridors. These conflicts can be minimized through engineered solutions, such as wildlife-crossing devices/structures, as well as a more holistic approach of calling out wildlife corridor needs as part of transportation project development. In 2003, a Portland State University team developed a draft Wildlife Crossings handbook intended to provide the necessary tools for understanding and minimizing wildlife-vehicle conflicts. In 2006, Metro Transportation and Parks worked with University of Oregon Landscape Architecture interns to update and enhance the document. Metro is currently working to finalize and publish the document, expected in mid-2009.

Objectives:

- Implement regional street-design policy by participating in local project development and design activities, including technical advisory committees, design workshops and charrettes, as well as formal comment on proposed projects. (ONGOING)
- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process. (ONGOING)
- Provide leadership in the professional engineering community on innovative designs and the transportation/land use connection. (ONGOING)
- Develop best practices for accommodating wildlife crossings in transportation project development and design. (ONGOING)
- Increase awareness of wildlife crossings best practices amongst design professionals via distribution of available information. (ONGOING)
- Develop best practices for the design and implementation of regional trails. (PLANNED)

Previous Work:

In early 2007, Metro added engineering staff to enhance technical outreach and advocacy for the program. In FY 2007-08, staff worked with the Regional Freight Technical Advisory Committee to

develop recommended changes and additions to the *Creating Livable Streets* handbook to better accommodate freight movement in urban street design standards. In FY 2008-09, staff worked with the Sustainability Center in the development of the Wildlife Crossings handbook. Throughout the life of the program, staff has focused on implementation of regional street design policies and objectives at the local project-development level.

Methodology:

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2009-10, the Best Design Practices in Transportation Program will continue to focus those activities on projects that directly relate to implementation of Region 2040 land use components, including "boulevard" projects and other multimodal projects funded through the Metropolitan Transportation Improvement Program (MTIP). Current RTP policies require consideration of the design guidelines during project development activities and for local plans to be updated to allow for consideration of these design treatments. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

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

The Designing for Wildlife Program grew out of the Greens Streets and Culvert programs which were initiated in response to the Endangered Species Act (ESA) listing of Salmon and Steelhead in the late 1990s. As the Metropolitan Planning Organization (MPO), Metro needs to ensure that distribution of Federal transportation funds addresses and complies with the ESA. Metro's culvert program has ranked the culverts in the region to identify those needing repair or replacement to accommodate endangered or threatened fish species. While the focus of Metro's culvert program is directed at fish passage, the redesign of problem culverts presents an opportunity to develop complementary wildlife crossings that accommodate other wildlife as well as fish.

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

Updates to the program's guidebooks are planned for FY 2009-10. The planned work includes revisions to *Creating Livable Streets* including freight considerations based on recommendations of the Regional Freight Technical Advisory Committee; and updates to *Green Streets* and *Trees for Green Streets* handbooks. Additionally, Metro expects to finalize the first edition of *Wildlife Crossings*, following the completion of ongoing peer review of the existing draft document by regional, state, and national stakeholders.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Begin process for updating *Creating Livable Streets*, *Green Streets*, and *Trees for Green Streets* in 2009-10. Process through publication is expected to take 24 months. (SECOND QUARTER)
- Development of a boulevard design workshop in conjunction with placemaking activities. The workshop would spotlight successful projects in the region and promote livable streets principles as an element of successful placemaking. Audience would be practicing professionals and interested citizens involved in local project development. (FOURTH QUARTER)
- Complete *Wildlife Crossings* handbook publication. (FIRST QUARTER)
  - Review and incorporate (as appropriate) peer review comments
  - Work with Creative Services to refine document.
- Develop draft Trail design guidelines handbook for eventual publication. Process expected to take 12 months. (FIRST QUARTER)
  - Assemble TAC to provide project guidance
  - Develop handbook based on regional, state, and national best practices.
  - Work with Creative Services to refine document.

Entity/ies Responsible for Activity:

Metro – Lead Agency

Oregon Department of Transportation – Cooperate / Collaborate

TriMet – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**	
Personal Services	$	86,266	STP	$ 149,631
Interfund Transfers	$	26,180	ODOT Support	$ 17,821
Materials & Services	$	72,132	Metro	$ 17,126
Consultant $5,000				
Printing/Supplies $66,000				
Miscellaneous $1,132				
TOTAL	**$**	**184,578**	**TOTAL**	**$ 184,578**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.765
TOTAL	**0.765**

REGIONAL MOBILITY PROGRAM

Description:

Unmanaged congestion can restrain economic growth and diminish community livability. The Regional Mobility Program seeks to proactively monitor and address both recurring (chronic) and non-recurring congestion to reduce its effects on the regional economy and livability. This program coordinates the development, implementation, and monitoring of regional transportation system management and operational (TSMO) strategies to enhance multimodal mobility for people and goods. The activities of this program are tied closely with work being completed in other Metro program areas. The 2035 Regional Transportation Plan (RTP) update, described in the RTP narrative, includes a performance measures framework and mobility corridor concept that will be the basis for the system monitoring element of the region's Congestion Management Process (CMP). The establishment of an ongoing truck count program described in the Regional Freight Program narrative supports data needs for CMP monitoring. The System Monitoring Program collects and maintains the data to support the CMP. Lastly, the Regional Travel Options Program is a "sister" program. Federal, state, and regional transportation policy via SAFETEA-LU, Oregon Transportation Plan, the 2035 RTP, view both demand management and operations as elements of a comprehensive transportation system management strategy.

Objectives:

- Complete development and adoption of the Regional Transportation System Management and Operations (TSMO) Refinement Plan. (SECOND QUARTER)
- Complete update of the Regional Intelligent Transportation System Architecture. (SECOND QUARTER)
- Refine and enhance the regional Congestion Management Process and incorporate into the 2035 RTP.
- Coordinate allocation of regional flexible funds for TSMO project priorities, as identified by the Regional TSMO Refinement Plan.
- Continue to strengthen the Transportation Policy Alternatives Committee's (TPAC) institutional capacity regarding TSMO, including support of TransPort and other relevant subcommittees. (ONGOING)
- Support the work of the Portland Oregon Regional Transportation Archive Listing (PORTAL), managed by PSU, to expand the generation, collection, archiving and use of multimodal operations data in a way that will enhance the region's ability to diagnose and address congestion, especially on the arterial system. (ONGOING)
- Advance research and training on transportation management and operation issues relevant to the region. (ONGOING)
- Manage a Regional Mobility Program outreach component including web page, presentations, and informational materials. (ONGOING)
- Maintain ongoing communication with counterparts at Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) regarding the CMP implementation. (ONGOING)

Previous Work:

In FY 2008-09, the Regional Mobility Program:

- Began the development of the Regional TSMO Refinement Plan, completing important technical work including the development of a regional ITS infrastructure database in GIS, evolution of congestion management strategies in the region, TSMO strategies toolbox, needs assessment, and action plan.
- In coordination with the 2035 RTP Program, development began on a Regional Mobility Corridor Atlas and RTP performance measures that will serve as the basis for the region's congestion management process.

- Worked with TransPort to coordinated applications for ODOT's Operations Innovations Demonstration Grants and secured $4.4 million of $8 million in available funding for TSMO projects in metropolitan region.
- Worked with TransPort and Portland State University on a study of *Future Flooding Impacts on Transportation Infrastructure and Traffic Patterns Resulting from Climate Change*, funded through Oregon Transportation & Research Education Consortium (OTREC).
- Assisted with coordinated and/or participated in several FHWA workshops on the congestion management process, active traffic management, traffic incident management, and integrating TSMO into planning processes.

Methodology:

The Regional Mobility Program encompasses the Federal mandates to maintain a CMP and promote TSMO, including intelligent transportation systems (ITS). Key activities for this fiscal year include completing the Regional TSMO Refinement Plan and beginning implementation of the plan; documenting the region's CMP as part of 2035 RTP Update; assisting OTREC research; and continuing staff support of TransPort and its subcommittees.

Working with TransPort, TPAC, Joint Policy Alternatives Committee on Transportation (JPACT), and Metro Council, Metro will complete and adopt its regional plan for TSMO, which includes goals and objectives, strategies, and a prioritized set of system management investments, and incorporates work from the Regional Travel Options Strategic Plan. This planning process continues to be highly coordinated with the 2035 RTP work program. Recommendations from this plan will be incorporated into the 2035 RTP.

Metro will continue to evolve the Regional Mobility Corridors concept, working with its partner agencies, including TPAC, FHWA, ODOT, the Port of Portland, Portland State University, and local jurisdictions, to transition the concept into a regional CMP that will be incorporated into the 2035 RTP. Working with the aforementioned partners, Metro has identified 23 mobility corridors for the region, defined as a segment of throughway (freeway or key highways) connecting key 2040 design types, and including supporting arterials, high capacity and frequent transit service, and regional trails. The RTP performance measures framework and evaluation will support the requirements for CMP monitoring and evaluation.

Public involvement activities related to the above work programs are conducting jointly with the 2035 RTP update. Newly developed procedures to address environmental justice issues will be applied to this effort, as described in the RTP narrative, in coordination with the 2035 RTP. Ongoing public outreach and education will occur within the Regional Mobility Program and includes a web page to share CMP information with the general public and presentations to stakeholder groups and conferences.

In FY 2008-09, TransPort successfully applied for an OTREC research grant to study the impacts of PNW climate change on transportation operations. This fiscal year, Metro is coordinating with researchers and TransPort on this effort and will provide transportation modeling and analysis support.

Metro will continue its role as regional coordinator for TSMO. This includes support for TransPort and its various subcommittees on planning, ITS network infrastructure, and PORTAL development. Additionally, Metro will continue to seek and support opportunities for education and training on TSMO and CMP-related areas.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Adopted Regional Transportation System Management and Operations Refinement Plan. (SECOND QUARTER)
- Amendment(s) to FY2008-2011 MTIP to advance funding of priority projects as identified in the Regional TSMO Refinement Plan. (FOURTH QUARTER)
- Report and presentation on *Future Flooding Impacts on Transportation Infrastructure and Traffic Patterns Resulting from Climate Change Study.* (SECOND QUARTER)
- Documented Congestion Management Process as part of the adopted 2035 RTP. (THIRD QUARTER)

Entity/ies Responsible for Activity:

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- TransPort and subcommittees
- Oregon Transportation Research and Education Consortium (OTREC)
- Oregon Transportation Commission (OTC)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- TriMet
- Portland State University

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	91,744	PL	$	35,683
Interfund Transfers	$	27,841	STP	$	26,981
Materials & Services	$	2,208	Section 5303	$	20,500
			ODOT Support	$	19,416
			TriMet Support	$	11,000
			Metro	$	8,213
TOTAL	**$**	**121,793**	**TOTAL**	**$**	**121,793**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.820
TOTAL	**0.820**

MAKING THE GREATEST PLACE TRANSPORTATION SUPPORT

Description:

The Making the Greatest Place Transportation Support Program provides technical transportation support and assistance to the *Making the Greatest Place* initiative. Metro completed the Region 2040 Growth Concept plan in 1995, defining a long-term vision for managing growth, urban form and transportation 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 the *Making the Greatest Place* effort to update local and regional tools and strategies to better support 2040 Growth Concept implementation. Recommendations from this work may be amended into the RTP as appropriate.

Objectives:

- Coordinate with the state component of the 2035 RTP update.
- Provide technical transportation support and assistance in the Making the Greatest Place initiative.
- Identify recommended RTP policy, project and/or implementation strategy refinements or outstanding issues to be resolved in next RTP update.

Previous Work:

- Developed conceptual future transportation networks for potential future growth areas.
- Developed and analyzed conceptual future transportation networks for varying transportation scenarios that implemented RTP policies. This work was documented in the transportation investment scenarios guide.

Methodology:

This program activity will continue to be conducted concurrent with the state component of the RTP update.

- Coordinate transportation demand modeling and analysis of varying potential future growth areas, and preparing summaries of potential impacts of each potential growth area on the regional transportation system. (FIRST QUARTER)
- Identify major improvements to the regional transportation system needed to serve potential future growth areas. (FIRST QUARTER)
- Identify recommended RTP policy, project and/or implementation strategy refinements or outstanding issues to be resolved in next RTP update. (SECOND QUARTER)

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-2010:

- Quarterly progress reports.
- Coordination with Making the Greatest Place land use planning staff.
- Participation in Urban/Rural reserve transportation work group.

Entity/ies Responsible for Activity:

Metro – Lead Agency

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	78,905	PL	$	43,489
Interfund Transfers	$	23,946	Section 5303	$	32,956
Materials & Services	$	845	ODOT Support	$	2,241
			TriMet Support	$	16,771
			Metro	$	8,239
TOTAL	**$**	**103,696**	**TOTAL**	**$**	**103,696**

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.75
TOTAL	**0.75**

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Description:

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

Objectives:

Work in a cooperative, continuous, and comprehensive process to prioritize projects from the RTP for funding. (ONGOING)

MTIP/STIP Update: Provide a transparent and technically rigorous process to prioritize projects and programs from the 2035 RTP to receive transportation funding to be programmed in the 2010-13 TIP. This includes regional flexible funds and funds administered by ODOT, TriMet and SMART. (AUGUST 2009)

Database Maintenance: Metro will track essential project programming, amendment, and obligation information as well as revenue information to better schedule project implementation activities and ensure a fiscally constrained MTIP is maintained. (ONGOING)

2010-13 MTIP: Effectively administer the existing MTIP, including:

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

Previous Work:

With the update of the 2035 RTP, a second major update of MTIP policies and review criteria was completed for the 2010-13 MTIP. The MTIP policy update and process to prioritize projects from the RTP for funding within the 2010-13 MTIP directed a new outcomes-based evaluation process for the allocation of regional flexible funds focused on four objectives: regional mobility corridors, mixed-use area implementation, industrial and employment area implementation, and environmental mitigation.

FY2007-08 saw adoption of the 2008-11 MTIP including the programming and approval of air quality conformity findings for projects funded with $63 million in regional flexible transportation funds, ODOT Administered funds, and TriMet and SMART administered funds in the Metro area. This programming was adopted into the 2008-11 STIP without change and will govern the program for the first portion of the year until approval of the 2010-13 STIP (expected in September 2009).

Metro also published an accompanying MTIP brochure illustrating the projects funded with regional flexible funds through the 2008-11 program for general public education.

Fiscal year 2007-08 and 2008-09 accomplishments included further work on improvements in the on-time, on-budget delivery of local projects funded with urban Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) funds, stemming from recommendations of a 2006 TPAC analysis. This includes improved outreach and communication with implementing agencies and ODOT local program staff on project delivery expectations and, in cooperation with ODOT, education on the Federal-aid process. Implementation of the remainder of recommendations will be sought this fiscal year pending allocation of additional resources.

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

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

Methodology:

The MTIP is updated and maintained through extensive cooperation and collaboration with partner agencies, a rigorous public involvement process, and administrative procedures such as the maintenance of TransTracker, the new project and financial database.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

Submit an air quality conformity analysis for the 2010-13 MTIP to FHWA and FTA for approval. (AUGUST 2009)

Submit the 2010-13 MTIP for the Portland metropolitan area to the Oregon Governor for approval and incorporation into the STIP. (AUGUST 2009)

Publish an annual obligation report utilizing visualization techniques. (DECEMBER 2009)

Report on CMAQ project progress and resultant emission reduction benefits. (DECEMBER 2009)

Entity/ies Responsible for Activity:

Metro Council

Local partner agencies and members of the public

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

Oregon Department of Transportation (ODOT)

TriMet

South Metro Area Rapid Transit (SMART)

Metro Committee for Citizen Involvement (MCCI)

Joint Policy Advisory Committee on Transportation (JPACT)

Transportation Policy Alternatives Committee (TPAC)

Oregon Transportation Commission (OTC)

Oregon DEQ

US Environmental Protection Agency (EPA)

Organizations involved with minority and non-English speaking residents

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	465,682	PL	$	370,374
Interfund Transfers	$	141,322	STP	$	33,339
Materials & Services	$	32,913	Section 5303	$	81,041
Printing/Supplies $20,000			ODOT Support	$	42,016
Ads & Legal Notices $6,000			TriMet	$	90,401
Miscellaneous $6,913			Metro	$	24,076
Computer	$	1,330			
TOTAL	**$**	**641,247**	**TOTAL**	**$**	**641,247**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.800
TOTAL	**4.800**

ENVIRONMENTAL JUSTICE AND TITLE VI

Description:

Metro's transportation-related public involvement policies and procedures respond to mandates in 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 Statement 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.

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

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

In addition, in June 2004, Metro adopted by resolution its own Transportation Planning Public Involvement Policy that applies to all Metro's transportation plans and programs. The policy addresses regional and state requirements in addition to Federal regulations.

In April 2007, Metro submitted a formal Title VI plan, as required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), which details how Metro complies with Title VI requirements and procedures for processing Title VI complaints.

Objectives:

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

- Establish equity as a permanent goal and value of the RTP and as a criterion for evaluating projects to include in the Metropolitan Transportation Improvement Plan (MTIP). (ONGOING)

Previous Work:

The following work was accomplished during FY 2008-09.

