Resolution No. 09-4037
Exhibit A

FY 2009-10
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
Tualatin Hills Parks & Recreation
City of Damascus
City of Hillsboro
City of Milwaukie
City of Portland
City of Wilsonville (SMART)
Clackamas County
Multnomah County
Washington County
TriMet
Oregon Department of Transportation
Southwest Washington Regional Transportation Council

Draft

March 19, 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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Other Projects of Regional Significance

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 and modal/topic plans, 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:

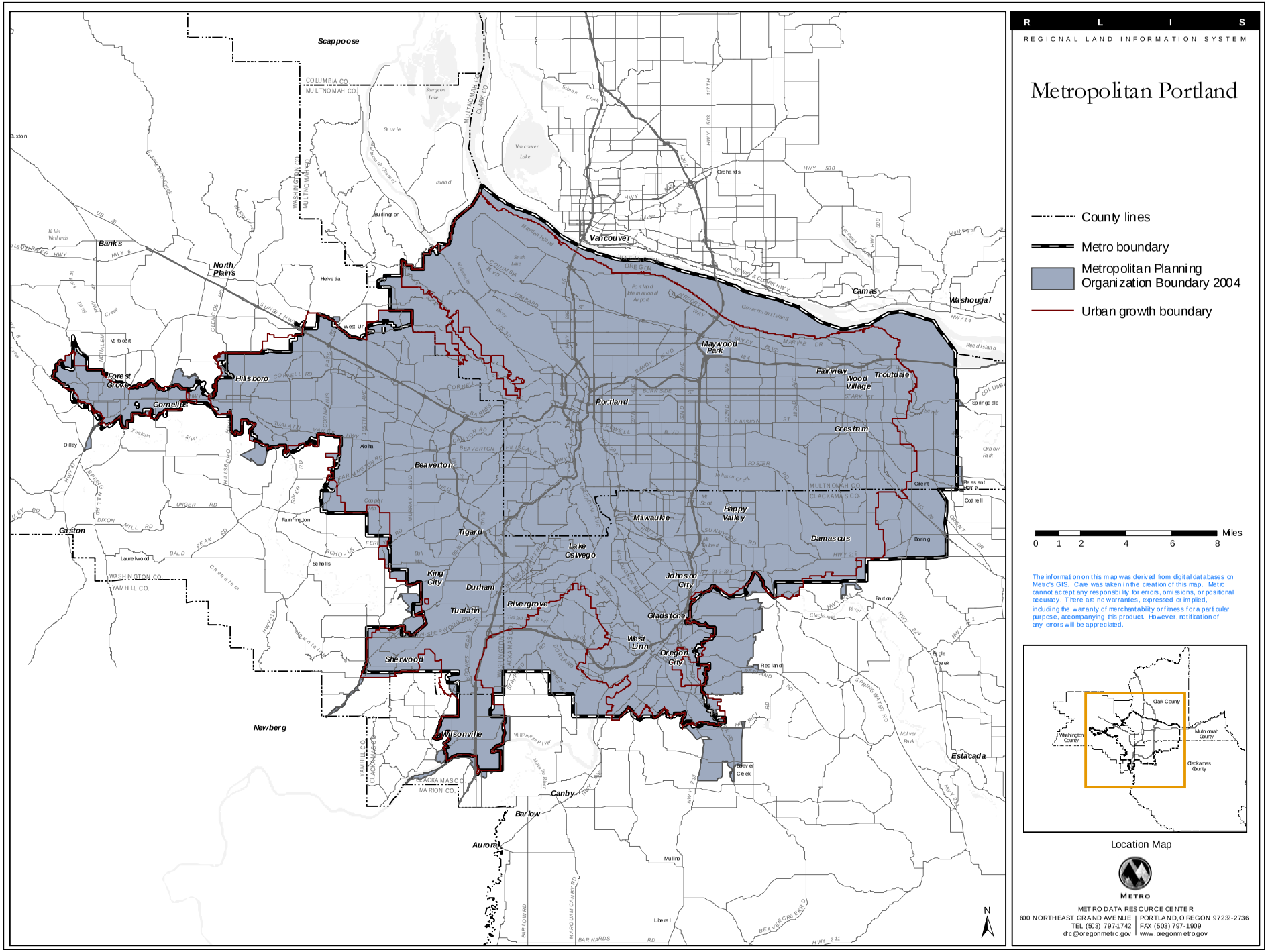
- The "Making the Greatest Place" update to the 2040 Growth Concept;
- Urban and Rural Reserves planning for long-term UGB management; and
- Planning for UGB expansion areas, especially in Damascus and industrial areas.

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 2010-2013;
- 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.



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Resolution No. 09-4037
Exhibit A

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. (ONGOING)
- 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. (FIRST 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. (FIRST QUARTER)
- Plan for and facilitate 30-day comment period for affected stakeholders and the general public to provide input on a draft 2035 RTP. (SECOND QUARTER)
- Prepare final regional, state, and Federal findings and air quality conformity analysis. (THIRD QUARTER)
- Plan for and facilitate a 45-day comment period for affected stakeholders and the general public to provide input on the Air Quality Conformity Determination report and final draft 2035 RTP. (FOURTH QUARTER)
- Provide technical assistance on local implementation of final 2035 RTP and data collection needs for ongoing monitoring of RTP implementation. (FOURTH QUARTER)
- 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. (ONGOING)
- Coordinate with regional planning efforts that involve elderly and disabled transportation issues, including Federally mandated plans. (ONGOING)

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 RTP update 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 the Oregon Transportation Plan and modal/topic plans, 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 30-day comment period is planned in Fall 2009 to provide an opportunity for public input on a discussion draft 2035 RTP. A 45-day comment period is planned for the Air Quality Conformity Determination report and final draft RTP in Spring 2010. 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)
- Documentation of the Congestion Management Process in final 2035 RTP. (JUNE 2010)
- Air Quality Conformity Determination report documenting that the 2035 RTP meets state and Federal air quality requirements. (JUNE 2010)
- 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)
- Draft and final Regional Transportation Functional Plan that specifies local plan implementation requirements, and procedures and notification requirements for RTP amendments. (DECEMBER 2009; JUNE 2010)
- A draft and final 2035 RTP printed document that documents update process, technical analysis and recommended RTP policies, projects, programs, funding strategies, performance measures, local plan 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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
Regional partner agencies and members of the public
Metro Committee for Citizen Involvement (MCCI)
Transportation Policy Alternatives Committee (TPAC)
Joint Policy Advisory Committee on Transportation (JPACT)
Metro Policy Advisory Committee (MPAC)
Bi-State Coordination Committee
Metro Technical Advisory Committee
Regional Transportation Council (RTC) of metropolitan Clark County, Washington
Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation
Other area transit providers, including South Metro Area Regional Transit (SMART) and C-TRAN
Port districts, including Port of Portland and Port of Vancouver
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Oregon Transportation Commission (OTC)
Department of Land Conservation and Development (DLCD)
Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) Committee
Metro regional Freight Technical Advisory Committee
Metro Regional Freight Task Force
Organizations serving minority, elderly, disabled, and non-English speaking residents needs
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs

Cost and Funding Sources:

Requirements:			**Resources:**	
Personal Services	$ 660,473		PL	$ 434,340
Interfund Transfers	$ 192,872		STP	$ 95,858
Materials & Services	$ 115,954		Section 5303	$ 253,608
Printing/Supplies $40,000			ODOT Support	$ 76,247
Postage $24,000			TriMet	$ 59,777
Ads & Legal Notices $20,000			Metro	$ 74,373
Temporary Services $20,000				
Miscellaneous $11,954				
Computer	$ 24,904			
TOTAL	**$ 994,203**		**TOTAL**	**$ 994,203**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	6.596
TOTAL	**6.596**

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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

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

Cost and Funding Sources:

Requirements:				**Resources:**		
Personal Services		$	81,007	STP	$	142,626
Interfund Transfers		$	23,654	ODOT Support	$	17,821
Materials & Services		$	72,110	Metro	$	16,324
Consultant	$5,000					
Printing/Supplies	$66,000					
Miscellaneous	$1,110					
TOTAL		**$**	**176,771**	**TOTAL**	**$**	**176,771**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.715
TOTAL	**0.715**

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, monitor, 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. The expanded environmental justice process in the 2035 RTP will be applied to work program activities as appropriate. 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. (SECOND 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)
- Publish a regional mobility performance report. (FOURTH QUARTER)

Entity/ies Responsible for Activity:

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

Other Stakeholders:
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)
Portland State University

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	67,124	PL	$	24,502
Interfund Transfers	$	19,601	STP	$	26,981
Materials & Services	$	1,859	Section 5303	$	2,500
			ODOT Support	$	19,637
			TriMet Support	$	11,251
			Metro	$	3,713
TOTAL	**$**	**88,584**	**TOTAL**	**$**	**88,584**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.620
TOTAL	**0.620**

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 – Product Owner/Lead Agency
Oregon Department of Transportation – Coordinate
TriMet – Coordinate

Other Stakeholders:
Regional partner agencies and members of the public
Metro Committee for Citizen Involvement (MCCI)
Transportation Policy Alternatives Committee (TPAC)
Metro Technical Advisory Committee (MTAC)
Joint Policy Advisory Committee on Transportation (JPACT)
Metro Policy Advisory Committee (MPAC)
Oregon Department of Land Conservation and Development (DLCD)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Regional Transportation Council (RTC) of metropolitan Clark County, Washington
Area transit providers, including TriMet, South Metro Area Regional Transit (SMART) and C-TRAN
Port districts, including Port of Portland and Port of Vancouver
Northwest Area Commission on Transportation (NWACT)
Mid-Willamette Area Commission on Transportation (MWACT)
Salem-Keizer Metropolitan Planning Organization (MPO)
SW Regional Transportation Council (RTC)
Metro area neighbor cities
Organization involved with minority and non-English speaking residents

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	69,977	PL	$	30,980
Interfund Transfers	$	20,434	Section 5303	$	32,956
Materials & Services	$	776	ODOT Support	$	2,241
			TriMet Support	$	16,771
			Metro	$	8,239
TOTAL	**$**	**91,187**	**TOTAL**	**$**	**91,187**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.670
TOTAL	**0.670**

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 Regional 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 Federal Highway Administration (FHWA) and Federal Transit Administration (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 consistent with the Oregon STIP schedule. (NOVEMBER 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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
Local partner agencies and members of the public
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
South Metro Area Regional 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	$	456,328	PL	$ 358,643
Interfund Transfers	$	133,262	STP	$ 33,366
Materials & Services	$	32,794	Section 5303	$ 76,293
Printing/Supplies $20,000			ODOT Support	$ 42,016
Ads & Legal Notices $6,000			TriMet	$ 90,475
Miscellaneous $6,794			Metro	$ 22,892
Computer	$	1,301		
TOTAL	**$**	**623,685**	**TOTAL**	**$ 623,685**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	4.750
TOTAL	**4.750**

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 addressed regional and state requirements in addition to Federal regulations that were in effect at that time. This Public Involvement Policy is being updated to include requirements in the Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU) and to reflect the spirit and requirements of the Title VI and the Environmental Justice executive order.

In April 2007, Metro submitted a formal Title VI plan, as required by FTA, which details how Metro complies with Title VI requirements and procedures for processing Title VI complaints. That plan is updated through compliance reports submitted annually to the Oregon Department of Transportation's Title VI officer and every four years to FTA.