- Metro implemented a public participation plan developed for the 2009-13 regional flexible fund allocation - regional Surface Transportation Program (STP) and Congestion Management/Air Quality (CMAQ) funding to be listed in the 2010-13 MTIP. The plan specified notification of low-income and minority populations of engagement opportunities.
- Metro refined its sign-in sheets that collect voluntary data from attendees at public transportation open houses and hearings and extended the data collection to beyond transportation events to include all of Metro's public events and open houses. The data are collected periodically and analyzed to help staff continuously improve the reach and effectiveness of public notification and engagement processes.
- Metro continued its effort to develop performance measures to monitor equity of the transportation system.
- Metro and the Joint Policy Advisory Committee on Transportation (JPACT) held four public open houses and five public hearings to gather input on the regional flexible fund allocation to be listed in the 2010-13 MTIP, to help develop a recommended list of projects that more closely fit expected funding. An online comment form collected demographic information that was later analyzed to help evaluate the effectiveness of Metro's outreach. The initial analysis indicated broad geographic and ethnic participation.
- Metro and JPACT held a second public comment opportunity and formal public hearing on the recommended list of projects to help determine a list for final approval (pending air-quality conformity). Two reports presenting the public comments from both comment opportunities was published prior to JPACT's and Metro Council's approval (pending air-quality conformity).
- Metro updated its Title VI plan to reflect changes in Metro's Title VI Coordinator and other minor changes, as required by the plan and FHWA.
- Metro updated its Transportation Planning Public Involvement Policy in response to Federal transportation authorization requirements and in keeping with policy guidelines. The update addressed suggestions and comments offered by FHWA at Metro's quadrennial certification review.
- Metro refined its Public Participation Plan developed for the 2035 RTP to include a pilot test of a new format for gathering public input on the RTP. The new format was designed to make it more convenient for diverse publics to provide meaningful input into a targeted needs analysis being conducted prior to final system design.
- The Planning and Development Division's liaison to the Diversity Action Team (DAT) attended an in-depth training offered by the "Uniting to Understand Racism" foundation, sponsored by the DAT.
- Metro partnered with the FHWA to offer an extensive training in Title VI requirements and compliance to local jurisdictions, state agencies, and Metropolitan Planning Organizations in Oregon and southern Washington.

Methodology:

The Planning and Development Division's work to ensure compliance with Title VI includes implementing Metro's Title VI plan with annual reporting to FHWA and FTA, demographic data collection and mapping, and trainings provided to staff on Title VI compliance requirements.

Program work on compliance concentrates in two main areas of transportation planning in Metro's role as the MPO for the Portland metropolitan region – developing the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), particularly in selecting projects and programs to receive flexible CMAQ and STP funding in the region. In these

key program areas, Metro has an explicit goal for promoting equity and environmental justice, in addition to standing requirements for conducting public outreach that seeks to engage underrepresented populations throughout the planning and decision-making process. Metro is developing methods to evaluate the effectiveness of its outreach efforts, such as the formal collection and analysis of demographic data, to help identify needed improvements.

Metro addresses compliance agency-wide as well within the transportation-planning department and program-by-program. Agency-wide activities include participation in the Metro-wide (DAT). The DAT's mission is to promote diversity through trainings and initiatives across and throughout the agency. The liaison comes from the Office of Citizen Involvement, currently embedded in Metro's Planning and Development Division. A diversity action plan with goals, objectives, and progress measures was developed by the DAT and adopted by resolution of the Metro Council in August 2006. The diversity plan focuses mainly on three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

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

Entity/ies Responsible for Activity:

Metro – Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

Local jurisdictions—Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	21,314	PL	$	28,015
Interfund Transfers	$	6,468			
Materials & Services	$	233			
TOTAL	**$**	**28,015**	**TOTAL**	**$**	**28,015**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.105
TOTAL	**0.105**

REGIONAL TRANSPORTATION PLAN FINANCING

Description:

The Regional Transportation Plan Financing program works with the business community, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council to develop expanded funding for transportation improvements to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. This program includes refining transportation financing needs and recognizing any actions taken by the Oregon Legislature and the U.S. Congress, as well as considering presenting a regional ballot measure to voters in 2010.

Objectives:

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

Previous Work:

In 2008, Metro added staff to identify additional funding sources in support of the RTP, and develop strategies to obtain new transportation financing. During 2008, staff worked on the development of the Governor's Jobs and Transportation Act, serving on three state transportation committees, provided staff support for regional discussions to advance a transportation ballot measure, including the development of regional principles for transportation funding, and helped to craft state and Federal transportation funding priorities, all of which have been approved by JPACT.

Methodology:

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

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

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Ongoing meetings of regional leaders to advance regional funding priorities (SECOND AND THIRD QUARTERS)
- A public outreach campaign to increase public support for state and regional funding discussions. (2009)

- Convening of regional transportation agencies to develop and present options for increasing finance available for RTP priorities. (2009)

Entity/ies Responsible for Activity:

Metro – Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	67,597	PL	$	88,396
Interfund Transfers	$	20,514	Metro	$	28,000
Materials & Services	$	28,285			
Consultant $28,000					
Miscellaneous $285					
TOTAL	**$**	**116,396**	**TOTAL**	**$**	**116,396**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.340
TOTAL	**0.340**

REGIONAL FREIGHT PROGRAM

Description:

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

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. (SECOND QUARTER)
- Work with state, regional, and local agencies and private interests to implement the Regional Freight and Goods Movement Action Plan, including the advancement of key multimodal freight investment priorities, securing appropriate private matching funds, and ensuring regional investments are competitively considered under state freight funding programs. (ONGOING)
- Serve as Metropolitan Transportation Improvement Program (MTIP) grant manager for City of Portland's *NE Columbia/Martin Luther King Jr. Blvd Project Development Plan*. (ONGOING)
- Participate in development of Oregon State Freight Plan. (ONGOING)
- Coordinate with the Port of Portland, Port of Vancouver, ODOT, and Portland State University to implement the Regional Freight Data Collection Study findings, with particular focus on the formation of a truck count program that can provide data for travel forecast model calibration and congestion management process monitoring. (ONGOING)
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities. (ONGOING)
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting new SAFETEA-LU provisions for coordination of freight movement. (ONGOING)
- Participate in the West Coast Corridor Coalition to promote efficient and environmentally sustainable movement of freight in the I-5 corridor. (ONGOING)
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing,
  I-205, and the Sunrise Corridor projects. (ONGOING)
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials. (ONGOING)

Previous Work:

Through FY 2008-09, Metro continued its work on the Regional Freight and Goods Movement Action Plan, coordinating with the both the Regional Freight Technical Advisory Committee and members of the Regional Freight and Goods Movement Task Force to refine investment and program recommendations. The plan recommendations are being coordinated with the development of the 2035 RTP.

Metro continued its participation in the freight advisory committees including the Portland Freight Committee, Oregon Freight Advisory Committee, and the West Coast Corridor Coalition (WCCC).

Metro assisted with coordination and participated in the WCCC meeting held in Portland in August 2008.

In participation with the Port of Portland and ODOT, the Regional Freight Data Users regrouped to work on implementation of a freight data program.

Methodology:

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

The schedule for the Regional Freight and Goods Movement Action Plan is closely tied to that of the 2035 RTP. The technical work was completed in 2007 and the focus has been on developing plan recommendations for investments and policies that can be integrated into the state component of the 2035 RTP. Completion of the recommended plan and adoption process is anticipated for fall 2009.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Regional Freight and Goods Movement Action Plan. (FALL 2009)
- Work with regional partners to establish a regional truck count program. (SPRING 2010)

Entity/ies Responsible for Activity:

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

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	69,332	PL	$	8,684
Interfund Transfers	$	21,040	STP	$	75,000
Materials & Services	$	1,896	Metro	$	8,584
TOTAL	**$**	**92,268**	**TOTAL**	**$**	**92,268**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.785
TOTAL	**0.785**

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Description:

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

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

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

Objectives:

- This project implements the 2040 Growth Concept and the RTP, which include policies to connect the Central City and regional centers together with high capacity transit, which is typically light rail, but could also be commuter rail or bus rapid transit.
- As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. An intergovernmental agreement outlining Metro's planning responsibilities and relationships with Oregon Department of Transportation (ODOT) and TriMet help to cement Metro's role as the lead agency for the Federal high-capacity transit planning projects, particularly New Starts projects.
- Test HCT policies defined in the Federal 2035 RTP to determine effect on transit performance and ability to support broader mobility, land use, and urban form objectives.
- Develop and test new HCT and complementary bus service expansion concepts, including HCT to town centers, defined through HCT system plan.
- Recommend refinements and/or amendments to 2035 RTP transit policies and projects through the HCT development of concepts.
- Prioritize regional HCT projects for future investment and recommend funding strategies to implement needed investments.

Previous Work:

- Develop priority rankings and funding strategies for projects and review with Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT), and Metro Council. (APRIL-JUNE 2008)
- Draft Regional HCT System Plan and proposed refinements to 2035 RTP transit policies and projects based on analysis of HCT concepts. Include draft priority projects and corridors in

RTP Hybrid Analysis to be conducted in RTP System Development phase. (JANUARY-JUNE 2008)

Methodology:

The methodology includes substantial public outreach and technical analysis. An advisory subcommittee was established that includes members of the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). A community resource group known as a Think Tank was established to discuss broad issues related to HCT. Public outreach, included workshops, meetings in places where people gather (e.g., farmers markets), community meetings and web surveys.

The goals and objectives established to guide evaluation criteria are consistent with the RTP Performance Measures and Metro's Making the Greatest Place. Approval of prioritized projects is through JPACT and MPAC – advisors to Metro, and the Metro Council.

Schedule for Completing Activities:

- Adopt Regional High Capacity Transit System Priorities. (JUNE/JULY 2009)
- Integrate appropriate HCT System Plan investments and actions in discussion draft 2035 RTP. (JULY – DECEMBER 2009)

Tangible Products Expected in FY 2009-10:

HCT System Plan Document. (FIRST QUARTER)

Entity/ies Responsible for Activity:

Metro - Lead Agency

Other Agencies - Consider/Collaborate

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

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	191,310	STP (Next Corridor c/o)	$	224,858
Interfund Transfers	$	58,058	Metro	$	25,736
Materials & Services	$	1,226			
TOTAL	**$**	**250,594**	**TOTAL**	**$**	**250,594**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.980
TOTAL	**1.980**

MODEL DEVELOPMENT PROGRAM

Description:

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

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

There are numerous stakeholders in this program.

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

These entities rely on the travel demand model to be current and endorsed by Federal agencies.

Objectives:

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), 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 do not meet Federal approval.

Thus, the primary objective for this program is to ***ensure the compliance of the modeling tools and techniques***. This is achieved in the work elements found in the Survey and Research, New Model, Model Maintenance, and Statewide and National Professional Involvement categories.

Previous Work:

Survey and Research

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

New Models

- Personal Transport Model: Partnered with Portland State University (PSU) to initiate development of a dynamic tour based model.
- Visum and the Travel Demand Model: Integrated the use of Visum travel times into the travel demand model.
- Bike Model: Collaborated with PSU to create a new network path finding algorithm for bicycle trips.
- Transit Model Enhancement: Contracted with consultant to collect data and improve the understanding of transit time perception and special market trips.

Model Maintenance

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

- Travel Demand Model Input Data: The model input data was modified as warranted. Such things as intersection densities, household and employment accessibility, and parking cost assumptions were adjusted.
- Travel Demand Model Computer Code: Software programs were written, as needed, to permit specialized analysis functions.

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee: Staff served as the chair for the MPO Program Coordination subcommittee.
- TRB Committees: Served on TRB committees that help shape national planning guidelines. An example includes service on the Transportation Planning Applications Committee.
- National Panels: Served on national committees. An example includes service on a Travel Model Improvement Program (TMIP) Roundtable to discuss potential research topics.

Methodology:

Survey and Research

The key work area in this category includes the continued involvement with the Oregon modeling agencies to conduct a household travel behavior survey. The cooperative effort is underway to effectively achieve a program to share in the startup costs for the surveys. This effort has led to a common survey instrument and approach for each agency. Thus, data can be effectively compared and unified for joint analysis.

The Metro regional survey will be held in the fall of 2010. Meanwhile, staff will continue to work with the statewide survey team to ensure all surveys throughout the state are optimally completed.

New Models

Several new model enhancements will be underway in FY 2010. They are described below.

The initial development of the dynamic tour based model was completed in FY 2009. This model addresses the travel of individuals (not aggregated households). In addition, it is temporally based – thus, travel decisions are influenced by the time of day and "instantaneous" travel characteristics. In FY 2010, the model will be fully implemented and subjected to a variety of sensitivity tests.

During FY 2009, Metro collaborated with PSU to fund innovative bike research. Using bike path data derived from GPS, a path finding algorithm was developed that reflects the preference of the rider toward various infrastructure attributes. The enriched process will allow a fuller communication of path desirability to the travel demand model. In FY 2010, the information will be used to re-estimate the mode choice model to capture the effects of the path attributes on the bicycle mode choice.

In FY 2009, a contract was awarded to a contractor to measure the perception of time for the transit rider and to collect travel data for several special market areas (park and ride transit patrons, Central City hotel visitors, and Central City large scale entertainment sites). This data will be used to enhance the travel model's ability to produce information about these special areas. This data will provide the means to better capture benefits to the special markets. The work will be completed in the second quarter of FY 2010.

Model Maintenance

The data used within the travel demand model is continually refined to keep current with infrastructure and demographic attributes. Data most often in need of review includes roadway capacity, transit routings and headways, parking costs, and household and employment assumptions.

Statewide and National Professional Involvement

Staff will continue to stay engaged with the local and national modeling community to influence the research agenda. Key affiliations that will be maintained include the Transportation Research

Board (TRB) Applications Committee, Transportation Model Improvement Program special assignments, and the Oregon Modeling Steering Committee.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

Survey and Research

Metro will develop a document that summarizes the key elements of the household survey approach for the regional area. (Fourth Quarter)

New Models

Documentation summarizing the implementation and sensitivity work for the new dynamic tour based model will be prepared. (Third Quarter)

Documentation summarizing the specifications and implementation for the bike model will be prepared. (Third Quarter)

The contractor working on the Transit Model Enhancements will deliver the products specified in the scope of work (including information on the perception of time for transit riders and new models for special travel markets). (Third Quarter)

Model Maintenance

New network and zonal input files will be created that capture the current infrastructure and demographic attributes. (Ongoing)

Statewide and National Professional Involvement

Staff will attend relevant TRB functions and participate in the Oregon Modeling Steering Committee. (Ongoing)

Entity/ies Responsible for Activity:

Survey and Research

Preparation for household survey – Metro lead in collaboration with TriMet and ODOT

New Models

Dynamic tour based model – Partnership between Metro and PSU

Bike model – Metro lead in collaboration with PSU

Transit model enhancements – Contract management by Metro

Model Maintenance

Update network and zonal input files – Metro

Statewide and National Professional Involvement

TRB and statewide committees – Metro in collaboration with other professionals

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	463,972	PL	$	344,912
Interfund Transfers	$	140,804	STP	$	207,875
Materials & Services	$	12,525	Section 5303	$	56,239
Computer	$	110,399	ODOT Support	$	3,164
			TriMet Support	$	4,534
			Metro	$	110,976
TOTAL	**$**	**727,700**	**TOTAL**	**$**	**727,700**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.63
TOTAL	**4.63**

SYSTEM MONITORING

Description:

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.

Objectives:

- Move traffic count and related data into a geographic information system for greater availability and use.
- 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)

Previous Work:

- 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.

Methodology:

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 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.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

- 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).

Entity/ies Responsible for Activity:

Metro – Lead Agency

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.

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	98,285	PL	$	121,115
Interfund Transfers	$	29,827	Section 5303	$	19,506
Computer	$	17,386	Metro	$	4,877
TOTAL	**$**	**145,498**	**TOTAL**	**$**	**145,498**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.0
TOTAL	**1.0**

TECHNICAL ASSISTANCE PROGRAM

Description:

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

Objectives:

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 primary objective of this program is to ***provide travel modeling tools and services to clients*** for their project needs.

Previous Work:

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

Methodology:

Provide Transportation Data and Modeling Services

Data and modeling services are provided to Metro planners and jurisdictions on demand.

Modeling Software

Upon request, transportation network modeling software is purchased and maintained for regional agencies. There are currently seven agencies that participate in this program.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Provide data and modeling services to Metro planners (e.g. Urban Reserve Analysis – Performance Based Growth Management)) (ONGOING)
- 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)

Entity/ies Responsible for Activity:

Metro - in collaboration with clients.

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	39,243	PL	$	8,495
Interfund Transfers	$	11,961	STP	$	24,205
Materials & Services	$	7,400	ODOT Support	$	19,313
Computer	$	4,640	TriMet Support	$	5,021
			Metro	$	2,770
			Other	$	3,440
TOTAL	**$**	**63,244**	**TOTAL**	**$**	**63,244**

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

ECONOMIC, DEMOGRAPHIC & LAND USE FORECASTING

Description:

The economic, demographic and land use forecasting section is a research arm within Metro's Research Center. Our primary mission is to provide historical and forecast estimates of economic, population and land use information to Metro's transportation planners and land use planners. We provide historic estimates as benchmark information or performance metrics to help planners understand current conditions. We also provide forecast estimates for various geographies ranging from regional all the way down to transportation analysis zones (TAZ) to help planners project future economic, land use and or transportation conditions. Because some investments in transportation or land use projects have a very long lead time before they materialize, we provide economic and demographic projections that range from 20 to 50 years out into the future. These projections are used by transportation planners to study corridor transportation needs, formulate regional transportation plans and to develop land use planning alternatives, which include performance-based growth management and urban / rural reserves studies.