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 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 and Metro's Public Involvement Policy. The work includes demographic data collection and mapping, and training 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 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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
Federal Highway Administration
Federal Transit Administration
State and regional transportation/transit agencies
Business groups, including minority enterprise organizations, and individuals and groups representing the interests of low-income, elderly, non-English speaking, or minority populations.
Community representatives and/or organizations
Businesses and residents proximate to or potentially affected by policies, projects, or programs

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	21,095	PL	$	27,484
Interfund Transfers	$	6,161			
Materials & Services	$	228			
TOTAL	**$**	**27,484**	**TOTAL**	**$**	**27,484**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	0.210
TOTAL	**0.210**

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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaboration
TriMet – Cooperate/Collaboration

Other Stakeholders:
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Joint Policy Advisory Committee on Transportation (JPACT)
Business Community and General Public
Association of Counties (AOC)
League of Cities (LOC)
American Automobile Association (AAA)
Bicycle Transportation Alliance (BTA)
Oregon Trucking Association

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services		$ 65,404	PL	$	84,775
Interfund Transfers		$ 19,096	Metro	$	28,000
Materials & Services		$ 28,275			
Consultant	$28,000				
Miscellaneous	$275				
TOTAL		**$ 112,775**	**TOTAL**	**$**	**112,775**

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, Oregon Department of Transportation (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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
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)
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	$	68,027	PL	$	6,169
Interfund Transfers	$	19,867	STP	$	75,000
Materials & Services	$	1,859	Metro	$	8,584
TOTAL	**$**	**89,753**	**TOTAL**	**$**	**89,753**

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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
Joint Policy Advisory Committee on Transportation (JPACT)
Metro Policy Advisory Committee (MPAC)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Cities within Metro's boundaries
Citizens of the region
Clackamas, Multnomah, Washington, and Clark Counties
South Metro Area Regional Transit (SMART)

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	123,393	STP (Next Corridor c/o)	$	144,131
Interfund Transfers	$	36,034	Metro	$	16,496
Materials & Services	$	1,200			
TOTAL	**$**	**160,627**	**TOTAL**	**$**	**160,627**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	1.270
TOTAL	**1.270**

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 is Lead Agency in collaboration with TriMet and ODOT

New Models

Dynamic tour based model – Partnership between Metro and PSU

Bike model – Metro is Lead Agency in collaboration with PSU

Transit model enhancements – Contract management by Metro

Model Maintenance

Update network and zonal input files – Metro is Lead Agency

Statewide and National Professional Involvement

TRB and statewide committees – Metro is Lead Agency in collaboration with other professionals

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	462,957	PL	$	337,131
Interfund Transfers	$	135,194	STP	$	210,288
Materials & Services	$	9,638	Section 5303	$	60,581
Computer	$	111,332	ODOT Support	$	3,020
			TriMet Support	$	4,262
			Metro	$	103,839
TOTAL	**$**	**719,121**	**TOTAL**	**$**	**719,121**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	4.670
TOTAL	**4.670**

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 – Product Owner/Lead Agency

Other Stakeholders:
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.

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	$	97,889	PL	$	119,548
Interfund Transfers	$	28,587	Section 5303	$	19,506
Computer	$	17,455	Metro	$	4,877
TOTAL	**$**	**143,931**	**TOTAL**	**$**	**143,931**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	1.000
TOTAL	**1.000**

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
- Purchased and maintained modeling software 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, purchase and maintain transportation network modeling software 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 – Product Owner/Lead Agency

Other Stakeholders:
Regional jurisdictions (cities and counties)
TriMet
Oregon Department of Transportation (ODOT)
Port of Portland
Private sector businesses
General public

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	33,386	STP	$	23,987
Interfund Transfers	$	9,750	ODOT Support	$	19,079
Materials & Services	$	7,400	TriMet Support	$	4,964
Computer	$	3,637	Metro	$	2,745
			Other	$	3,398
TOTAL	**$**	**54,173**	**TOTAL**	**$**	**54,173**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.400
TOTAL	**0.400**

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 – Product Owner/Lead Agency

Other Stakeholders:
Oregon Office of Economic Analysis
Local governments
Non-governmental organizations

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	254,373	PL	$	145,687
Interfund Transfers	$	74,558	STP	$	9,074
Materials & Services	$	20,260	Section 5303	$	17,401
Computer	$	16,378	Metro	$	193,407
TOTAL	**$**	**365,569**	**TOTAL**	**$**	**365,569**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.675
TOTAL	**2.675**

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. (ONGOING)

Entity/ies Responsible for Activity:

Metro – Product Owner/Lead Agency

Other Stakeholders:
Local governments
Businesses
Citizens

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services		$ 1,123,616	PL	$	115,303
Interfund Transfers		$ 395,596	STP	$	93,134
Materials & Services		$ 616,334	Section 5303	$	96,967
Consultants	$478,774		ODOT Support	$	15,000
Printing/Supplies	$31,095		TriMet	$	37,500
Ads & Legal Notices	$2,860		Metro	$	761,177
Postage	$2,683		Other	$	1,056,465
Computer Supplies	$86,030				
Miscellaneous	$14,892				
Computer/Reserve & Replace		$ 40,000			
TOTAL		**$ 2,175,546**	**TOTAL**	**$**	**2,175,546**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	11.210
TOTAL	**11.210**

MANAGEMENT & 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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**	
Personal Services		$ 680,758	PL	$ 531,671
Interfund Transfers		$ 348,470	STP	$ 403,341
Materials & Services		$ 100,903	Section 5303	$ 86,534
Temporary Services	$60,600		ODOT Support	$ 16,673
Printing/Supplies	$10,000		Metro	$ 105,214
Subscriptions/Dues	$13,500			
Ads & Legal Notices	$10,500			
Miscellaneous	$6,303			
Computer		13,302		
TOTAL		**$ 1,143,433**	**TOTAL**	**$ 1,143,433**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	7.625
TOTAL	**7.625**

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 DEIS will start in June 2009. The jurisdictions have agreed on a funding strategy to start the work earlier than anticipated. In order to accommodate an earlier start, the project will rely on consultants to a greater degree. TriMet will be the grant recipient and contracting agency. Metro will retain the NEPA lead role. Metro will coordinate with FTA, play a leadership role in strategy and quality assurance and control for the EIS and public involvement components. Metro will also conduct the travel analysis for the project and participate in the project finance strategy and New Starts application.