Long-range projections are subject to change, so we provide regular updates and forecast revisions of our long-range economic and demographic projections which incorporate the latest changes in economic assumptions and variations in demographic trends. We regularly update with new information about existing conditions; but, because we recognize that futures forecasts can be very uncertain, we also generate "risk-ranges" that attempt to quantify the uncertainty in our baseline growth projections. Risk analysis also entails generating alternative growth scenarios and evaluating their economic, demographic and land use impacts and reporting these findings.

The section is responsible for data collection, model development and research, forecasting, risk analysis, performance measures, and quantitative land use research projects as issued by Metro's long-range policy department.

Objectives:

- Provide socio-economic information and research services to transportation projects as requested by transportation planners for corridor and transit projects.
- Provide socio-economic information and research services as needed to support long-range planning and community development projects including performance-based growth management and urban / rural reserves planning.
- Employ the MetroScope land use simulation model and the regional macro-econometric models as requested for growth management scenarios and transportation scenarios.
- Provide sound employment and population growth projections and statistical analysis to Metro policy makers regarding management of Metro's UGB which include performance-based growth management and urban / rural reserves policy analysis.
- Maintain an inventory of socioeconomic and land-related economic, demographic and geographic datasets (associated with MetroScope – a real estate forecast and land use allocation model), which are the foundation for providing services to a wide array of clients, including local governments, business, and the public. Data is collected for regional economic forecasting purposes (including national and regional measures), transportation planning, solid waste management forecasting, performance measures, and the land use simulation model - MetroScope.
- Develop and maintain the regional econometric population and employment forecast model and the land-use simulation model – MetroScope.
- Provide 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.
- Using the regional econometric model and monte-carlo simulation software, derive alternative growth scenarios to estimate uncertainty in the regional forecast; additionally, using MetroScope, alternative land use simulation scenarios are derived to estimate alternative land-use futures.

- Forecast and Land Use Peer Review: Stakeholder reviews of the regional forecast and land use allocation projections are included in the scope of responsibilities to ensure reasonableness and validity of the forecast and growth allocations.
- On a fee-for-service basis, provide population and economic forecasting services to local and regional clients, including public and private interests.
- Maintain databases and provide statistics for monitoring the performance of Metro's policies and growth management programs. Some measures are required under State law, others under Metro Code and defined by program monitoring requirements.

Previous Work:

In 2007, the Economic, Demographic and Land Use Forecasting section selected a consultant to assist staff in developing a more streamline version of our principal land use allocation and forecasting model – named MetroScope. The consultant assisted Metro in developing a code-connected version of MetroScope which embedded a more simplified version of Metro's travel demand model. Included with the embedded travel demand model was a working network assignment that utilizes VISUM. This effort significantly reduced operational runtime and eliminated manual file manipulations.

In early 2008, the same consultant was selected to assist Metro staff in developing streamlined data output protocols. Users were interviewed and a product list of key indicators and information files were prioritized to formulate the data output protocols for the MetroScope land use allocation model.

Methodology:

The section is responsible for preparing regional economic and demographic growth projections and a growth allocation of the regional forecast to smaller subarea components (such as county-level, sub-county regions, census tracts, and traffic analysis zones). Two large-scale econometric models, namely MetroScope – an integrated land use and transportation forecasting model and a second model – and the Metro area regional macroeconomic model, which forecasts region-wide growth in employment (by NAICS), regional income components, and population / households (by age cohorts) are maintained and kept up to date in order to ensure credible growth projections.

The regional macro-model produces regional control totals for population and employment factors. These factors are run through MetroScope to produce growth allocations that are consistent with existing land use assumptions or given scenario assumptions. MetroScope employs an embedded land travel demand model. Travel assumptions are made consistent with Metro's main large-scale transportation model assumptions by adopting the same VISUM network(s), same mode split characteristics and auto-occupancy results from previous travel model estimations.

Stakeholders, including Metro, state and local government planners, outside experts and consultants, business analysts, demographers and economic forecasters, are called upon to review and comment on the accuracy of the Metro regional forecast and growth allocations. A formal "council of economic advisors" is tasked with reviewing the accuracy of assumptions and reasonableness of the regional forecast.

Schedule for Completing Activities:

Presently, Metro is undergoing a formal periodic review of its regional transportation plan and land use / urban growth boundary capacity assessment including performance-based growth management. The technical portion of the periodic review process, of which the forecast and growth allocations are key components, is expected to conclude at the end of 2009. A process has been put in place that calls for the regional forecast to be finalized in the spring of 2009 and for a preliminary consensus of the growth allocation near the end of 2009. A final growth allocation may be prepared in the latter half of 2010 or in 2011. A significant part of completing the growth allocation hinges on when the Metro Council reaches a performance-based growth management decision.

Tangible Products Expected in FY 2009-10:

- Consensus regional macro-economic forecast for the Portland Metro region (baseline control totals)
- Risk Scenarios (forecast ranges for the control totals)
- Consensus Housing Needs Analysis (urban growth report - housing)
- Consensus Employment Needs Report (urban growth report - employment)
- Preliminary Growth Allocation (subareas and TAZ)

Entity/ies Responsible for Activity:

Metro – Lead Agency

Oregon Office of Economic Analysis – Coordination per State regulations

Local Governments – Coordination per State regulations

Stakeholders (non-governments) – collaboration and consensus building

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	264,568	PL	$	72,313
Interfund Transfers	$	81,673	Section 5303	$	16,770
Materials & Services	$	20,260	Metro	$	294,699
Computer	$	17,281			
TOTAL	**$**	**383,782**	**TOTAL**	**$**	**383,782**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.71
TOTAL	**2.71**

GIS MAPPING AND LAND INFORMATION

Description:

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

- Data Collection: Maintains an inventory of land related geographic data (Regional Land Information System (RLIS)), which are the foundation for providing services to the DRC's array of clients, including local governments, business, and the public. Primary data are collected for land use and transportation planning, solid waste management, performance measures, and the transport and land use models.
- Client Services: Technical assistance and Geographical Information System (GIS) products and services to internal Metro programs, local jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), and Storefront customers (private-sector businesses and the general public). The DRC Storefront provides services and products to subscribers and non-subscribers. Subscribers include local jurisdictions that have entered into intergovernmental agreements with Metro. Non-subscribers are primarily business and citizen users.
- Performance measures: Geographic databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.

Objectives:

Provide:

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

Previous Work:

- Update of employment to mapped locations for current year.
- Update of vacant land to July 2007.
- Consortium purchase of building footprints and accurate stream locations using the LiDAR imagery. (APRIL 2009)

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

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

Methodology:

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

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Fulfill the needs of the Long Range and Reserves Planning projects for GIS services. (ONGOING)

- Use the Business Analyst data and software to support planning for Centers and Transit Oriented Development (TOD) through the Local Aspirations project. (ONGOING)
- Develop the capability to offer visualization services to DRC stakeholders. (ONGOING)
- Modernize DRC core services and expand on the tradition of collaboration that has long been the trademark of the RLIS dataset. Enable end products/services to bring the RLIS dataset in line with industry standards, and position the DRC to better utilize modern web and database technologies.

Entity/ies Responsible for Activity:

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

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services		$ 1,136,868	PL	$	122,789
Interfund Transfers		$ 401,373	STP	$	90,737
Materials & Services		$ 620,048	Section 5303	$	92,625
Consultants	$478,774		ODOT Support	$	15,000
Printing/Supplies	$31,113		TriMet	$	37,500
Ads & Legal Notices	$2,891		Metro	$	774,793
Postage	$2,712		Other	$	1,064,845
Computer Supplies	$55,788				
Miscellaneous	$48,770				
Computer/Reserve & Replace		$ 40,000			
TOTAL		**$ 2,198,289**	**TOTAL**	**$**	**2,198,289**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	10.210
TOTAL	**10.210**

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

Description:

Grants Management and MPO Coordination provides overall ongoing department management and administration and includes Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes budgeting, preparation and administration of the Unified Planning Work Program (UPWP), reporting, 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
- TRANSPORT 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 each year and operates under its own bylaws. Metro Councilor Rex Burkholder has served as chair of OMPOC in the past, and is serving as vice-chair in 2008.

Metro also participates in the quarterly MPO & Transit District coordination meetings convened by ODOT, and attended by all six MPOs, several transit districts, ODOT, FHWA and other state and Federal agencies, as needed.

Objectives:

- Prepare and manage the department budget, personnel, programs and products. (ONGOING)
- Complete FY 2010-11 UPWP/Self Certification. (FOURTH QUARTER)
- Prepare quarterly reports to FHWA, FTA and other funding agencies that document progress on UPWP activities. (ONGOING)
- Produce meeting minutes, agendas, and documentation for MPO committees. (ONGOING)
- Execute, administer, and monitor contracts, grants, and agreements. (ONGOING)
- Single audit responsibility for Planning grants. (ONGOING)
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements. (ONGOING)
- Continue to participate in quarterly OMPOC and MPO & Transit District coordination meetings. (ONGOING)

Previous Work:

In FY 2008-09, Metro successfully carried the Grants Management and MPO Coordination programs forward, with similar objectives and deliverables, as well as completing a quadrennial certification review in October 2008. Recommendations from the certification review are incorporated into appropriate UPWP work programs for FY 2009-10.

Methodology:

As a MPO, Metro participates in quarterly coordination meetings with the other MPOs and major transit providers in the state. These meetings are a principal source of new information on state and Federal regulations affecting MPOs and provide opportunity for the different urban areas to compare strategies for addressing common transportation problems. Since 2005, Metro has also been a member of the Oregon MPO Consortium (OMPOC), which also meets quarterly to collaborate on issues unique to MPOs and of common interest.

The MPO program is also responsible for publishing an annual UPWP for the region, and providing 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.

Metro is subject to an annual Federal self-certification, and quadrennial Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) reviews, during which Metro must demonstrate compliance with Federal transportation planning requirements, including the 2005 SAFETEA-LU legislation. Metro completed a quadrennial certification review in October 2008, and Metro will complete a self-certification as part of the FY 2009-10 UPWP development process.

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

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

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Adopted Budget (JUNE 2010)
- Approved FY 2010-11 UPWP (FOURTH QUARTER)
- Narrative and Financial Reports on UPWP activities (QUARTERLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- 2010 Federal Self-Certification (FOURTH QUARTER)

Entity/ies Responsible for Activity:

Metro – Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	775,363	PL	$	523,418
Interfund Transfers	$	235,303	STP	$	402,134
Materials & Services	$	100,254	Section 5303	$	86,534
Temporary Services $47,950			ODOT Support	$	16,310
Printing/Supplies $10,000			Metro	$	95,838
Subscriptions/Dues $12,500					
Ads & Legal Notices $8,500					
Miscellaneous $21,304					
TOTAL	**$**	**1,124,234**	**TOTAL**	**$**	**1,124,234**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	7.665
TOTAL	**7.665**

Portland to Lake Oswego Streetcar DEIS

Description:

The Lake Oswego to Portland Corridor project completed a Federal Transit Administration (FTA) Alternatives Analysis in December 2007. The Metro Council authorized the advancement of the project into a Draft Environmental Impact Statement (DEIS) pursuant to the requirements of the National Environmental Policy Act (NEPA). The DEIS scoping process began in October 2007 with a meeting of Federal, state and local agency staff. The refinement and scoping for the DEIS is anticipated to be completed in spring of 2009.

The Metro FY 2010 budget assumes that the DEIS would get underway in January 2010 based on existing MTIP funding. However, the jurisdictions have a strong desire to expedite the schedule. Dependent on identification of early funding for the DEIS, the DEIS could get underway in summer 2009 and be completed in spring 2010. If the project obtains expedited funding, Metro and UPWP budget amendments would be required.

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

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

Objectives:

- Conduct a public outreach plan that meets all NEPA requirements and the public involvement standards of Metro. (ONGOING)
- Coordinate with local, state and Federal agencies. (ONGOING)
- Complete a project DEIS that meets all Federal and FTA requirements. (ONGOING)

Previous Work:

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.

On December 13, 2007, the Metro Council passed a resolution selecting the No-Build, Enhanced Bus, and Streetcar Alternatives to be advanced into the DEIS. This resolution also included work program considerations that included development of the scope, schedule, budget, and funding plan for the DEIS, initiation of a Johns Landing refinement plan, and identification of issues to be addressed prior to initiation of the DEIS.

Methodology:

As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Memoranda of agreement outlining Metro's planning responsibilities and relationship with Oregon Department of Transportation (ODOT) and

TriMet help to cement Metro's role as the lead agency for Federally funded transit and transportation planning projects, particularly FTA New Starts and Small Starts projects.

As part of SAFETEA-LU, the region received $3 million to advance the Streetcar program, which would include funding for advancement of Streetcar technical methods as well as to advance the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project into the NEPA process.

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 RTP, 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.

The work program will refine the No Build, Enhanced Bus, and Streetcar alternatives as identified in the December 2007 Metro Council resolution so that they can be carried into the DEIS. It will also address the trail and other issues as outlined in that resolution.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

Below is the current schedule based on DEIS start in January 2010. If funding is obtained earlier, the schedule would be expedited.

Obtain FTA approval to publish in the Federal register.

- Finalize project scope and budget. (FIRST QUARTER)
- Obtain FTA approval of project schedule. (FIRST QUARTER)
- Establish project advisory committees. (SECOND QUARTER)
- Steering committee adopts alternatives to be carried into the DEIS. (SECOND QUARTER)
- Execute contracts and funding agreements for DEIS. (THIRD QUARTER)
- 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. (ONGOING)
- Project advisory committees approve evaluation criteria. (THIRD QUARTER)
- Complete travel analyses of DEIS alternatives. (THIRD QUARTER).
- Project plan and profiles completed. (THIRD QUARTER)
- Complete draft purpose and need and definition of alternatives chapters. (FOURTH QUARTER)
- Project tour and initiate Social, Environmental and Economic analyses. (FOURTH QUARTER)

Entity/ies Responsible for Activity:

Metro – Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**	
Personal Services	$ 1,001,643		MTIP/FTA	$ 2,105,068
Interfund Transfers	$ 303,974		Agency Match	$ 526,267
Materials & Services	$ 1,275,331			
Consultant	$837,870			
Pmts to Other Agencies	$400,000			
Printing/Supplies	$9,640			
Miscellaneous	$27,821			
Computer	$ 50,387			
TOTAL	**$ 2,631,335**		**TOTAL**	**$ 2,631,335**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	9.850
TOTAL	**9.850**

STREETCAR TECHNICAL METHODS

Description:

The Streetcar Technical Methods will assist the Federal Transit Administration (FTA) in the development of guidance for travel demand forecasting and economic development methodologies for the Small Starts funding program. In FY 2005-06 and FY 2006-07, initial work was done to evaluate potential approaches for this work, during the Eastside Transit Project and the Lake Oswego to Portland Transit Corridor Project Alternatives Analyses.

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.

The first segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. Streetcars run on a 7.2-mile continuous loop with 42 stops from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University, to a terminus at SW Moody and Gibbs.

Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capita provides associated environmental benefits, energy conservation, and urban land-use efficiencies.

Objectives:

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

Previous Work:

- In 2005, Eric Hovee Inc. was retained to develop a correlation between the presence of the Portland Streetcar and Central City development patterns. This study found evidence of a connection between streetcar service and economic development and recommended further, even more rigorous methods to show causality between the streetcar and intensity of development that form the basis of the current work program.
- In 2005, PB Consult was retained to evaluate the travel demand forecasting methods to be used to evaluate the Streetcar mode. Several sub-mode adjustments were made to Metro's travel forecasting model as a result.
- An FTA Alternatives Analysis was completed and a Locally Preferred Alternative selected for both the Eastside and Portland to Lake Oswego Transit Projects in Federal FY 2005-06.
- Metro and TriMet staff worked with the FTA concerning the appropriate methodology for determining the transportation system user benefit for the Portland Streetcar Loop project.
- Metro staff coordinated with City of Portland Office of Transportation staff in the development of the Portland Streetcar System Plan.

Methodology:

Metro intends to make a series of travel model improvements for the purpose of improving demand estimates for bus, streetcar, and light rail derived from the travel demand model for the region. The methodology will include the following:

1. Quantification of the travel time perceptions of transit users.
2. Collection and analysis of data to identify the travel characteristics of hotel visitors in the Central City.
3. Collection and analysis of data to identify the travel characteristics of visitors to the regional attractions in the Central City – specifically, the Oregon Convention Center, Rose Quarter, PGE Park, Oregon Zoo, and Oregon Museum of Science and Industry.
4. Development of a park and ride lot choice model.

This work is not entirely related to Streetcar and will be funded in FY 2009-10 through a combination of Earmark grant funds (OR-39-0002-00/01) and Section 5339 grant funds (OR-39-0004-00).