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, TriMet 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.

In FY 2009, Metro working with project partners, refined alternatives per the Metro Council resolution, developed scopes, schedule and budget, and entered into contracts for 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.

- Complete methods reports for the DEIS. (FIRST 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. (FIRST QUARTER)
- Complete travel analyses of DEIS alternatives. (FIRST QUARTER).
- Project plan and profiles completed. (FIRST QUARTER)
- Complete draft purpose and need and definition of alternatives chapters. (FIRST QUARTER)
- Project tour and initiate Social, Environmental and Economic analyses. (FIRST QUARTER)
- Complete initial draft of the EIS. (SECOND QUARTER)
- FTA reviews and comments on DEIS. (THIRD QUARTER)
- Publication of the DEIS. (FOURTH QUARTER)
- Public comment period. (FOURTH QUARTER)
- Project Steering Committee recommends Locally Preferred Alternative. (FOURTH QUARTER)
- Local jurisdictions adopt LPA. (FOURTH QUARTER)

Entity/ies Responsible for Activity:

TriMet – Grant recipient and Lead Agency for Contracting
Metro – Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate

Other Stakeholders:
City of Portland
City of Lake Oswego
Portland Streetcar, Inc.
Clackamas County
Multnomah County
Federal Transit Administration (FTA)
Joint Policy Advisory Committee on Transportation (JPACT)
Metro Committee for Citizen Involvement (MCCI)
Citizens adjacent to, users of, and those potentially impacted by transit and/or trail improvements in the corridor
Metro Parks and Greenspaces (trail component)
Business and civic organizations
Private industry and the public

Cost and Funding Sources:

Requirements:				**Resources:**		
Personal Services		$	705,872	TriMet (FTA)	$	1,000,000
Interfund Transfers		$	207,778			
Materials & Services		$	55,908			
Printing/Supplies	$15,000					
Ads & Legal Notices	$7,000					
Postage	$8,085					
Meetings	$6,915					
Miscellaneous	$18,908					
Computer		$	30,442			
TOTAL		**$**	**1,000,000**	**TOTAL**	**$**	**1,000,000**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	7.066
TOTAL	**7.066**

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 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

Other Stakeholders:
City of Portland
Federal Transit Administration (FTA)

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services		$ 35,834	Streetcar Earmark	$	38,534
Interfund Transfers		$ 10,463	FTA 5339 Grant	$	48,000
Materials & Services		$ 60,376	Local Match	$	9,633
Consultant	$60,000		Metro	$	12,000
Miscellaneous	$376				
Computer		$ 1,494			
TOTAL		**$ 108,167**	**TOTAL**	**$**	**108,167**

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); and
- 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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
Regional Transportation Council (RTC)
Washington Department of Transportation (WSDOT)
CTRAN
Cities of Portland and Vancouver
Multnomah and Clark Counties
Ports of Portland and Vancouver

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	24,604	STP	$	28,826
Interfund Transfers	$	7,184	Metro	$	3,299
Materials & Services	$	337			
TOTAL	**$**	**32,125**	TOTAL	**$**	**32,125**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.230
TOTAL	**0.230**

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 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 – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
Federal Highway Administration (FHWA)
Multnomah, Clackamas, Clark, and Washington Counties
Other Local Cities
Businesses dependent on the corridor (including those directly within the corridor, those who utilize it for freight, and those whose employees rely on the corridor to reach work)
Commuters who travel to or through the corridor for work, shopping, or to reach leisure destinations
Residents of the area and neighborhood associations within or adjacent to the corridor

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	42,109	PL	$	23,031
Interfund Transfers	$	12,297	STP	$	15,990
Materials & Services	$	577	Section 5303	$	693
			ODOT Support		13,266
			Metro	$	2,003
TOTAL	**$**	**54,983**	**TOTAL**	**$**	**54,983**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	0.335
TOTAL	**0.335**

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 – Product Owner/Lead Agency or Cooperate/Collaborate
Oregon Department of Transportation – Product Owner/Lead Agency or Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Businesses dependent on the corridor (including those directly within the corridor, those who utilize it for freight, and those whose employees rely on the corridor to reach work)
Commuters who travel to or through the corridor for work, shopping, or to reach leisure destinations
Residents of the area and neighborhood associations within or adjacent to the corridor

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services		$ 416,162	PL	$	96,695
Interfund Transfers		$ 121,529	STP	$	76,927
Materials & Services		$ 108,952	Next Corridor STP	$	445,630
Consultant	$100,000		Next Corridor Local Match	$	50,990
Printing/Supplies	$1,000		Metro	$	8,805
Postage	$1,000				
Miscellaneous	$6,370				
Computer		$ 32,404			
TOTAL		**$ 679,047**	**TOTAL**	**$**	**679,047**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	4.261
TOTAL	**4.261**

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 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 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
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate

Other Stakeholders:
Clackamas County
Multnomah County
Washington County
C-TRAN
City of Vancouver
Clackamas Regional Center TMA
Gresham Regional Center TMA
Lloyd District TMA
Swan Island TMA
Troutdale Area TMA
Westside Transportation Alliance
Community Cycling Center
Bicycle Transportation Alliance
City of Portland
City of Gresham
City of Tigard
City of Wilsonville/Wilsonville SMART

Cost and Funding Sources:

Requirements:			**Resources:**	
Personal Services	$ 506,090		CMAQ RTO	$ 1,903,893
Interfund Transfers	$ 147,806		Other Grants	$ 950,000
Materials & Services	$ 2,261,732		Metro	$ 61,735
Consultant $1,170,700				
Grants $971,500				
Printing/Supplies $27,500				
Computer Software $75,000				
Miscellaneous $17,032				
TOTAL	**$ 2,915,628**		**TOTAL**	**$ 2,915,628**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	6.390
TOTAL	**6.390**

Other Projects of Regional Significance

FANNO CREEK TRAIL: HALL BOULEVARD CROSSING

Description:

This project would entail the production of a feasibility study, design, and cost estimation for a bicycle and pedestrian bridge to span Hall Boulevard. The bridge would eventually connect two existing segments of the Regional Fanno Creek Trail after future construction. The bridge is the #2 priority project in the Fanno Creek Trail Action Plan (Action Plan), produced in 2003 by Metro and Fanno Creek Trail jurisdiction partners. The bridge would eventually span approximately 100 feet or more, with connections on either side. The purpose of the bridge is to provide a safe bicycle and pedestrian crossing at the extremely busy Hall Boulevard Fanno Creek Trail crossing point. An on-street crossing is strongly discouraged in the Action Plan, with this bridge serving the preferred alternative.

Objectives:

Identify feasibility and costs of a bicycle and pedestrian bridge over Hall Boulevard. Feasibility of other options may be considered as part of this study. Complete preliminary designs for project.

Previous Work:

The Fanno Creek Greenway Trail, originally proposed in the 1970's, is an urban greenway trail extending (when complete) 15 miles from Cook Park on the Tualatin River, through Durham, Tigard, and Beaverton, terminating at Willamette Park in Southwest Portland. Approximately 4.55 miles of the Trail are within the Tualatin Hills Park and Recreation District's (THPRD) boundaries. THPRD has completed several sections of the Regional Fanno Creek Greenway Trail. A 10' wide, asphalt path is available for use by local residents of all ages and abilities, including walkers, joggers, bicyclists, wheelchairs, rollerbladers and strollers.

Methodology:

A consultant with experience in trail design, traffic design, and bridge design and planning would be hired to perform the study.

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:

- Consultant selection and scope development. (THIRD QUARTER)
- Public involvement and input. (ONGOING)
- Feasibility study of bridge and/or other alternatives. (FOURTH QUARTER)
- Cost estimates. (FOURTH QUARTER)

Entity/ies Responsible for Activity:

Tualatin Hills Park and Recreation District – Lead Agency
Metro – Cooperate/Collaborate

Other Stakeholders:
Oregon Department of Transportation
City of Beaverton
Washington County

Cost and Funding Sources:

Requirements:			**Resources:**		
TBD	$		STP	$	359,817
			THPRD Match	$	41,183
TOTAL	**$**	**401,000**	**TOTAL**	**$**	**401,000**

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 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 (TPR) 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 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 intergovernmental 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:

An alternatives analysis is needed for Highway 212 from Rock Creek Junction through the cities of Damascus and Boring to US 26. This analysis should be completed to narrow the alternatives prior to any NEPA work. As part of the Damascus TSP, local and regional street/highway projects need to be identified. When projects with regional significance are identified, the RTP will need to be amended to add these projects to the financially constrained or unconstrained list.

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

Estimated schedule of major deliverables:

- Alternatives Analysis Report. (FALL 2009)
- Land Use Report. (SUMMER 2009)
- Highway 212 Corridor Plan Recommendations Report. (WINTER 2010)

Entity/ies Responsible for Activity:

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

Cost and Funding Sources:

Requirements:			**Resources:**		
City of Damascus	$	136,000	Federal Earmark	$	1,000,000
Consultant	$	681,000	Damascus Local Match	$	154,454
ODOT	$	123,000	ODOT (TGM)	$	250,000
Metro	$	92,435		$	
Clackamas County (contingency)		372,019		$	
TOTAL	**$**	**1,404,454**	**TOTAL**	**$**	**1,404,454**

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 intergovernmental agreement with ODOT, and developed its scope, schedule, and budget. The development of a request for proposals (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 of Hillsboro 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 – Coordinate

Cost and Funding Sources:

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

OR-99E BRIDGE AT KELLOGG LAKE

Description:

Project planning and development to design a new or retrofitted bridge structure for OR-99E (McLoughlin Boulevard) over Kellogg Creek in downtown Milwaukie.

Objectives:

Develop a concept plan for the retrofit or replacement of the OR-99E bridge structure over Kellogg Creek.

- Select fish passage restoration approach. (Requires significant work to establish reasonable level of confidence cost estimates.)
- Vet approach with experts, the public, and regulatory authorities.
- Scope/identify key issues for preliminary engineering (PE) and permitting.
- Write project prospectus, including selection of National Environmental Policy Act (NEPA) approach.

Previous Work:

This work builds upon previous work by the City of Milwaukie and the Army Corp of Engineers analyzing the hydrology of Kellogg Creek and the effect of the dam structure that is a part of the OR-99E bridge over the Creek. The bridge structure is also the southern terminus of a recent boulevard retrofit project to improve pedestrian crossings and facilities, add bike lanes, and improve vehicle operations. A new or retrofitted bridge structure would provide the opportunity to extend these improvements to the south.