Schedule for Completing Activities:

Travel Time Perceptions of Transit Riders - APRIL 2009

Central City Hotel Guest Survey and Model Development – OCTOBER 2009

Central City Entertainment Venue Model – OCTOBER 2009

Park and Ride Lot Choice Model – FEBRUARY 2009

Tangible Products Expected in FY 2009-10:

- Improve technical methods for travel forecasting that fully explain the ridership patterns of the Streetcar mode to assist FTA with evaluation of Small Starts projects and assist City of Portland with evaluation of future transit corridors for the Streetcar System Plan. (ONGOING)
- 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. (THIRD QUARTER)

Entity/ies Responsible for Activity:

Metro – Product Owner/Lead Agency
TriMet – Cooperate/Collaborate
City of Portland – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	36,716	Streetcar Earmark	$	39,791
Interfund Transfers	$	11,142	FTA 5339 Grant	$	48,000
Materials & Services	$	60,392	Local Match	$	9,947
Consultant $60,000			Metro	$	12,000
Miscellaneous $392					
Computer	$	1,488			
TOTAL	**$**	**109,738**	**TOTAL**	**$**	**109,738**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.272
TOTAL	**0.272**

BI-STATE COORDINATION

Description:

The Bi-State Coordination Committee was created in April 2004, when a transition from the Bi-State Transportation Committee was completed. The Bi-State Coordination Committee is chartered by member agencies on both sides of the Columbia River including the cities of Vancouver and Battle Ground, Washington, and Portland and Gresham, Oregon; Multnomah and Clark counties; the Ports of Vancouver and Portland; TriMet and CTRAN; Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT); and Metro. The Committee is charted by member agencies to review, discuss, and make recommendations about transportation and land use and related issues of bi-state significance.

Objectives:

There are a variety of Federal, Metro and local government directives and overall objectives that have been adopted that relate to coordination of bi-state issues including:

- 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.

These policies are more specifically articulated as objectives of the Bi-State Coordination Committee as 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.

Previous Work:

- Coordinated discussion of high capacity transit system planning in the Metro and RTC MPO areas – RTC's *Clark County High Capacity Transit System Study* and Metro's *High Capacity Transit Plan* (April and October 2008);
- Provided a forum for bi-state discussion proposed policies and actions relating to the Columbia River Crossing (February, April, June, and October 2008*);*

- Discussed and made recommendations about Metro's proposed *2035 Regional Transportation Plan* – assumptions, scenario findings and policy directions (February, April, October, and November 2008);
- Discussed Metro's urban reserves project and bi-state implications and coordination (June 2008);
- Commented on the draft Hayden Island Plan and downtown Vancouver planning proximate to I-5. (April 2009);
- Discussed Columbia River Crossing requests including Interstate 5 "bottlenecks" and induced growth/ land use. (May/June 2009)
- Reviewed and coordinated CTRAN 20-year plan. (February 2009)

Methodology:

Committee members are canvassed on a regular basis to identify issues of interest/concern. Agendas are set by the chair and vice-chair of the Committee (the by-laws require each MPO to be represented by either the chair or vice-chair). Metro and/or RTC staff prepare materials or coordinate with others to ensure suitable materials and presentations are provided to the Committee. Materials and agenda are usually sent out a week in advance of the meeting and presentations provided at the meeting. Discussion time is provided and Committee recommendations are made as appropriate.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Further comment and coordination on bi-state aspects of Metro's High Capacity Transit Plan. (JULY 2009)
- Coordination of freight planning efforts - including upcoming Clark County plan. (OCTOBER 2009)
- Discussion of heavy rail and coordination (freight and passenger). (NOVEMBER 2009)
- Discussion and review of Oregon and Washington climate change initiatives and how to coordinate in the bi-state area. (SEPTEMBER 2009)
- Discussion of bi-state real estate market and implications for transportation. (SEPTEMBER 2009)
- Review trail plans for each MPO and provide recommendations. (JULY 2009)

Entity/ies Responsible for Activity:

Metro/ Regional Transportation Council (RTC) – Product Owners/Lead Agencies

ODOT – Cooperate/Collaborate

WSDOT – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

CTRAN – Cooperate/Collaborate

Cities of Portland and Vancouver – Cooperate/Collaborate

Multnomah and Clark Counties – Cooperate/Collaborate

Ports of Portland and Vancouver – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	24,585	STP	$	29,060
Interfund Transfers	$	7,461	Metro	$	3,326
Materials & Services	$	340			
TOTAL	**$**	**32,386**	TOTAL	**$**	

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.23
TOTAL	**0.23**

PROJECT INITIATIVES

Description:

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

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Initiatives program has focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. Project initiatives 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.

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)

Previous Work:

In 2008, Metro staff helped develop a statement of work for the Damascus Transportation System Plan (TSP), Highway 212 Sub-area Plan and Sunrise Parkway Refinement Plan. Subsequent decisions on the Sunrise Parkway Refinement Plan put the Parkway beyond the 2035 plan horizon and the statement of work was refined to reflect these changes and now includes only the Damascus TSP and Highway 212 Sub-area Plan. In 2009, Metro staff will assist Clackamas County in developing a statement of work for a parallel, pre-EIS study of the Sunrise Parkway. That study's purpose will to define a "parkway", better define the alignment of the Sunrise Parkway, determine an appropriate parkway cross-section and access points.

Other work that has been completed under this program (many of which developed into independent studies) includes:

- Completed Highway 217 Corridor study (2005);
- Participation in Eastside Streetcar and I-405 loop studies (2004-2005);
- Scoping and grant applications for I-5/99W project (2003-present);
- Participation in scoping, funding, travel analysis and advisory committees for Sunrise Corridor (2003-present);
- Update of Corridor Priorities Work Plan (2005); and
- Participation in the development of Columbia River Crossing Project (2006 – present).

Methodology:

Metro has traditionally participated in local project-development activities for regionally funded transportation projects.

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

Prioritization of corridor projects to be advanced is a regional decision. In 2005, Metro consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the outcome of that consultation, in the fall of 2005, the Corridor Refinement Work Plan was updated to reflect current and new efforts and responsibilities.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- As a result of identifying high priority mobility corridors in the RTP, work with ODOT and local jurisdictions to develop a work scope that identifies the process for determining the next corridor for study. (DECEMBER 2009)
- Work with ODOT to achieve needed support for a decision on the next corridor to study. (JUNE 2010)

Entity/ies Responsible for Activity:

Metro – Lead Agency

Multnomah, Clackamas and Washington Counties – Cooperate/Collaborate

Other Local Cities – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	43,394	PL	$	28,174
Interfund Transfers	$	13,169	STP	$	13,027
Materials & Services	$	599	Section 5303	$	697
			ODOT Support	$	13,234
			Metro	$	2,030
TOTAL	**$**	**57,162**	*TOTAL*	**$**	**57,162**

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.310
TOTAL	**0.310**

NEXT CORRIDOR PLAN

Description:

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

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

Objectives:

- Complete system planning for corridors where a need has been identified but additional work is needed to identify mode and general alignment. (ONGOING)
- For each corridor identified establish work program for completion of project development and implementation activities. (ONGOING)

Previous Work:

- In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies for the Powell/Foster and Highway 217 corridors. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.

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

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

Methodology:

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

This work program will commence the next corridor plan. The corridor planning priorities will be identified by the RTP in fall 2009. The RTP, including the mobility corridor work, is revisiting the needs and revising the methodology for completing the studies. Work will commence on the highest priority corridor, as identified in the RTP, in winter 2009/10.

In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and project projects for each corridor.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- With affected jurisdictions, develop scope and budget, including local match. (JANUARY 2010)
- Develop detailed work plan. (FEBRUARY 2010)
- Issue Requests for Proposals for consultant services. (MARCH 2010)
- 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. (APRIL 2010)
- Execute consultant contracts. (MAY 2010)
- Establish project advisory committees. (MAY 2010)
- Advisory committees adopt goals and objectives for corridor plan. (JUNE 2010)
- Complete draft background and existing conditions analysis report. (JUNE 2010)

Entity/ies Responsible for Activity:

Metro – Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services		$ 170,460	PL	$	85,649
Interfund Transfers		$ 51,730	STP	$	76,811
Materials & Services		$ 107,370	Next Corridor STP	$	153,174
Consultant	$100,000		Next Corridor Local Match	$	17,531
Printing/Supplies	$1,000		Metro	$	8,791
Miscellaneous	$6,370				
TOTAL		**$ 341,956**	**TOTAL**	**$**	**341,956**

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.717
TOTAL	**1.717**

REGIONAL TRAVEL OPTIONS

Description:

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 is 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 key components of the RTO program are:

- Collaborative marketing program that coordinates the marketing activities of program partners and supports implementation of the Drive Less/Save More campaign in the Portland metropolitan area;
- Commuter services program that conducts outreach to employers and commuters and supports the development of work site travel options programs;
- Traveler information tools program that works to develop and enhance traveler information related to carpooling, biking, walking and transit use;
- Transportation Management Association (TMA) program that provides grants to six area TMAs to support local trip reduction activities;
- Grant program that provides support to local and regional travel options projects through a competitive project solicitation process, including grants to support large-scale residential individualized marketing projects (like TravelSmart);
- Measurement program that collects data on the outcomes of RTO funded projects and programs and reports progress on meeting program goals to aid decision-making; and
- A policy and funding program that supports the development of TDM policies and the RTO Subcommittee of TPAC, and coordinates RTO investments with other regional programs.

Objectives:

- Continued implementation of the RTO Strategic Plan. (ONGOING)
- Continued policy development in partnership with RTO Subcommittee. (ONGOING)
- Continued implementation of the Drive Less/Save More collaborative marketing campaign and coordination of partner agency marketing activities. (ONGOING)
- Continued implementation of the regional vanpool program. (ONGOING)
- Administer and monitor the RTO grants program. Consider elderly, disabled, low income and other underserved populations in the grant making process. (ONGOING)
- Develop and provide travel options services to targeted communities and audiences, including elderly, disabled, low income and other underserved populations. (ONGOING)
- Continued implementation of an evaluation strategy that measures the outputs and outcomes of all projects and programs supported with RTO funds. (ONGOING)
- Continued implementation of the regional commuter program with a focus on new rail transit investments and improved coordination of multi-agency efforts. (ONGOING)
- Increase the number and quality of carpool matches; and participate in multi-state online ridematching system. (ONGOING)
- Distribute 2007 Bike There! map via local bike shops and other retailers. (ONGOING)
- Distribute 2008 Walk There! guidebook through walking encouragement programs and via local retailers. (ONGOING)
- Disseminate pedestrian and bicycle safety messages. (ONGOING)
- Leverage investments and unique qualities of local downtowns and centers to make progress toward mode split targets defined in the RTP. . (ONGOING)
- Coordinate RTO program strategies and investments with the Regional Transportation Systems Management and Operations (TSMO) Program. (ONGOING)

- Develop regional policies that support travel options strategies. (ONGOING)

Previous Work:

The program has been funded for nearly twenty years, and has grown to include a variety of regional partners and outreach programs proven to reduce travel demand and encourage alternatives to driving alone. In 2008, the Metro Council approved a new strategic plan for the RTO program that provides the framework for RTO policy development and program activities. The updated program continues work begun in the 2003 RTO Strategic Plan, which placed a major emphasis on marketing and outreach. Metro manages and administers the regional program, measures results, and provides assistance to partners. Public and private partners carry out local strategies through grant agreements. Collaboration among partners is emphasized to leverage resources, avoid duplication and maximize program impacts.

Key recent accomplishments include the update of the program strategic plan, the selection of locations for large-scale residential individualized marketing projects, an update of TMA performance measures and funding policies, the selection of twelve grant projects that will be carried out in Fiscal Years 09-10 and 10-11, and the development and distribution of a regional walking guidebook called "Walk There! 50 treks in and around Portland and Vancouver." The guidebook includes routes around the entire region for all levels of walkers and includes pedestrian safety tips and information about the economic and health benefits of walking. Approximately 34,000 copies of the guidebook were distributed by Metro, Kaiser Permanente, and 100 community partners around the region.

Methodology:

The RTO program implements regional policies to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces pollution by carrying out the transit, ridesharing (carpool and vanpool), cycling, walking, telecommuting and carsharing strategies in the Regional Transportation Plan (RTP). The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand, particularly during peak commute hours.

Policies at the Federal, state and regional level emphasize system management as a cost-effective solution to expanding the transportation system. The RTO program supports system management strategies that reduce demand on the transportation system. RTO strategies relieve congestion and support movement of freight by reducing drive-alone auto trips.

RTO strategies are expected to reduce approximately 86,600,000 vehicle miles of travel (VMT) per year from 2008 to 2013. By 2013, this represents over a 100% increase over 2006 VMT reductions produced by the program. The expected increase in VMT reductions is based upon past program performance, expected revenues, and improving measurement and cost-effective investments.

The RTO program supports and leverages capital investments in transit, trails, and other infrastructure by marketing new options to potential riders and users and increasing trips made by transit, walking, cycling and other travel options.

The RTO program supports the development of local downtown centers by increasing the share of trips made with travel options and decreasing drive-alone auto trips, which reduces traffic congestion and demand for parking and enhances the quality of life. RTO is one component in the effort to have half or more of all trips to centers made by transit, walking, cycling, carpooling and other travel options.

RTO strategies offer low-cost solutions that address employer and commuter transportation needs. Employer benefits include reduced parking need and cost, reduced employee absenteeism and late arrivals, and improved employee productivity and morale. Transit and rideshare programs enable employers to recruit employees from a wider geographic area.

The RTO program also increases public awareness of the personal and community benefits of travel options use. Consumers who reduce their drive-alone auto trips benefit by saving money on fuel, parking and auto maintenance. People who use active travel modes such as cycling, walking

and walking to transit, benefit from increased levels of physical activity. Community benefits include reductions in vehicle emissions that impact human health and contribute to air pollution and global warming.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Develop and update tools to support coordination of RTO partners marketing activities including an events and earned media calendar. (FIRST QUARTER)
- Conduct outreach at community events to engage people in the Drive Less/Save More campaign and provide localized travel options information. (ONGOING)
- Update Bike There! map to include information about bicycle-friendly routes and bicycle safety, renew map distribution agreements. (THIRD QUARTER)
- Complete a series of walking events to invigorate local walking encouragement programs, disseminate pedestrian safety messages, and distribute the Walk There! guidebook. (FOURTH QUARTER)
- Update local travel options guides and other print and web-based information about travel options. (ONGOING)
- Complete an employer outreach coordination plan for standardizing, conducting, and evaluating employer outreach activities. (FIRST QUARTER)
- Implement a shared contact management database to support employer and commuter outreach program coordination and measurement. (SECOND QUARTER)
- Update employer and commuter program print- and web-based materials with information about new travel options and services and to reflect the Drive Less/Save More campaign brand. (SECOND QUARTER)
- Implement a new ridematching system and complete agreements with regional and statewide partners related to the administration, maintenance and marketing of the new system. (FIRST QUARTER)
- Complete TMA work plans and agreements for FY 2010-11. (FOURTH QUARTER)
- Monitor and report progress on programs and projects carried out by Metro, TMAs, and RTO grant recipients. (ONGOING)

Entity/ies Responsible for Activity:

Metro – Product Owner/Lead Agency

Clackamas Regional Center TMA – Grant Recipient

Gresham Regional Center TMA – Grant Recipient

Lloyd District TMA – Grant Recipient

Swan Island TMA – Grant Recipient

Troutdale Area TMA – Grant Recipient

Westside Transportation Alliance – Grant Recipient

Community Cycling Center – Grant Recipient

Bicycle Transportation Alliance – Grant Recipient

City of Portland – Grant Recipient

City of Gresham – Grant Recipient

City of Tigard – Grant Recipient

City of Wilsonville/Wilsonville SMART – Grant Recipient

TriMet – Grant Recipient

Clackamas County – Cooperate/Collaborate

Multnomah County – Cooperate/Collaborate

Washington County – Cooperate/Collaborate

Oregon Department of Transportation – Cooperate/Collaborate

C-TRAN – Cooperate/Collaborate

City of Vancouver – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**	
Personal Services	$ 513,503		CMAQ RTO	$ 1,969,902
Interfund Transfers	$ 155,834		Metro	$ 61,336
Materials & Services	$ 1,361,901			
Consultant	$270,700			
Grants	$971,500			
Printing/Supplies	$27,500			
Compute Software	$75,000			
Miscellaneous	$17,201			
TOTAL	**$ 2,031,238**		**TOTAL**	**$ 2,031,238**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.440
TOTAL	**6.440**

Other Projects of Regional Significance

DAMASCUS AREA LAND USE AND TRANSPORTATION PLANNING (DAMASCUS TSP AND OR 212 CORRIDOR PLAN)

Description:

The City of Damascus incorporated in 2004, subsequent to the urban growth boundary expansion. Damascus currently has a population of 9,670, and is approximately 10,000 acres in size. As a new City, it must develop a comprehensive plan and associated development code that meets statewide planning requirements and the Metro Regional Framework. In addition, the City must develop plans that accommodate the projected population, housing needs and jobs allocated to this area, and implement the community's core values and vision.

The Damascus Transportation System Plan (TSP) is the City's sixth phase in their comprehensive plan work program. The TSP will augment the comprehensive plan designations currently being developed. The Comprehensive Plan and TSP are based on general vision statements approved by the City Council in December of 2006, a set of Goals and Policies which have yet to be adopted as a part of the Comprehensive Plan effort, and the general growth direction proposed in the Damascus-Boring Concept Plan (not approved at the local level).

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 been divided into several plan segments. This land use and transportation plan will focus on the portion of Damascus that is around the 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, the Regional Transportation Plan (RTP), and the City of Damascus comprehensive map designations as they develop. The plan will address the need for short-term improvements to Highway 212, and long-term plans to convert Highway 212 from a through traffic and freight function to a Main Street with design characteristics that slow traffic and create an attractive streetscape for the land uses with frontage along the facility.

Objectives:

Damascus TSP Objectives:

- A plan consistent with applicable state, regional, and County TSPs, and Transportation Planning Rule (TRP) while providing a transportation policy and investment framework for development of an economic, social, and environmentally healthy new city. (ONGOING)
- Address transportation facilities, services, and policies consistent with the Metro mode share targets. In addition to identifying twenty-year needs, a shorter term (e.g. fifteen-year) shall be considered in order to help create orderly growth and identify public infrastructure sequencing and priorities. (ONGOING)
- Develop a TSP that is consistent with statewide planning goals and Metro Functional Plan including supporting the envisioned projected population, housing needs, and jobs allocated to this area while implementing the community's core values and vision. (ONGOING)
- Develop a local street network to reduce reliance on the state highway for local trips. (ONGOING)
- Apply smart growth strategies to achieve sustainable design and transit oriented design and development. (ONGOING)
- Provide regional access from the Portland area to the US-26 corridor that links the metropolitan area to central and eastern Oregon. (ONGOING)
- Provide an adequate and efficient level of multi-modal transportation improvements in the corridor. (ONGOING)
- Provide access to the Damascus and Boring areas. (ONGOING)

OR 212 Corridor Plan:

- Provide a street network that provides local access to Damascus area businesses and residents while OR 212 is to provide limited access to those uses. (ONGOING)
- Recommend urban land uses for the subarea that balance economic development, maintain the freight function, and provide a conversion of the rural state highway to an urban facility with limited access for local service.
- Develop a highway design to accommodate an OHP "Expressway" designation.
- Develop varied land use alternatives to minimize travel demand and operational impacts.
- Retain the freight route designation on Highway 212 to accommodate freight movement.
- Develop and provide access management recommendations to increase safety and reduce congestion.

Previous Work:

In 2008, Metro staff helped develop a statement of work for the Damascus Transportation System Plan (TSP), Highway 212 Sub-area Plan, and Sunrise Parkway Refinement Plan. Subsequent decisions on the Sunrise Parkway Refinement Plan put the Parkway beyond the 2035 plan horizon and the statement of work was refined to reflect these changes and now includes only the Damascus TSP and OR 212 Land Use and Highway Corridor Plan.

Metro staff developed an inter-governmental agreement with ODOT that outlines the amount of modeling work that will be provided, in addition to Metro's contribution to network development work, stakeholder responsibility, consultation, review, and executive management and public meetings.

Methodology:

Schedule for Completing Activities:

Damascus Area Land Use and Transportation Planning activities began in January 2009 and will continue for fourteen (14) to eighteen (18) months. A schedule and set of milestones for the planning work is in the process of being developed.

Tangible Products Expected in FY 2009-10:

A schedule and list of deliverables is being developed. (ONGOING)

Entity/ies Responsible for Activity:

City of Damascus - Lead Agency
ODOT - Work Order Contracts and Project Manager
Metro and Clackamas County - Cooperating Agencies

Cost and Funding Sources:

Requirements:		**Resources:**	
City of Damascus	$	Federal Earmark	$
Consultant	$	Damascus Local Match	$
ODOT	$	STP	$
Metro	$	Metro	$
			$
TOTAL	**$**	*TOTAL*	**$**

ROCK CREEK TRAIL: ORCHARD PARK – NW WILKINS ST.

Description:

This project will extend the multi-use trail 0.66 miles to the south and west, providing a connection to the Quatama Light Rail station and to mid and high density neighborhoods. The existing Rock Creek Trail is 1.5 miles in length, and extends to the north side of US 26, connecting residential neighborhoods with retail and employment areas. Eventually, the trail will extend more than twelve miles through Hillsboro, to the confluence of Rock Creek with the Tualatin River.

The first phase of the project is Design Options Analysis (DOA).

Objectives:

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

Previous Work:

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

During FY 2007-08, Hillsboro initiated contacts with stakeholders and gathered information to help shape the DOA phase, including collecting information on possible environmental issues. This was a pre-DOA phase, to help identify issues and constraints. During FY 2008-09, Hillsboro executed the necessary IGA with ODOT, and developed its scope, schedule, and budget. The development of an RFP for consultant services is underway by Hillsboro staff.

Methodology:

A consultant will be hired in early 2009 to perform the DOA. The DOA is intended to resolve the following issues:

- Trail design and any environmental issues, given the trail's location in a riparian corridor including floodplain and some wetlands.
- Potential BPA issues with the trail, given that portions of the trail are expected to be located under BPA power lines.
- Initiation of the process of developing easements with BPA.
- Identification of procedures to avoid and minimize impacts on wetlands and other sensitive resources while seeking to provide a multi-use trail that meets AASHTO standards and complies with local, state and Federal environmental requirements.

At the completion of the DOA, the City will consult with Metro to decide whether to proceed into Final Design and Engineering for the project.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Data collection, trail alternative development and feasibility evaluation. (FIRST QUARTER)
- Public involvement and input. (ONGOING)
- Preferred alignment recommendation. (SECOND QUARTER)
- Cost estimates. (SECOND QUARTER)
- Draft prospectus completion. (SECOND QUARTER)

Entity/ies Responsible for Activity:

City of Hillsboro – Lead Agency

Metro – Cooperate/Collaborate

Oregon Department of Transportation – Cooperate/Collaborate

Cost and Funding Sources:

BUDGET SUMMARY

Requirements:			**Resources:**		
TBD	$		CMAQ	$	79,113
	$		City of Hillsboro Match	$	9,055
TOTAL	**$**	**88,168**	**TOTAL**	**$**	**88,168**

OR-99E BRIDGE AT KELLOG LAKE

[Placeholder for project that is expected to be advanced in the MTIP for FY 2009-10 planning activities.]

Description:

Objectives:

Previous Work:

Methodology:

Schedule for Completing Activities:

Tangible Products Expected in FY 2009-10:

Entity/ies Responsible for Activity:

Cost and Funding Sources:

Requirements:		**Resources:**	
	$		$
	$		$
TOTAL	**$**	**TOTAL**	**$**

SW CAPITOL HIGHWAY: MULTNOMAH – TAYLORS FERRY

Description:

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

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

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

Objectives:

The objective of this project is to refine the Plan concept between Multnomah and SW Taylors Ferry Road based on actual topography, drainage, and other site specific information, while engaging the public in a discussion to potentially select and endorse a final design concept.

Previous Work:

Survey of project corridor - topography, drainage flow, existing utilities and improvements, and property lines.

Base Map and Typical Sections - project base map and typical sections.

Utility Coordination - memo identifying all existing utilities, likelihood of relocation requirement and cost responsibility and cost estimate ranges

Geotechnical Investigation - memo identifying and recommending soil testing necessary to address slope stability and drainage questions impacting design. Agency shall provide a Level One Environmental Site Assessment.

Methodology:

The City of Portland has hired a consultant that is completing project work by engaging the public to help shape the process and forming and facilitating a technical advisory committee. The consultant will also collect information and establish baseline information by creating base maps and typical sections, coordinating utilities, geotechnical and hydraulic investigation, and environmental investigation. In order to complete the project prospectus, the final deliverable of this phase of the project, the consultant will help identify potential project phases, prepare cost estimates and funding scenarios, and complete right-of-way assessments.

Schedule for Completing Activities:

This phase of the project is anticipated to take a year to complete and will begin this year once the intergovernmental agreement with City of Portland, Metro, and ODOT is executed.

Tangible Products Expected in FY 2009-10:

- Public Engagement - Two public open houses and approximately 4 CAC meetings. Agency will produce meeting notices and mailings. Consultants to prepare graphics and provide meeting facilitator. (ONGOING)
- Technical Advisory Committee - TAC recommendations on typical cross-sections, design alternatives and project phasing. (ONGOING)
- Hydraulic Investigation - Deliverables: Consultant shall provide a pre-design plan with identified stormwater facilities, type, size and potential location(s) along the length of the Project. (FIRST AND SECOND QUARTER)
- Environmental Investigation - Consultant shall provide a memo summarizing results of "windshield survey" of buildings and identifying future tasks, if any, needed for a successful Section 106 review. Consultant shall provide a memo identifying recommended course of action to address potential impact to fish species. (SECOND AND THIRD QUARTER)
- Identification of Potential Project Phases - Agency shall provide a list of ranked phasing alternatives based upon constructability and cost efficiency. (SECOND AND THIRD QUARTER)
- Cost Estimates and Funding Scenario(s) - Agency shall provide a cost estimates for the entire project, as well as the project split into two phases. (SECOND AND THIRD QUARTER)
- Right-of-Way - Agency shall provide a spreadsheet list of potential acquisitions, listing site addresses and type(s) of acquisitions from each parcel: parcel maps, and right-of-way acquisition cost estimates. (ONGOING)
- Completion of the Project Prospectus, including Part 3 - Consultant shall provide a completed, signature ready Project Prospectus. (FOURTH QUARTER)

Entity/ies Responsible for Activity:

City of Portland – Lead Agency

Metro – Cooperate/Collaborate

Oregon Department of Transportation – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	152,600	STP	$	298,980
Materials & Services	$	180,600	City of Portland	$	34,220
Consultant $180,600					
TOTAL	**$**	**333,200**	**TOTAL**	**$**	**333,200**

MLK/COLUMBIA/LOMBARD TRANSPORTATION IMPROVEMENT PLAN

Description:

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

- Improvements to the NE MLK Jr. intersections at NE Columbia and NE Lombard St.;
- Roadway geometry improvements on NE MLK, NE Columbia and/or NE Lombard St.;
- Installation of new traffic signals or signal improvements;
- Development of new public rights of way; and/or,
- Storm water management associated with new construction.

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

Objectives:

Alternatives Development and Analysis – First Quarter

Using agreed-upon criteria, screen the wide range of alternatives to a narrower range of alternatives.

- Conduct fatal flaw level analysis on the wide range of alternatives.
- Select a narrow range of alternatives to advance to alternatives analysis and determine the appropriate process to meet the requirement of the National Environmental Policy Act (NEPA).
- Identify a series of operational and maintenance improvements to be implemented in the short-term using existing agency resources.

Project Development - Second Quarter

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

Previous Work:

In 2007-2008, the program began project development with intergovernmental agreement (IGA) approval, consultant selection, formation of advisory committees, and advancement of technical analysis, which included:

Program Development

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

Methodology:

This program is intended to implement the recommendations of the Columbia Corridor Transportation Study in 1999. This project is identified in the Transportation System Plan of the City of Portland, the Regional Transportation Plan (RTP), and the Port of Portland Transportation Improvement Program. The project will be carried out and managed by the Project Management Division of the Portland Office of Transportation.

NE Martin Luther King Jr. Blvd (MLK) is a major north-south arterial in the City of Portland. The roadway intersects with NE Lombard St, crosses over the Union Pacific railroad, and intersects with NE Columbia Blvd. This intersection complex is a key element in the region's freight system. The intersection serves trips in Columbia Corridor as well as trips to North and Northeast Portland. The area experiences significant congestion and other geometric and access issues that create

barriers to freight movement. In the 2005 MTIP allocation the City of Portland received $2.0 million in Federal funds to examine and, depending on funding, construct improvements.

The immediate project area is bounded by Martin Luther King Jr. Blvd on the west, NE Columbia Blvd on the north, NE Killingsworth on the south, and NE 11th Ave. on the east. The project area includes three major roadways, two major rail lines, and several commercial and industrial businesses. Earlier studies identified the following issues in the project area:

- Congestion at MLK/Columbia and MLK/Lombard intersections inhibit freight movement.
- Excess capacity on NE Lombard St. is not used due to the difficulty of turn movements from NE Columbia to NE Lombard St.
- Rail traffic is affected by an at-grade crossing of NE 11th, the need for the road access limits the ability to expand rail capacity

The plan will provide a framework for addressing the needs of the area by providing a comprehensive list of needs and identifying a range of solutions to address the needs. Depending on the complexity of the problems identified, the project will progress to further development of possible solutions and alternatives analysis or, to preliminary engineering.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Refinement of Improvements Report. (FIRST QUARTER)
- Transportation Improvement Program. (SECOND QUARTER)

Entity/ies Responsible for Activity:

Metro – Grant Management/Coordination

Portland Office of Transportation – Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services (PDOT)	$	TBD	Regional STP	$	500,000
Materials & Services	$	TBD	PDOT match	$	57,000
TOTAL	**$**	**557,000**	**TOTAL**	**$**	**557,000**

SULLIVAN'S GULCH TRAIL MASTER PLAN

Description:

This project will plan multi-use trail improvements between the Eastbank Esplanade on the Willamette River and NE 122nd Ave. The trail would serve both commuter and recreational purposes, and be located on the north side of I-84. The City will work with other bureaus, regional, state, Federal agencies, neighborhood associations, property owners and businesses adjacent to the corridor to develop a master plan dealing with land use and environmental issues, ROW needs, trail design and engineering requirements, safety and security issues, trail maintenance, etc. Trail widths, surface materials, signage, and street-crossing designs would be proposed and associated costs estimated. If built the trial would connect the central city/ downtown to the Lloyd District, Hollywood and Gateway Regional Center, provide alternative transportation and connect with MAX LRT, future Central City Streetcar and numerous TriMet bus lines.

Objectives:

- Complete planning work to determine a more precise route for the trail that would connect the Eastbank Esplanade on the Willamette River to the Gateway Regional Center and the existing I-84 trail at 122nd Ave.
- Determine a trail alignment that is compatible and complementary to existing uses in the corridor (e.g. train service, MAX LRT, maintenance roads).
- Amend the City's comprehensive plan and transportation system plan to include the trail.
- Employ Metro's Green Trail guidelines in developing these alignment and design recommendations.

Previous Work:

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

Methodology:

This will be refined when the project scope is developed. The Master Plan may include the following.

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

Schedule for Completing Activities:

Master Plan document will be completed during FY 2009-10. More specifics will be determined when the project scope is completed.

Tangible Products Expected in FY 2009-10:

Master Plan document will be completed during FY 2009-2010. More specifics will be determined when project scope is completed.

Entity/ies Responsible for Activity:

Portland Parks & Recreation – Lead Agency

Portland Department of Transportation – Cooperate/Collaborate

Portland Bureau of Planning – Cooperate/Collaborate

NE Portland neighborhoods – Cooperate/Collaborate

Metro – Cooperate/Collaborate

Oregon Department of Transportation (ODOT) – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

Union Pacific Railroad – Cooperate/Collaborate

Cost and Funding Sources:

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

SOUTH METRO AREA REGIONAL TRANSIT (SMART)

Description:

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 Transportation Demand Management (TDM) program, SMART Options, continues to promote transportation alternatives to driving alone and assists local employers in establishing transportation worksite programs to comply with Department of Environmental Quality Employee Commute Options (DEQ – ECO) rules.

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

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

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

Objectives:

- Reduce drive alone trips and increase awareness of transportation options available in Wilsonville and the region.
- To strengthen and increase communication between SMART, the City of Wilsonville, and local and regional stakeholders.
- Increase knowledge of and support for the following:
  - SMART's adopted long range Transit Master Plan
  - Service improvements
  - Infrastructure improvements
  - Future funding strategies
    - Grants
    - Business Energy Tax Credit Program (BETC)

Previous Work:

- The long range Transit Master Plan was adopted by City Council in September, 2008.
- Distributed 400 Walk There! walking guides.
- Continued the Walk SMART program, offered incentives and presentations at wellness and benefits fairs.
- Promoted regional travel options campaigns: Carefree Commuter Challenge, Drive Less Save More, Carpool Match NW, Metro Vanpool, and Bike Commute Challenge.
- Created and distributed 50 TDM resource manuals to Wilsonville transportation coordinators.
- Wrote over 25 newsletter articles, press releases, op-ed articles and website articles for SMART and SMART Options activities and events.
- Updated website, logo, and marketing materials.
- Conducted the annual SMART Art on the Bus contest with over 350 student participants.
- Three direct mail pieces to all 900 Wilsonville businesses promoting new SMART and WES service.

- Hosted three open house meetings to educate employees and residents regarding SMART service changes.
- Hosted information table at 12 employer and public events
- Assisted 6 Wilsonville DEQ-ECO affected employers with rule compliance. Provided survey design, analysis, and assistance with Trip Reduction Plans for the worksite.
- Partnered with local schools to educate students about bike safety on buses and train safety related to new WES service beginning February 2009.