Methodology:

This planning work will be managed by the City of Milwaukie in cooperation with Oregon Department of Transportation (ODOT), Metro, National Oceanic and Atmospheric Administration (NOAA) Fisheries, Army Corp of Engineers, Oregon Department of Environmental Quality (Oregon DEQ). It will evaluate the hydrology of the creek and propose a design solution to improve the transportation and hydrologic functions of the bridge.

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:

- Purpose and Need statement, including study area definition. (MAY 2009)
- Memo on constructability/feasibility and planning level cost-estimates of alternative approaches and selection of preferred alternative design. (AUGUST 2009)
- Concept-level environmental lake-bed restoration design. (SEPTEMBER 2009)
- Conceptual circulation plan, including primary bike/ped connections, for study area. (SEPTEMBER 2009)
- Prospectus & Checklist, with documentation and recommended federal permitting & NEPA process. (OCTOBER 2009)
- Public education plan and oral history report. (OCTOBER 2009)

Entity/ies Responsible for Activity:

City of Milwaukie – Product Owner/Lead Agency
Metro – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate

Other Stakeholders:
TriMet
NOAA
Oregon DEQ
Federal Highway Administration (FHWA)
Army Corp of Engineers
Citizens and affected land owners along alignment

Cost and Funding Sources:

Requirements:				**Resources:**		
Personal Services		$	333,424	STP	$	332,350
Milwaukie	$26,384			Local Match (Milwaukie)	$	38,074
Consultant	$284,700					
ODOT	$17,325					
Metro	$5,015					
Materials & Services		$	37,000			
Printing/Supplies	$7,000					
Contingency	$30,000					
TOTAL		**$**	**370,424**	**TOTAL**	**$**	**370,424**

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 four 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 – Coordinate

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/Coordinate
Portland Office of Transportation – Lead Agency
Oregon Department of Transportation – Coordinate

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, right-of-way (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, 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 Regional Transportation Plan (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, 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:

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

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
Metro – Cooperate/Collaborate
TriMet – Cooperate/Collaborate
Oregon Department of Transportation (ODOT) – Cooperate/Collaborate

Other Stakeholders:
Portland Department of Transportation
Portland Bureau of Planning
NE Portland neighborhoods
Union Pacific Railroad

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.
- 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 six 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 Owners/Lead Agencies

Other Stakeholders:
RTO Partners and Stakeholders

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	1.300
TOTAL	**1.300**

SUNRISE PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT (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 SDEIS:

- 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.
- 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 FEIS:

- 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 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 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 FEIS 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 FEIS. (WINTER 2010)
- Obtain a Record of Decision (ROD). (SPRING 2010)

Entity/ies Responsible for Activity:

Clackamas County and ODOT – Product Owners/Lead Agencies
TriMet – Cooperate
Metro – Cooperate

Other Stakeholders:
City of Damascus
City of Happy Valley

Cost and Funding Sources:

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

SE 172ND AVENUE: FOSTER RD – SUNNYSIDE RD

Description:

Project planning and development to locate and design an urban arterial along 172nd Avenue and create a new connection to 190th Avenue in Gresham.

Objectives:

Develop a concept plan for the design of SE 172nd Avenue between 190th Avenue and Sunnyside Road that provides direction for frontage improvements by adjacent development, prepares the project for preliminary engineering (PE) and defines an alignment for the road segment north of Foster Road in the Pleasant Valley town center area connecting to 190th Avenue.

- Determine the design and location of the 172nd Avenue and 190th Avenue improvements that meet safety and congestion performance standards. Select the best alternative to meet the project's needs.
- Determine the natural and cultural environmental impacts and potential ways to mitigate those impacts.
- Accommodate alternative travel modes with the project.
- Determine the next steps for development of this corridor.

Previous Work:

This work builds upon the Pleasant Valley concept plan which was completed in 2006. SE 172nd Avenue and its connection to 190th Avenue was identified in the plan as the primary north to south arterial through the Pleasant Valley area. This facility would connect Pleasant Valley north to Gresham and south to Damascus and Clackamas County.

Methodology:

This planning work will be managed by Clackamas County collaborating with Metro, Happy Valley, Damascus, and Gresham. It will include a public involvement process to engage stakeholders in the design of the facility and will propose an amendment to the local and regional transportation system 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:

- Public involvement and agency coordination program. (JULY 2009)
- Project purpose and need, goals, objectives and criteria for evaluating alternatives. (AUGUST 2009)
- Final report on project existing conditions, environmental issues, build alternatives, transportation analysis, and preliminary design. (DECEMBER 2009)
- Amendments to local and regional Transportation System Plans. (SPRING 2010)

Entity/ies Responsible for Activity:

Clackamas County – Product Owner/Lead Agency
Metro – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate
City of Happy Valley – Cooperate/Collaborate
City of Damascus – Cooperate/Collaborate

Other Stakeholders:
TriMet
City of Gresham
Federal Highway Administration (FHWA)
Environmental regulatory agencies (US Fish & Wildlife, etc.)
Citizens and affected land owners along alignment

Cost and Funding Sources:

Requirements:				**Resources:**		
Personal Services		$	957,059	STP	$	1,038,229
Clackamas Cty	$306,849	$		Local Match (Clackamas Cty)	$	118,830
Consultant	$633,600					
Metro	$16,610					
Materials & Services		$	200,000			
Printing/Supplies	$40,000					
Contingency	$150,000					
Miscellaneous	$10,000					
TOTAL		**$**	**1,157,059**	**TOTAL**	**$**	**1,157,059**

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 Draft Environmental Impact Statement (DEIS):

- Metro will assist the City of Portland and Multnomah County in analyzing alternatives that have been developed and included in the DEIS. Metro, in coordination with the City of Portland will develop travel demand forecasts (2035) for the Final Environmental Impact Statement (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 FEIS:

- 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 DEIS. The DEIS was published in November of 2008. Five alternatives were analyzed for the DEIS phase of the project with elements in the alternatives that could be mixed and matched 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 2008. The public comment period for the DEIS 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 FEIS include:

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

Entity/ies Responsible for Activity:

Multnomah County – Product Owner/Lead Agency
Metro, City of Portland, and Oregon Department of Transportation – 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, in a corridor located generally north of the City of Sherwood, was included in lieu of the bypass in the 1997 Regional Transportation Plan (RTP), 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.

In 2005, work began to complete an alternatives analysis to establish the location of the connector and, if needed, address findings for a goal exception if the location was outside the UGB. The work included adopting a purpose and need, establishing a range of alternatives and evaluation criteria. After an extensive technical, policy and public involvement process, six alternatives were identified. These alternatives were evaluated and in early 2008 reviewed and discussed by the Project Steering Committee. A seventh alternative, a hybrid of several elements of the earlier six alternatives, was identified in 2008 and a locally preferred alternative (LPA) will be selected by July 2009.

This work program is designed to include the adoption of the LPA into the RTP and to address one or more elements of the LPA under the requirements of the National Environmental Policy Act (NEPA). This project is a joint effort of Washington County, ODOT, and Metro.

Objectives:

The overall 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 summer 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 (known as “Alternative 7”).

The objective of the work effort during the period July 1, 2009 through June 30, 2010 will be to amend the RTP to include the LPA and to initiate specific alignment locations within the selected LPA corridor(s) and begin environmental assessment.

Products will consist of data, analysis, and findings required to add the alternative into the RTP, initiation of the analysis and selection of one or more specific alignments within LPA corridors, and the initiation of the appropriate NEPA document (environmental assessment and/or environmental impact statement) for one or more elements of the LPA. The selected 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:

During the period July 1, 2008 through June 30, 2009, 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. Further, by June 2009, it will include a recommendation by the Project Steering Committee (PSC) of an alternative to be included in the RTP.

Methodology:

The project will address Federal, state, and regional requirements to amend the RTP to include the selected LPA. This will include preparation of RTP text and maps describing the LPA and may include more project refinement such as the preferred sequence of finance and construction of elements of the project. Should the LPA include an element or elements that are located outside the UGB, findings would be prepared to document the need and reason for such a corridor or alignment. The alignment location will include, for those elements where a final alignment has not yet been determined, a more detailed assessment of construction as well as social and environmental costs of alternative alignments within the selected corridor.

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:

- Amendment of the Metro 2035 Regional Transportation Plan to include resolution of the transportation challenges in the southwest quadrant of the region. (OCTOBER 2009)
- Initiation of detailed alignment selection and/or initiation of environmental work of selected element(s) of the LPA. (JANUARY 2010).

Entity/ies Responsible for Activity:

Washington County – Lead Agency
Metro – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate

Other Stakeholders:
Residents and officials of Washington County, possibly Clackamas County (depending on the alignment selected), Land Conservation and Development Commission, cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, and McMinnville
Rural and far land owners in the area
Industrial and other employers within the Tigard/Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees
Travelers and freight hauling operators to and from the Oregon central coast area
Other State agencies including Department of Land Conservation and Development, Department of Environmental Quality, Departments of Fish and Wildlife, Corrections, State Lands
Federal agencies including Federal Highway Administration, Environmental Protection Agency, US Army Corps of Engineers, US Fish and Wildlife, National Oceanic and Atmospheric Administration, Fisheries, US Department of Interior

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:

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

Other Stakeholders:
City of Beaverton
City of Portland
Raleigh Hills Businesses and Neighborhood

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 – Product Owner/Lead Agency
Oregon Department of Transportation – Grant Administrator/IGA Partner/Cooperate/Collaborate

Other Stakeholders:
City of Sherwood (Funding Support)
City of Wilsonville (Funding Support)
City of Tualatin
Washington County
Clackamas County

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	0.660
TOTAL	**0.660**

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 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:

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

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 – Product Owner/Lead Agency

Other Stakeholders:
City of Milwaukie
City of Lake Oswego
Clackamas County
Portland and Western Railroad
Oregon Department of Transportation Rail Division
North Clackamas Parks and Recreation District

Cost and Funding Sources:

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

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 – Product Owner/Lead Agency

Other Stakeholders:
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 – Lead Agency

Other Stakeholders:
Tualatin Hills Park and Recreation District
Washington Co.
Multnomah Co.
King City
Tigard
Beaverton
Portland
Forest Park Conservancy
BPA (Bonneville Power Administration)
PGE

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	0.330
TOTAL	**0.330**

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:

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).

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 three (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	3.000
Installation	2.000
TOTAL	**5.000**

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:

Internal (TriMet) - The Project Sponsor for the Washington County Commuter Rail project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The Washington County Commuter Rail Before and After Study will be the responsibility of the Capital Projects and Facilities Division (CPFD).

The CPFD will:

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

Primary TriMet responsibilities related to the project include:

- Capital Projects – Development, monitoring and reporting of the Project Scope, Ridership and Capital Costs of the plan. Collect and report rail freight tonnage and train/railcar activity data for the rail line between Beaverton and Wilsonville - this information may be collected by TriMet with information from the Portland and Western Railroad.
- Operations – Development, monitoring and reporting of the Services Levels sections of the plan. The Traffic and Parking impacts sections will rely heavily on assistance from Washington County, local jurisdictions along the route, and Oregon Department of Transportation.
- Finance – Development, monitoring and reporting of the Fare Revenue and Operating and Maintenance Costs sections of the plan.
- Marketing and Customer Services – Management of the rider surveys.