Methodology:

SMART will continue to work closely with and report to Metro's Regional Travel Options subcommittee and working groups to coordinate TDM outreach and activities throughout the region.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Assess future system demands due to new residential development and the arrival of WES (Westside Express Service) Commuter Rail. (ONGOING)
- Collaborate with regional partners to promote WES as a viable transportation option. (ONGOING)
- Assess future system demands due to increases in commercial and industrial development in the Wilsonville area. (ONGOING)
- Update the City's system growth plan that will progressively address increasing system needs.(First Quarter 2010)
- Implement the long range Transit Master Plan and Bicycle and Pedestrian Master that identifies specific strategies for smart growth of the transit system and efficient coordination with neighboring systems.(ONGOING)
- Implementation of Travel Options in conjunction with strategies identified in the Transit Master Plan and the RTO Strategic plan.(ONGOING)
- Continue the Walk SMART program.(ONGOING)
- Continue SMART ART on the Bus contest to Wilsonville schools.(WINTER -SPRING 2009)
- Expand the SMART Options program to include a Bicycle and Pedestrian Coordinator made possible from a Metro RTO grant.(JULY 2009- ONGOING)
- Coordinate bicycle and walking events surrounding existing celebrations for Oregon's Sesquicentennial events.(SPRING –FALL 2009)
- Update local walking and bicycling maps.(SUMMER AND FALL 2009)
- Continue staffing outreach booth at local business fairs and community events.(ONGOING)
- Continue working directly with employers to find the best travel options for their employees.(ONGOING)

Entity/ies Responsible for Activity:

City of Wilsonville and South Metro Area Regional Transit – Product Owner/Lead Agencies

RTO Partners and Stakeholders – Cooperate/Collaborate

Cost and Funding Sources:

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

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.3
TOTAL	**1.3**

SUNRISE PROJECT FEIS

Description:

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

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

The SDEIS will be completed by summer of 2009, and the Final Environmental Impact Statement (FEIS) will start in summer of 2009.

Objectives:

Following are the goals and objectives of the Supplemental DEIS:

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

Following are the goals and objectives of 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.

Previous Work:

The project has completed the alternative development phase and all the technical reports for the SDEIS. The SDEIS was published in October of 2008. Three alternatives were analyzed for the SDEIS phase of the project. By summer of 2008, the environmental analysis of impacts, the tolling analysis, and a draft phasing plan was completed. Public hearings on the SDEIS were held in November of 2008. The public comment period for the SDEIS ended on November 28, 2008. Review of the public comment was completed in January of 2009.

Methodology:

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.

Schedule for Completing Activities:

The Sunrise Project Supplemental Draft Environmental Impact Statement (SDEIS) was published in October of 2008. The process for selecting and adopting the preferred alternative will be completed by the summer of 2009.

The Sunrise Project Final Environmental Impact Statement (FEIS) will begin in the summer of 2009 and will continue for approximately six to nine months. A schedule and set of milestones for the FEIS work is not yet developed.

Tangible Products Expected in FY 2009-10:

Major deliverables for the Final EIS include:

- Determine the preferred alternative to carry into the FEIS. (SUMMER 2009)
- Move preferred alternative into the RTP with an amendment. (AUGUST/SEPTEMBER 2009)
- Finish final environmental impact statement. (WINTER 2010)
- Obtain a Record of Decision (ROD). (SPRING 2010)

Entity/ies Responsible for Activity:

Clackamas County and ODOT – Lead Agencies

TriMet – Cooperating Agency

Metro, Damascus, Happy Valley - Cooperating Agencies

Cost and Funding Sources:

Requirements:			**Resources:**		
		TBD		$	TBD
TOTAL	**$**	**TBD**	*TOTAL*	**$**	**TBD**

SE 172ND AVENUE: FOSTER RD – SUNNYSIDE RD

[Placeholder for project that is expected to be advanced in the MTIP for FY 2009-10 planning activities.]

Description:

Objectives:

Previous Work:

Methodology:

Schedule for Completing Activities:

Tangible Products Expected in FY 2009-10:

Entity/ies Responsible for Activity:

Cost and Funding Sources:

Requirements:		**Resources:**	
	$		$
	$		$
TOTAL	**$**	**TOTAL**	**$**

SELLWOOD BRIDGE PROJECT FEIS

Description:

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

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

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

Objectives:

Following are the goals and objectives of the DEIS:

- Metro will assist the City of Portland and Multnomah County in analyzing alternatives that have been developed and included in the Draft Environmental Impact Statement (DEIS). Metro, in coordination with the City of Portland will develop travel demand forecasts (2035) for the FEIS if needed. 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)
- Complete the formal NEPA process for establishing and assessing the impact on the social, economic and environmental consequences of all alternatives. (ONGOING)
- Selection of a Preferred Alternative(s) – At the close of the evaluation of the candidate alternatives and the projects goals, the Community Task Force will make a recommendation of a preferred alternative. Public testimony will be provided during the course of this selection process and all participating agencies will provide their input on the selection process. (WINTER 2009)
- Selection of a Preferred Alternative – Following the completion of the DEIS and the public testimony phase of the project, the Policy Advisory Group (PAG) will select a preferred alternative. The councils of the City of Portland, Metro, and Multnomah County will then vote to approve the preferred alternative. (WINTER 2009)

Following are the goals and objectives of 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.

Previous Work:

The project has completed the alternative development phase and all the technical reports for the SDEIS. The SDEIS was published in November of 2008. Five alternatives were analyzed for the SDEIS phase of the project with element in the alternatives that could be mixed and match to

create a hybrid alternative. By fall of 2008, the environmental analysis of impacts, the tolling analysis, and a draft phasing plan were completed. A public hearing for the DEIS was held in December of 2008. The public comment period for the SDEIS ended on December 22, 2008. Review of the public comment will be completed in January and February of 2009.

Methodology:

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."

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.

Schedule for Completing Activities:

The Sellwood Bridge Project Draft Environmental Impact Statement (DEIS) was published in November of 2008. The process for selecting and adopting the preferred alternative will be completed by the early spring of 2009.

The Sellwood Bridge Project Final Environmental Impact Statement (FEIS) will begin in the spring or summer of 2009. A schedule and set of milestones for the FEIS work is not yet developed.

Tangible Products Expected in FY 2009-10:

Major deliverables for the Final EIS include:

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

Entity/ies Responsible for Activity:

Multnomah County – Lead Agency

Metro, City of Portland, ODOT - Cooperating Agencies

Cost and Funding Sources:

Requirements:			**Resources:**		
		TBD			TBD
TOTAL	**$**	**TBD**	*TOTAL*	**$**	**TBD**

I-5/99W CONNECTOR STUDY

Description:

As a result of the Western Bypass Study, the I-5 to Highway 99W Connector was included in the 1997 Regional Transportation Plan (RTP) as a needed facility in lieu of a bypass, though the exact location was not determined. In 2000, Metro proposed an amendment to the RTP to include an alternative southern corridor for the Connector, with the corridor located outside the Urban Growth Boundary (UGB). However, the Land Conservation and Development Commission (LCDC) concluded that not all requirements for an exception to State Planning Goals had been demonstrated for a corridor outside the UGB 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 adoption of the preferred alternative into the RTP. This project is a joint effort of Washington County, ODOT, and Metro. The selected project development process will have a first phase that defines and adopts a corridor within which the Connector can be constructed, and, as appropriate, would include an amendment of the RTP. The second phase will complete detailed analysis of individual arterial elements. The first phase has been termed the "RTP Process" and reflects the intent to adopt a selected corridor through amending the RTP.

Objectives:

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 fall 2009, an alternative will be added to the RTP, selected from a wide range of alternatives including:

1. A No Build alternative,
2. A Transportation Demand Management/Transportation System Management alternative,
3. An Enhance the Existing System Alternative,
4. Three geographically different connector corridors, and
5. A "three arterial" and transit alternative, that provides three east-west routes connecting I-5 and 99W as well as transit improvements.

Products will consist of data, analysis, and findings required to add the alternative into the RTP. This alternative will also be adopted into the TSPs of the cities of Sherwood, Tualatin, and Wilsonville as well as Washington and Clackamas counties (as required).

Previous Work:

In 2008, the project analyzed seven alternatives as listed above, considering the transportation, economic, cost, environmental and social implications of each for comparison. This work included an initial analysis of six alternatives, public outreach and discussion, the identification of a seventh alternative and analysis of it.

Methodology:

The OTC has recognized the I-5 to Highway 99W Connector as a "Project of Statewide Significance." Metro included the project, along with potential corridor alignments, in the 1996, 2000, 2004 and 2008 RTPs. The project is also referenced in the most recent Transportation System Plans (TSP) of Washington County and the cities of Sherwood and Tualatin.

Other actions and authorizations include the following:

- In 1995, ODOT completed the Western Bypass Study, which evaluated five alternatives for addressing circumferential travel in the Southwest Portland metropolitan area. The recommended alternative from this study was a combination of improvements to the existing transportation system in conjunction with construction of new arterial and collector road improvements, implementation of transportation system management and demand management strategies, and expanded transit service in the study area.
- June 1997, the Metro Council adopted recommendations identified in the Western Bypass Study, including an amendment to add the I-5 to 99W Connector corridor to the 1995 Interim Federal RTP for the Portland metropolitan area. The amendment established need, mode, function and general location (transportation need, highway mode, statewide and regional function in the specified corridor) consistent with state land use statutes for the proposed I-5 to 99W Connector. A future selected alignment within the corridor would be subject to further land use review and actions.
- Senate Bill 626, codified into Oregon Revised Statute 383 (ORS 383), passed by the 1995 Oregon Legislature, authorizes the building, operation and maintenance of tollways by governments, private entities or a combination of the two. The law requires that ODOT obtain authorization of the Legislative Assembly before entering into any agreements for the construction or operation of any tollway facilities except two: the Newberg-Dundee Bypass, and the Tualatin-Sherwood Highway, linking Interstate 5 and Highway 99W. This restriction was subsequently amended to include the Lewis and Clark Bridge in Columbia County and an unnamed project in the Portland urban area.
- August 14, 1996, OTC approved proceeding with siting studies and land use and environmental feasibility reviews of the Tualatin-Sherwood and Newberg-Dundee tollway projects. This decision came after the OTC considered a staff report and public testimony regarding the preliminary assessment of the financial feasibility of these projects as toll roads.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2009-10:

Entity/ies Responsible for Activity:

Washington County – Lead Agency

Residents and officials of Washington County, possibly Clackamas County (depending on the alignment selected), Oregon Department of Transportation (ODOT), Metro, Land Conservation and Development Commission (LCDC), cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, and McMinnville – Cooperate/Collaborate

Rural and far land owners in the area – Cooperate/Collaborate

Industrial and other employers within the Tigard/Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees – Cooperate/Collaborate

Travelers and freight hauling operators to and from the Oregon central coast area – Cooperate/Collaborate

Other State agencies including Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), Department of Fish and Wildlife, Corrections, State Lands – Cooperate/Collaborate

Federal agencies including Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), US Army Corps of Engineers, US Fish and Wildlife, National Oceanic and Atmospheric Administration, Fisheries, US Department of Interior – Cooperate/Collaborate

Cost and Funding Sources:

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

OR 10: OLESON ROAD/SCHOLLS FERRY ROAD INTERSECTION

Description:

This project is the first stage of a larger project to reconstruct the intersection of OR 10 (Beaverton-Hillsdale Highway), SW Oleson Road, and Scholls Ferry Road to improve intersection operation and safety based on interagency project technical team work completed in 1996.

Objectives:

- 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.

Previous Work:

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

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

Methodology:

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. This project develops initial preliminary engineering and project details to meet National Environmental Policy Act requirements. This portion of the design work of the project will include plan studies required by Metro as a condition of Metro MTIP funding, including corridors and centers planning analysis, and analysis of economic, transportation, land use, and environmental factors in the immediate project area.

This work is the first of four proposes phases of design and construction work. Specific design work will include realigning SW Oleson Road 600 feet to the east so that it is approximately 900 feet east of the remaining OR 10/Scholls Ferry Road intersection, and extending SW Oleson Road

northward so that it intersects SW Scholls Ferry Road as well as OR 10. The new roadway will be three lanes, and will be approximately 1,250 feet in length.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

To be determined

Entity/ies Responsible for Activity:

Oregon Department of Transportation (ODOT) – Lead Agency

Metro – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

Washington County – Cooperate/Collaborate

City of Beaverton – Cooperate/Collaborate

City of Portland – Cooperate/Collaborate

Raleigh Hills Businesses and Neighborhood – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
	$	TBD		$	TBD
TOTAL	**$**	**TBD**	**TOTAL**	**$**	**TBD**

TONQUIN TRAIL MASTER PLAN

Description:

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

Objectives:

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

- Recommend specific alignments and design elements for a multi-use trail between the Willamette River in the vicinity of Graham Oaks Natural Area and the Tualatin River in the vicinity of the Tualatin river National Wildlife Refuge;
- Identify connections to the cities of Wilsonville, Tualatin, Sherwood and the neighboring cities of Tigard and Durham through a combination of off-street train and on –street alignments;
- Involve agency partners, neighbors, landowners, businesses, trail user groups and general public in the master planning process;
- Provide cost estimates to design, build and maintain the trail;
- Provide a phased implementation plan, and
- Conduct the master planning work between winter of 2009 and winter of 2011.

Previous Work:

ODOT, Metro, the City of Sherwood and the City of Wilsonville entered into an Intergovernmental Agreement (IGA) in November 2007 pertaining to the preparation of the Tonquin Trail Master Plan.

In December 2008, ODOT and Metro issued a Request for Proposals Mini-Solicitation to ODOT's on call list of consultants qualified to respond to such solicitations. On January 2, 2009 six proposals were received in response to the solicitation. A consultant team is expected to be selected by the end of January 2009. Once a scope, schedule and fee have been finalized and the contract signed, project work is expected to begin in February 2009.

Other project work expected to occur between this report and June 30, 2009 includes:

- Conduct Project Kick-off Meeting
- Develop Public Involvement Plan
- Perform Data Collection and Background Research
- First two Meetings of Working Group
- First public workshop

Methodology:

This project is identified in the Transportation System Plan of the cities of Wilsonville, Tualatin and Sherwood and the Regional Transportation Plan. This trail is one of eight regional trails identified in the 2006 Open Spaces Bond Measure for Natural Area and Trail acquisition. The Metro Council Blue Ribbon Committee for Trails identified this trail package as one of 20 regional trails to receive expedited funding for implementation.

Once the scope of work has been finalized and a consultant is on board, the project work will begin. Metro has traditionally prepared master plans for trails that cross multiple jurisdictions. Throughout the master planning process Metro will work closely with multiple stakeholders including the jurisdictions that will ultimately manage and maintain the regional trail.

The Tonquin Trail Master Planning work will include extensive public outreach, special workshops and tours to ensure that the project receives broad support and buy-in.

Tasks that are expected to be included in the scope of work include:

- Project Management

- Public Involvement
- Existing Data Compilation
- Field Inventory
- Research and Analysis
- Land Use Approvals and Regulatory Requirements
- Trail Alignments Alternatives Analysis
- Recommended Preferred Alignments
- Cost Estimates
- Phased Implementation Plan
- Funding Strategy
- Master Plan Review and Adoption by Elected Boards/Councils

Schedule for Completing Activities:

The master planning work is expected to take approximately two years, beginning in February 2009 and ending in February 2011. A final schedule will be available after the contract is negotiated.

Tangible Products Expected in FY 2009-10:

- Public Outreach as identified in the Public Involvement Plan. (ONGOING)
- Task deliverables according to schedule.
- Collaboration with project partners. (ONGOING)

Entity/ies Responsible for Activity:

Metro – Lead Agency

Oregon Department of Transportation – Grant Administrator/IGA Partner/Cooperate/Collaborate

City of Sherwood – Funding Support/Cooperate / Collaborate

City of Wilsonville – Funding Support /Cooperate/Collaborate

City of Tualatin – Cooperate/Collaborate

Washington County – Cooperate/Collaborate

Clackamas County – Cooperate/Collaborate

Cost and Funding Sources:

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

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

LAKE OSWEGO TO MILWAUKIE TRAIL MASTER PLAN

Description:

This project will plan multi-use trail improvements between the cities of Milwaukie and Lake Oswego. The project will be carried out and managed by Metro. The crossing of the Willamette River could potentially utilize the Portland and Western railroad bridge or a new bike/pedestrian bridge. Trail widths, surface materials, signage, and street-crossing designs would be proposed and associated costs estimated.

Objectives:

- 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.
- Employ Metro's guidelines for Green Trails in developing alignments and recommendations

Previous Work:

The Regional Trails master plan and the RTP have incorporated this trail segment into their plans. This project is identified in the Transportation System Plan of the Cities of Milwaukie and Lake Oswego and the Regional Transportation Plan (RTP).

Methodology:

This will be refined when the project scope is developed. The Master Plan may include the following.

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

Schedule for Completing Activities:

Master Plan document will be completed during FY 2009-10. More specifics will be determined when the project scope is completed.

Tangible Products Expected in FY 2009-10:

Master Plan document will be completed during FY 2009-2010. More specifics will be determined when project scope is completed.

Entity/ies Responsible for Activity:

Metro – Lead Agency

City of Milwaukie – Cooperate/Collaborate

City of Lake Oswego - Cooperate/Collaborate

Clackamas County - Cooperate/Collaborate

Portland and Western Railroad - Cooperate/Collaborate

Oregon Department of Transportation (ODOT) Rail Division - Cooperate/Collaborate

North Clackamas Parks and Recreation District - Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Materials & Services	$	110,450	Regional STP	$	100,000
			Metro match	$	10,450
Total	**$**	**110,450**	**Total**	**$**	**110,450**
Requirements:			**Resources:**		
	$	TBD	Regional STP	$	224,000
			Local match	$	25,640
TOTAL	**$**	**249,640**	**TOTAL**	**$**	**249,640**
Requirements:			**Resources:**		
	$	TBD	Regional STP	$	224,000

MT. SCOTT - SCOUTER'S MT. LOOP TRAIL MASTER PLAN

Description:

Inventory, assess and analyze potential trail corridors connecting the Springwater Corridor to the Clackamas River Greenway through Mt. Scott and Scouter's Mt. Also look at trail design standards and compatibility with natural areas and wildlife habitat. This project is identified in Metro's Regional Transportation Plan (RTP) and Metro's Greenspaces Master Plan. The city of Happy Valley and North Clackamas Parks and Recreation District (NCPRD) will be coordinating the trail study with their local plans and the city's Transportation System Plan (TSP). The project will be carried out and managed by Metro's Parks and Greenspaces Department.

Objectives:

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

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

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

Trail Connections:

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

Previous Work:

Metro's Regional Trails Plan and System Map and the Regional Transportation Plan (RTP) have incorporated the trail into their plans.

Methodology:

This will be refined as the project scope is developed. The Master Plan may include the following:

- Inventory, assessment and analysis of potential trail alternative routes
- Planning background report summarizing planning activities
- Economic, social and land use analysis of land within one-mile of potential trail alignments
- Base maps, profiles and typical trail sections

- Recommended design standards
- Analysis of the compatibility of the trail with natural areas and wildlife habitat
- Cost estimates for trail design and P.E.
- Cost estimates for future trail maintenance and which agencies would be responsible.
- Research on permits needed to build the trail
- Environmental scan and report for the area within one mile of potential trail alignments
- Public outreach strategy
- Stakeholders interviews
- Carrying out public workshops and meetings
- Contact with adjacent property owners and neighbors
- Coordination with local agencies

Schedule for Completing Activities:

The trail master plan has not begun. The start date will most likely be spring 2010. The project should last about 18-24 months.

Tangible Products Expected in FY 2009-10:

The Master Planning process may not start until the end of FY 2010 or early 2011.

Entities Responsible for Activity:

Metro (project manager)

City of Happy Valley

North Clackamas Parks & Recreation District (NCPRD)

Clackamas County

City of Portland

Multnomah County

Cost and Funding Sources:

Requirements:			**Resources:**		
Materials & Services	$	112,000	Regional STP	$	100,000
Combination of Metro Staff (Personnel Costs) and Consultant Services. Exact split to be determined by June 30, 2009.			Local Match (Metro, Happy Valley, NCPRD)	$	12,000
TOTAL	**$**	**112,000**	**TOTAL**	**$**	**112,000**

WESTSIDE TRAIL MASTER PLAN: WILLAMETTE - TUALATIN

Description:

Develop a master plan for the 17- mile long "Westside Trail." The trail corridor follows a Bonneville Power Administration (BPA) (and at some sections PGE power line corridor) power line route from the Tualatin River at King City north to Forest Park in Portland. Parts of the trail have been built. The trail corridor goes through King City, unincorporated Washington Co., Tigard, Beaverton, Tualatin Hills Parks and Recreation District (THPRD), unincorporated Multnomah County, and Portland. The corridor averages 225 feet wide. The goal is to create a multi-use paved 12-foot wide trail with two foot shoulders. The trail would connect to various town and regional centers, transit centers, and Westside MAX, businesses, schools, shopping centers, and parks. The trail corridor is within one-mile of 181,000 people, 46 schools, and 272 parks. The trail would be ADA (Americans' with Disabilities Act) compatible as much as possible.

Objectives:

The master plan would lay out the final trail route(s) and design to connect four cities, two counties, town and regional centers, Westside MAX, schools, shopping and commercial centers. The master plan looks primarily at alternative travel options to the car in a highly suburbanized area. The plan will come up with "green" design practices and connect to transit, local trails, bike paths and sidewalks.

Inventory, assess, and analyze ROW and/or easements needed to be acquired for the trail.

Plan and design the trail to be compatible with adjacent natural areas, wildlife habitat, and the local topography.

Plan and design the trail to be compliant with ADA (Americans' with Disabilities Act) requirements as much as possible along the trail route.

Previous Work:

Metro's Regional Trails Plan and System Map and the Regional Transportation Plan (RTP) have incorporated the trail into their plans.

Methodology:

- Inventory, assess and analyze potential trail routes within the 225 feet wide power line corridor.
- Planning background report summarizing planning activities.
- Economic, social and land use analysis of land within one-mile of the trail corridor.
- Assess demand for the trail.
- Base maps, profiles and typical trail sections.
- GIS data inventories.
- Assess the number of land use and construction permits needed.
- Assess compatibility with natural areas and wildlife habitat.
- Conduct an environmental scan and report of the adjacent area.
- Cost estimates for P.E. and trail construction.
- Cost estimates for trail maintenance and determine which agencies will be responsible.
- Develop public outreach strategy.
- Conduct stakeholder interviews.
- Carrying out public workshops and meetings.
- Contact adjacent property owners, residents and businesses.
- Coordinate planning with local agencies and trail advocate groups.

Schedule for Completing Activities:

The trail master plan has not begun. The start date will most likely be in spring or summer of 2010. The planning process should take 18-24 months.

Tangible Products Expected in FY 2009-10.

- Scope of Work
- IGA with ODOT

Entity/ies Responsible for Activity:

Metro – Project Lead

THPRD – Cooperate/Collaborate

Washington Co. – Cooperate/Collaborate

Multnomah Co. – Cooperate/Collaborate

King City – Cooperate/Collaborate

Tigard – Cooperate/Collaborate

Beaverton – Cooperate/Collaborate

Portland – Cooperate/Collaborate

Forest Park Conservancy – Cooperate/Collaborate

BPA (Bonneville Power Administration) – Cooperate/Collaborate

PGE – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services		50,000.	Regional Flexible Funds	$	300,000.
Materials & Services		$ 300,000	Local Match	$	50,000.
Consultant	289,000			$	
Printing/Supplies	$10,000			$	
Miscellaneous	1,000				
TOTAL		**$ 350,000.**	**TOTAL**	**$**	**350,000.**

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.33
TOTAL	**0.33**

REGIONAL JOB ACCESS AND REVERSE COMMUTE PROGRAM

Description:

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. JARC funds are used to support and promote programs in the urbanized Portland region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.

JARC Regional Funding Allocation and Project Evaluation Process

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

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

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

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

Current Program

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

- Swan Island Evening Shuttle
- Ride Connection U-Ride service
- Non-commute taxi voucher program
- Tualatin employer vanpool shuttle
- Create-a-Commuter bike program
- Alternative Commute Center
- Portland Community College Joblink Program
- Clackamas County Catch-A-Ride service
- MHCC Steps to Success shuttle
- Metropolitan Family Services' Ways-to-Work program
- Improved bike and pedestrian access to Swan Island
- Travel training programs
- Trainings and presentations for case managers and their clients regarding transportation options
- Free transit schedules and maps
- Increased fixed route transit service in targeted areas
- Free Commuter Choices brochures, available in English and Spanish
- How to Ride brochures and videos available in seven languages

Objectives:

Compliance with JARC Program Objectives:

1. Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include access to childcare and acquiring job skills and training.
2. Rides provided by Job Access funded programs and services total over 6 million between September 2000 and September 2008.
3. For the Federal Fiscal Year 2008, grant-funded projects provided the following:

Program	Annual Rides
Swan Island Evening Shuttle:	15,618
Tualatin Employer Vanpool Shuttle:	pending
Ride Connection U-Ride Service:	pending
MHCC Steps to Success Shuttle:	pending
TriMet Fixed Route Rides:	pending

Methodology:

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

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

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

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

- Willamette Pedestrian Coalition
- Oregon Department of Employment
- Community Cycling Center
- Portland Impact
- Metro
- TriMet
- Federal Transit Administration

Cost and Funding Sources:

Job Access programs are supported by grant funds provided from the FTA and regional match dollars. Elements of the work program for TriMet fiscal year 2009 totaling an estimated $604,212 are shown below. TriMet provides local match for the Portland Regional Job Access Reverse Commute program. This match is provided in the form of fixed route bus service, specifically increases in service on Line 6 – MLK Jr. Blvd, Line 33 – McLoughlin, and Line 71 – 60th/122nd Ave. Increases include extended evening hours and weekend service. All three routes operate in communities identified in the regional Job Access Plan as targeted communities (i.e. high concentrations of either low-income households or entry-level job opportunities).

Work Program Line Item	JARC Funds
Commute Services	$ 229,545
Travel Training & Job Retention Support Services	$ 250,903
Alternative & Non-Commute Services	$ 123,764
TOTAL: Job Access Reverse Commute Funds	**$ 604,212**

Match Programs	Local Funds
TriMet Operating Costs (Fixed Route Bus Service)	$ 604,212

This budget reflects Federal FY08 Jobs Access Reverse Commute funds carried into TriMet's FY 2009-10 program. Work Program funds are estimated at this time. No Federal funds are spent on planning duties associated with the JARC program. All funds are spent on services and administration of services.

BUS STOP DEVELOPMENT PROGRAM

Description:

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

Bus Stop Sign and Pole Replacement with Information Displays

- Deployment of two-sided bus stop signs and poles continues. Multi-part signs are a unique shape and the poles are dedicated and colored to make the stop more distinguishable in the streetscape.
- Bus stop identification numbers with route map and frequency are being installed on each bus stop pole, which is a significant convenience for riders. Shelters are receiving place names. The improved stop identification will compliment on-board automated stop audio and reader board announcements.
- These signs are being deployed on a route basis throughout the system with a priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. The changeover should be complete in FY 2009-10.
- The FY 2010 program investment of $238,000 will be repeated and is in the final year to complete all bus stops.

Bus Stop Enhancements

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

Shelter Expansion

- TriMet continues to increase the number of bus shelters from a total of 885 five years ago to approximately 1,160 as of January 2009. TriMet expects to sustain the shelter expansion effort with approximately 35 new shelters in FY 2010, using primarily CMAQ funds.
- With the help of other grant funds, additional bus stop access improvements are being made in Washington County, including Tualatin Valley Highway (19 sites) which has been the focus of pedestrian safety concerns. This project will be completed in the first quarter of FY2010.
- TriMet has expanded the use of solar lighting installations (over 250 installations) in new and existing shelters where direct power connections are difficult and/or expensive. Upgrade efforts will continue in FY 2010 at over 50 additional bus stops.

This is a capital development program using CMAQ funds, but the program is presented in this Unified Planning Work Program given the planning activities that support the ongoing program. The program is at the core of TriMet's service development program and is represented in the five-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. They are integrated with other streetscape, ITS, and traffic management projects throughout TriMet's service area.

Objectives:

Objectives of this program include:

- Increase transit ridership by improving the total transit experience – focused on on-street transit and pedestrian facilities improvements.
- Improve the utility of transit by providing better customer information – identifiable signage, posted route information, schedules and maps, and real time arrival information.

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

Previous Work:

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

Methodology:

This program is closely coordinated with internal TriMet departments – primarily marketing (customer information) and operations. Benefits of the program clearly accrue to the general public and transit users. TriMet research has demonstrated that on-street amenities are important considerations as riders choose to use the service. The program is closely coordinated with the street jurisdictions – often through permits. Integration with local streetscape projects is also fostered to achieve the greatest mutual program benefits. Recent examples include Hawthorne Boulevard (City of Portland), Powell Boulevard (ODOT) and City of Gresham (Stark Street).

Tangible Products Expected in FY 2009-10:

- Preparation of work programs, schedule and budget for each sub-program. (ONGOING)
- Community outreach to assess needs and coordinate implementation. (ONGOING)
- Supporting intergovernmental agreements, property transactions, and permits. (ONGOING)
- Construction drawings and documents. (ONGOING)
- User notification and response to comments. (ONGOING)
- Construction of on-street capital facilities investments. (ONGOING)
- Coordination of capital improvements with related roadway improvements managed by local jurisdictions and ODOT. (ONGOING)
- Monitoring and adjustment as appropriate. (ONGOING)

Entity/ies Responsible for Activity:

TriMet – Project Owner/Lead Agency

Local Jurisdictions – Cooperate/Collaborate

Cost and Funding Sources:

Reflects FFY 2009 Allocation of $1,127,365. Approximately $218,000 or 12.5% of the program budget is devoted to planning activities. These funds support five positions or 3 FTEs doing planning and design work.

Requirements:			**Resources:**		
Bus Shelter Expansion	$	322,000	CMAQ	$	1,011,584
Pavement and ADA Improvements	$	180,000	TriMet	$	115,781
Bus Stop Signs and Poles	$	250,000			
Solar Lights in Bus Shelters	$	200,000			
Streamline Treatments	$	175,365			
TOTAL	**$**	**1,127,365**	**TOTAL**	**$**	**1,127,365**

Full-Time Equivalent Staffing	
Planning and Design	3.0
Installation	2.0
TOTAL	**5.0**

WASHINGTON COUNTY COMMUTER RAIL BEFORE AND AFTER EVALUATION

Description:

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

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

The project is divided into seven tasks as follows:

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

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

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

Objectives:

This study will in large measure validate the goal of the Washington County Commuter Rail project:

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

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; and rider characteristics. The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

The project will produce the following products:

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

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

Previous Work:

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

TriMet submitted the draft study plan to the FTA in November 2005. The FTA approved the inclusion of the study work scope into the Washington County Commuter Rail project. All tasks and subtasks will be assigned and executed as outlined in the draft work plan. Specifically, the following accomplishments to date and expected in FY 2009 are summarized below:

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

Task 3: Origin/destination surveys of transit riders for pre-project implementation occurred in May 2008; TriMet will obtain rail freight tonnage and train/railcar activity data for the rail line between Beaverton and Wilsonville from the Portland and Western RR. Traffic counts on local, regional, and state roads in the corridors will be collected from local, state, and regional agencies, where feasible, to compare with later counts.

Task 4: Data collection methods described under Task 3 will be repeated in spring 2011 to analyze post-project impacts.

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

Methodology:

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

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

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

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

3. After conditions – actual outcomes for the five characteristics of the project two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor.

Entity/ies Responsible for Activity:

TriMet – Product Owner/Lead Agency

Metro – Cooperate/Collaborate

Oregon Department of Transportation (ODOT) – Cooperate/Collaborate

Washington County Department of Planning – Cooperate/Collaborate

Clackamas County Department of Planning – Cooperate/Collaborate

Cities of Beaverton, Tigard, Tualatin and Wilsonville – Cooperate/Collaborate

South Metro Area Regional Transit (SMART) – Cooperate/Collaborate

Federal Transit Administration (FTA) – Cooperate/Collaborate

Cost and Funding Sources:

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

Task 3 – Pre-Implementation Data Collection		
Origin/Destination Survey		
• May 2008	$	60,000
Task 4 – Post-Implementation Data Collection		
Origin/Destination Survey		
• April/May 2011	$	60,000
Tasks 5 – Proposed Analyses		
Ridership Model Evaluation, Spring 2009	$	10,000
	Tasks 6 & 7 – Proposed Analyses	
Report Writing	$	10,000
TOTAL	**$**	**140,000**

PORTLAND-MILWAUKIE LIGHT RAIL FEIS

Description:

The Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS) was published May 9, 2008. The Locally preferred Alternative (LPA) was selected in July 2008. Based on this selection, TriMet is leading the project into the Preliminary Engineering Phase that will take the project designs to a 30% design state. TriMet is also conducting a study of potential bridge types for the proposed Willamette River Crossing, with a conclusion expected in the spring 2009. Metro is tasked to complete the Final Environmental Impact Statement (FEIS) and help develop the Record of Decision (ROD) in cooperation with the Federal Transit Administration.

Objectives:

- Complete the FEIS. (WINTER 2009-10)
- Develop the ROD. (SPRING 2010)
- Select the appropriate Bridge Type. (MARCH 2009)
- Finalize project Finance Plan. (WINTER 2009-10)
- Develop and undertake public involvement plan. (ONGOING)
- Coordinate with FTA and Federal and local agencies. (ONGOING)
- Develop Preliminary Engineering designs and costs. (ONGOING)

Previous Work:

- 1998 South/North Draft Environmental Impact Statement and LPA including Milwaukie Light Rail segment
- 2002 Supplemental Draft Environmental Impact Statement on the Milwaukie LRT Project
- 2003 amended LPA for South Corridor Phase I and II. Phase I to include I-205/Portland Mall Project and Phase II includes the Portland-Milwaukie Project.
- January 2004 Amended SDEIS for downtown Portland and I-205 Mall Project solidifying mode, terminus and alignment decision on downtown Portland Mall.
- December 2004 I-205/Portland Mall FEIS published.
- Spring 2007 – Full Funding Grant Agreement signed with the FTA to construct I-205/Portland Mall.
- May 9, 2008 – Publication of the Supplemental Draft Environmental Impact Statement for the Portland-Milwaukie LRT Project.
- July 2008 – Selection of the Locally Preferred Alternative.
- July 31, 2008 – Application to enter PE submitted to FTA
- Late February, 2009 (projected) – Anticipated permission to enter PE

Methodology:

The Metro Council adopted an updated LPA on July 24, 2008. The initial LPA was adopted by the Metro Council in 2003 and instructed that the Portland-Milwaukie Project move forward as the I-205/Portland Mall Project entered construction. Initiation of the Preliminary Engineering and FEIS phase implements the Council's Mandate.

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

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

Tangible Products Expected in FY 2009-10:

- Bridge Study (WINTER 2009-10)
- Final Environmental Impact Statement (WINTER 2009-10)
- Record of Decision (SPRING 2010)
- PE Designs (WINTER 2009-10)

Entity/ies Responsible for Activity:

TriMet – Lead Agency

Collaborating/Collaborating Agencies:

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

Cost and Funding Sources:

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

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

I-5 COLUMBIA RIVER CROSSING

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

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

Mandates, Authorizations, Constraints:

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

The 39-member bi-state CRC Task Force was formed in early 2005 to advise the CRC project on key decisions, but was finished with their advisory role and discontinued to meet in June 2008. The CRC Task Force consisted of leaders from a broad cross section of Oregon and Washington communities, including public agencies, businesses, civic organizations, neighborhoods, freight, commuter and environmental groups.

The Columbia River Crossing project has identified the following problems:

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

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

Stakeholders:

Oregon Department of Transportation (ODOT) and Washington Department of Transportation (WSDOT) are leading the project. The City of Vancouver, the City of Portland, Metro, Southwest

Washington Regional Transportation Council, C-Tran and TriMet are the local agency project partners.

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

Objectives/Products/Deliverables:

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

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

The Final Environmental Impact Statement is expected in winter 2009, followed by the Record of Decision in Spring 2010. FTA approval to enter Preliminary Engineering for transit is expected in June 2009.

Accomplishments Of This Program To Date:

The CRC Environmental Impact Statement (EIS) analysis began mid-2005, in accordance with the I-5 Transportation and Trade Partnership Final Strategic Plan. The Draft Environmental Impact Statement was released in May 2008.

The Locally Preferred Alternative (LPA) was adopted by the sponsor agencies in July 2008. The LPA includes:

1. A replacement bridge
2. Light Rail Transit
3. A Transit terminus at Clark College

The transit New Starts application was submitted to FTA in August 2008.

Budget Summary:

Requirements:			**Resources:**		
ODOT Expenditures	$	8,805,444	FY08 OR IMD Funds	$	TBD
WSDOT Expenditures	$	3,589,882	OTIB	$	TBD
Consultant Services		45,552,890	2009 WA SAFETEA-LU	$	TBD
			08 WA SAFETEA-LU	$	TBD
			05-09 OR SAFETEA-LU	$	TBD
			08 OR SAFETEA-LU	$	TBD
TOTAL	**$**	**57,980,000**	**TOTAL**	**$**	**23,596,960**

Date	Source	Amount Committed
Prior to 2004	Federal Earmark*	$1.31
2005	SAFETEA-LU Federal	$5.46
2005-2007	OTIA III (State Funds)	$5.00
2006	Federal Earmark	$0.79
2007	Other (State Funds)	$4.60
2007	FY07 IMD Funds (C.O.F.)**	$7.50
2008	FY08 IMD Funds	$0.68
2009	SAFETEA-LU Federal	$1.12
	ODOT Total Funding Before Transfer to WSDOT	$26.46
	Transfer out FY07 IMD Funds (C.O.F.)** to WSDOT	($7.50)
	ODOT Total Funding After Transfer	$18.96

Date	Source	FED. #	PIN #	Finance Code	Amount Commited	Amount Authorized
2004	Federal Earmark	HP-0051(260)	400506A	GB	$3.00	$3.00
2004	Match (State Funds)	NO	400506A	AA	$0.07	$0.07
2005	Federal Earmark	HP-0051(266)	400506A	GB	$2.00	$1.97
2005	Match (State Funds)	NO	400506A	AA	$0.04	$0.00
2005-2007	TPA (State Funds)	NO	400506A	AZ	$10.00	$10.06
2005	SAFETEA-LU Federal	HP-0051(268)	400506A	GS	$7.00	$6.17
2005	SAFETEA-LU Federal	HP-0051(269)	400506A	GS	$1.00	$0.88
2007-2009	TPA (State Funds)	NO	400506A	AZ	$20.00	$19.94
2007	FY07 IMD Funds (C.O.F)**	IMD-0051(268)	400506A	CK	$7.50	$7.50
2009-2011	TPA (State Funds)	NO	400506A	AZ	$20.00	$20.00
					WSDOT Total Funding Before Transfer From ODOT	$69.59
					Transfer FY07 IMD Funds (C.O.F.)** From ODOT	$7.50
					WSDOT Total Funding After Transfer	$77.09
					WSDOT and ODOT Total Funding After Transfer	$96.05

ODOT PLANNING PROGRAM

Description:

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 Region's planning needs. 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.

Work under this program includes:

- Studies and analyses to determine existing and future conditions and needs on the Region's transportation corridors.
- Development of potential solutions (short, intermediate and long range) to meet existing or future transportation needs on the state transportation network. Solutions are determined within the parameters of federal, state and local plans, policies, regulations, and performance measures.
- ODOT participation in regionally and/or locally initiated transportation system plans, corridor plans, refinement plans, and land use plans or plan amendments.

Objectives:

- Develop system and facility plans that identify needs, functions, modes, and management objectives and transportation improvements of state and local transportation facilities and services.
- Protect and preserve the planned functionality and safety of state transportation facilities.
- Assure safe and efficient operation of state highways by managing traffic and access consistent with highway functional classifications.
- Determine consistency of regional and local plans affecting state highways with the Transportation Planning Rule and with State Transportation Plans, policies, and standards.

Previous Work:

Substantial planning work has previously been performed on or in preparation for many of the planning projects and programs identified below, with the exception of the Corridors Operational Analysis and Integrated Mobility Corridor Pilot, which are new initiatives. The results of ODOT's participation, cooperation, and collaboration are reflected in the previously adopted Federal element of the Regional Transportation Plan (RTP), local Transportation System Plans (TSPs), corridor plans, refinement plans, transit Alternatives Analyses, and regional and local land use plans and plan amendments.

Tangible Products Expected in FY 2009-10:

We anticipate completion of deliverables and adoption of final recommendations of the following projects in FY 2009-2010: State and possibly revised federal RTP, including Mobility Corridors element, Urban/Rural Reserves, Or 212 Corridor Refinement Plan and Damascus TSP, Sunrise Project Interchange Area Management Plans (IAMPs), I-5 Wilsonville IAMP, US 26 Springwater IAMP, I-84 Troutdale IAMP, and I-205 Airport Way Refinement Plan.

Entities Responsible for Activity:

In accordance with the Metro/Trimet/ODOT Agreement No. 24862, Metro Contract No. 928512, ODOT is the Product Owner/Lead Agency for the Oregon Transportation Plan (OTP), related State Topic and Modal Plans, ODOT Facility Plans, and the Statewide Transportation Improvement Program (STIP). ODOT Coordinates or Consults with Metro and Trimet in the development of the

OTP, State Modal and Topic Plans, and ODOT Facility Plans. ODOT Cooperates/Collaborates with Metro and Trimet in the development of the STIP.

ODOT Cooperates/Collaborates in the development of Regional Plans and Programs for which Metro or Trimet is the Lead Agency/Product Owner. This includes the Regional Transportation Plan (RTP), Multi-Modal Mobility Corridor Plans, Regional Air Quality Plans and Air Quality Conformity Determinations, Regional Modal Plans such as the High Capacity Transit, Freight, Bicycle, Pedestrian, and Transportation System Management and Operations (TSMO) Plans, Transit Alternative Analyses, the Metropolitan Transportation Improvement Program (MTIP), Transit Investment Plan, Transit System Management Plans, Transit Facility Management Plans, and the Unified Planning Work Program (UPWP) itself.

Either ODOT or Metro may be the Lead Agency/Product Owner for the development of Multimodal Corridor Plans and Refinement Plans, with the other party being in a Cooperating/Collaborating role, to be determined in a project-specific agreement.

Detailed determinations of each agency's roles and responsibilities, levels of communication, specific communication procedures, use of consultant services, decision processes, funding and reporting responsibilities, and resource sharing agreements will be documented in a project-specific agreement or memorandum of understanding at the commencement of each new planning project, as well as in project-specific Agreements for the RTP, MTIP, and UPWP.

ODOT also coordinates with regional and local jurisdictions and agencies in the development of local Transportation System Plans (TSPs), Land Use Plans, Integrated Land Use and Transportation Plans, Concept Plans, the designation of Urban and Rural Reserves, and Amendments to the Urban Growth Boundary.

In addition, ODOT coordinates and consults with the following stakeholders in conducting its planning work:

- Federal agencies
- Washington State Department of Transportation
- Oregon State Legislature
- Business Community
- Neighborhood Associations
- General Public

ODOT divisions and departments, including Region 1 Technical Center, Office of the Director, Transportation Development Division, Highway Division, Rail Division, Public Transit Division, Motor Carrier Transportation Division, Safety Division, Central Services Division.

Project:	Cost and Funding Sources:	Completion Schedule
Metro Regional Transportation Plan and Making the Greatest Place: ODOT participates in policy analysis, traffic analysis, project scoping and prioritization, development of performance measures, and other work associated with Metro's Regional Transportation Plan, Freight Master Plan, High Capacity Transit Plan, Transportation System Management and Operations Plan, Urban/Rural Reserves, and other Making the Greatest Place projects.	$ 120,000 Federal SPR	Dec 2009
Mobility Corridors: ODOT, Metro, and other appropriate regional and local governments are working together on planning for Multimodal, Multi-facility Mobility Corridors as part of the State element of the RTP. ODOT will develop Mobility Corridor Facility Plans for adoption by the OTC, determining the needs, functions, modes, and general location of needed improvements.	$ 120,000 Federal SPR	Jun 2010
Corridor Operations Analysis: Extend the VISSIM operational model to include I-84, I-405 and further south on I-5 to both support corridor refinement planning projects, but also to develop potential operational improvements on these freeway segments	$ 335,000 Federal SPR	Jun 2011
Next Corridor: Work with Metro, Trimet, and local jurisdictions to develop one or more refinement plans for transportation corridors identified as the next priority for refinement planning by JPACT. Potential candidates for refinement plans are I-5 South, I-5/I-84 Interchange Area, I-5/I-405/Ross Island Bridge/South Waterfront/PSU Area, I-205, and I-84 to US 26 Corridor.	$ 100,000 Federal SPR	Jun 2011
Integrated Mobility Corridor Pilot Project: ODOT and Metro will conduct a pilot project to develop a detailed plan for a State Throughway and parallel facilities in a Mobility Corridor in the Metro area applying the Congestion Management Process. The plan will identify functions, modes, needs, and innovative solutions for the state and local facilities, as well as alternative mobility standards.	$ 100,000 Federal SPR	Jun 2011
Local Jurisdictions' Transportation System Plans: ODOT coordinates with and provides technical assistance to local jurisdictions as they develop or update their transportation system plans or refinement plans.	$60,000 Federal SPR	ongoing
Local Jurisdictions Legislative Plan Amendments: ODOT coordinates with and provides technical assistance to local jurisdictions as they develop concept plans, sub-area land use plans, and other legislative plan amendments.	$20,000 Federal SPR	ongoing
Oregon Highway 212 Corridor Refinement Plan and Damascus TSP: Work with City of Damascus, Clackamas County and Metro on a facility management and improvement plan and land use plan for the segment of OR 212 within the City of Damascus, as well as a TSP for the entire City of Damascus. This is expected to be followed by OTC adoption of the facility plan in FY 2011.	See budget summary in Clackamas County section	Jun 2010

Project:	Cost and Funding Sources:	Completion Schedule
Interchange Area Management Plans: Work with local jurisdictions to develop coordinated plans for streets systems, improvements, access management and land use in the vicinity of interchanges. Candidates are: I-5/I-405/Ross Island Bridge I-5/I-84 US26 @ Shute Road Or 43/Sellwood Bridge	$ 200,000 Federal SPR	Jun 2011
Sunrise Project Interchange Area Management Plans: ODOT will work with Clackamas County to develop two to four Interchange Area Management Plans in the Sunrise Corridor.	STIP mod funds	Mar 2010
Interstate 5/Wilsonville Interchange Area Management Plan: ODOT is working with the City of Wilsonville to develop an Interchange Area Management Plan prior to an interchange improvement project proposed in the 2008-11 Statewide Transportation Improvement Program (STIP).	City funds	Dec 2009
US 26 at Springwater Interchange Area Management Plan: ODOT will work with the City of Gresham and Multnomah County to develop an Interchange Area Management Plan for a future interchange on US 26.	$ 10,000 STIP mod funds	Oct 2009
Interstate 84/Troutdale Interchange Area Management Plan: ODOT will work with the City of Troutdale to develop an Interchange Area Management Plan concurrent with project development of the Marine Drive extension road project.	$ 250,000 STIP mod funds (federal earmark)	Dec 2009
Interstate 205/Airport Way Refinement Plan: ODOT is working with the Port of Portland and the City of Portland at and around the I-205/Airport Way interchange to find transportation solutions consistent with the Portland International Center Environmental Assessment. The Port, ODOT, and city will work together from the planning phase, through NEPA and into Design to find a project able to be constructed by 2014.	1,500,000 STIP mod funds	

ODOT Region 1's estimated SPR program budget for the 2010 fiscal year is $ 2.31 million.

METRO
FY 2009-10 Unified Planning Work Program Funding Summary

January 22, 2009

ODOT Key #	10 PL ODOT(1)	10 STP* Metro	08 Metro / STP*	10 Freight STP*	10 ODOT Support Funds	10 Sec 5303*	09 Sec 5303*	10 TriMet Support	FTA Streetcar OR-39-0002	Streetcar Local Match	MTIP/FTA LO-PDX	10 Next Corridor STP*	ODOT RTO Mktg	CMAQ RTO OR90-X124	TRANSIMS - FHWA	Other Funds (2)	Local Match	Total
METRO																		
Transportation Planning																		
1 Regional Transportation Plan	457,639	47,737	55,674	-	76,485	168,254	71,918	59,773	-	-	-	-	-	-	-	-	71,879	1,009,359
2 Best Design Practices in Transportation	-	130,045	19,586	-	17,821	-	-	-	-	-	-	-	-	-	-	-	17,126	184,578
3 Regional Mobility Program	35,683	5,981	21,000	-	19,416	18,000	2,500	11,000	-	-	-	-	-	-	-	-	8,213	121,793
4 Making the Greatest Place - Transportation Support	43,489	-	-	-	2,241	20,956	12,000	16,771	-	-	-	-	-	-	-	-	8,239	103,696
5 Metropolitan Transportation Improvement Prog	370,374	25,985	7,354	-	42,016	12,314	68,727	90,401	-	-	-	-	-	-	-	-	24,076	641,247
6 Environmental Justice and Title VI	28,015	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28,015
7 Regional Transportation Plan Financing	88,396	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28,000	116,396
8 Regional Freight Plan	8,684	-	-	75,000	-	-	-	-	-	-	-	-	-	-	-	-	8,584	92,268
9 Regional High Capacity Transit System Plan	-	-	-	-	-	-	-	-	-	-	-	-		-	-	224,858	25,736	250,594
Research & Modeling																		
1 Model Development Program	344,913	182,309	25,567	-	3,164	50,614	5,626	4,534	-	-	-	-	-	-	-	-	110,976	727,700
3 System Monitoring	121,115	-	-	-	-	19,506		-	-	-	-	-	-	-	-	-	4,877	145,498
4 Technical Assistance	8,495	24,205	-	-	19,313	-	-	5,021	-	-	-	-	-	-	-	3,440	2,770	63,244
5 Economic, Demographic and Land Use Forecasting	72,313	-	-	-	-	16,770	-	-	-	-	-	-	-	-	-	114,281	180,418	383,782
6 GIS Mapping and Land Information	122,789	66,858	23,880	-	15,000	87,584	5,042	37,500	-	-	-	-	-	-	-	1,064,845	741,931	2,165,427
Administrative Services																		
1 Grants Management and MPO Coordination	523,418	309,558	92,576	-	16,310	86,534	-	-	-	-	-	-	-	-	-	-	95,838	1,124,234
Corridor Planning																		
1 Portland to Lake Oswego Streetcar DEIS	-	-	-	-	-	-	-	-	-	-	2,105,068	-	-	-	-		526,267	2,631,335
2 Streetcar Technical Methods	-	-	-	-	-	-	-	-	39,791	9,947	-	-	-	-	-	48,000	12,000	109,738
3 Bi-State Coordination	-	6,258	22,802	-	-	-	-	-	-	-	-	-	-	-	-	-	3,326	32,386
4 Project Initiatives	24,988	3,186	13,027	-	13,234	-	697	-	-	-	-	-	-	-	-		1,359	56,491
5 Next Corridor Plan	85,649	76,811	-	-	-	-	-	-	-	-	-	153,174	-	-	-	17,531	8,791	341,956
6 Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-	-	1,969,902	-	-	61,336	2,031,238
Metro Subtotal	2,335,959	878,932	281,465	75,000	225,000	480,531	166,509	225,000	39,791	9,947	2,105,068	153,174	-	1,969,902	-	1,472,955	1,941,742	12,360,975
GRAND TOTAL	2,335,959	878,932	281,465	75,000	225,000	480,531	166,509	225,000	39,791	9,947	2,105,068	153,174	-	1,969,902	-	1,472,955	1,941,742	12,360,975

***Federal funds only, no match included**
(1) PL funds include $570,048 carryover from FY08.
(2) See narratives for anticipated funding sources.

Reserved for

Other Projects of Regional Significance
Budget

Reserved for

Southwest Washington
Regional Transportation Council

Unified Planning Work Program
FY 2010