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

- Provide documentation for key planning data and methods used for the Commuter Rail project;
- Collect/assemble demographic and economic data for the Commuter Rail corridor before project initiation and after project opening; and,
- Identify and analyze potential model refinements.

Other State and Local Agencies

- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-5 freeway and for Highway 217;
- The Washington County Department of Planning and Clackamas County Department of Planning along with local agencies under their jurisdiction (Cities of Beaverton, Tigard, Tualatin and Wilsonville) will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the communities along the Commuter Rail Corridor; and
- South Metro Area Regional Transit (SMART) will provide ridership counts for their routes serving the Corridor.

FTA: FTA has reviewed and approved the Before and After Study work program. FTA will also review project interim and final reports.

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

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 (FTA).

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 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 – Product Owner/Lead Agency
Metro – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate

Other Stakeholders:
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
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	20.000
TOTAL	**20.000**

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:	
ODOT Expenditures	$ 3,589,882
WSDOT Expenditures	$ 8,805,444
Consultant Services	45,552,890
TOTAL	**$ 57,980,000**

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.

Resolution No. 09-4037
Exhibit A

FY 2009-10 Unified Planning Work Program Funding Summary

March 19, 2009

	10 PL ODOT(1)	10 Metro STP*	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	Next Corridor STP* (Powell/Foster	FY08 Next Corridor*	ODOT RTO Mktg	CMAQ RTO OR-95-X010	Other Funds (2)	Local Match	Total
ODOT Key #		14387	13516	14385					14570		14565	13516					
METRO																	
Transportation Planning																	
1 Regional Transportation Plan	434,340	47,737	48,121	-	76,247	181,713	71,895	59,777	-	-	-		-	-	-	74,373	994,203
2 Best Design Practices in Transportation	-	123,046	19,580	-	17,821	-	-	-	-	-	-		-	-	-	16,324	176,771
3 Regional Mobility Program	24,502	5,981	21,000	-	19,637	-	2,500	11,251	-	-	-		-	-	-	3,713	88,584
4 Making the Greatest Place - Transportation Support	30,980	-	-	-	2,241	20,956	12,000	16,771	-	-	-		-	-	-	8,239	91,187
5 Metropolitan Transportation Improvement Prog	358,643	26,012	7,354	-	42,016	7,539	68,754	90,475	-	-	-		-	-	-	22,892	623,685
6 Environmental Justice and Title VI	27,484	-	-	-	-	-	-	-	-	-	-		-	-	-	-	27,484
7 Regional Transportation Plan Financing	84,775	-	-	-	-	-	-	-	-	-	-		-	-	-	28,000	112,775
8 Regional Freight Plan	6,169	-	-	75,000	-	-	-	-	-	-	-		-	-	-	8,584	89,753
9 Regional High Capacity Transit System Plan	-	-	-	-	-	-	-	-	-	-	-	144,131		-		16,496	160,627
Research & Modeling																	
1 Model Development Program	337,131	182,313	27,975	-	3,020	54,956	5,626	4,262	-	-	-		-	-	-	103,839	719,121
3 System Monitoring	119,548	-	-	-	-	19,506		-	-	-	-		-	-	-	4,877	143,931
4 Technical Assistance	-	23,987	-	-	19,079	-	-	4,964	-	-	-		-	-	3,398	2,745	54,173
5 Economic, Demographic and Land Use Forecasting	145,687	9,074	-	-	-	17,401	-	-	-	-	-		-	-	-	193,407	365,569
6 GIS Mapping and Land Information	115,303	66,858	26,276	-	15,000	91,926	5,042	37,500	-	-	-		-	-	1,056,465	761,177	2,175,546
Administrative Services																	
1 Grants Management and MPO Coordination	531,671	310,765	92,576	-	16,673	86,534	-	-	-	-	-		-	-	-	105,214	1,143,433
Transportation Implementation																	
1 Portland to Lake Oswego Streetcar DEIS	-	-	-	-	-	-	-	-	-	-	-		-	-	1,000,000	-	1,000,000
2 Streetcar Technical Methods	-	-	-	-	-	-	-	-	38,534	9,633	-		-	-	48,000	12,000	108,167
3 Bi-State Coordination	-	6,233	22,593	-	-	-	-	-	-	-	-		-	-	-	3,299	32,125
4 Project Initiatives	23,031	-	15,990	-	13,266	-	693	-	-	-	-		-	-		2,003	54,983
5 Next Corridor Plan	96,695	76,927	-	-	-	-	-	-	-	-	191,991	253,639	-	-	50,990	8,805	679,047
6 Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-		950,000	1,903,893	-	61,735	2,915,628
Metro Subtotal	2,335,959	878,932	281,465	75,000	225,000	480,531	166,509	225,000	38,534	9,633	191,991	397,770	950,000	1,903,893	2,158,853	1,437,722	11,756,792
GRAND TOTAL	2,335,959	878,932	281,465	75,000	225,000	480,531	166,509	225,000	38,534	9,633	191,991	397,770	950,000	1,903,893	2,158,853	1,437,722	11,756,792

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

Resolution No. 09-4037
Exhibit A

OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FY2009-10 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

March 19, 2009

Project	Jurisdiction	STP	CMAQ	ODOT TGM	JARC	TriMet	Federal Earmark	Other Funds/ Match[1]	TOTAL
Fanno Creek Trail: Hall Boulevard Crossing	*Tualatin Hills Park & Rec*	359,817						41,183	401,000
Damascus Area Land Use and Trans Plng [2]	*Damascus*			250,000			1,000,000	154,454	1,404,454
Rock Creek Trail: Orchard Park-NW Willkins St.	*Hillsboro*		79,113					9,055	88,168
OR-99 Bridge at Kellogg Lake	*Milwaukie*	332,350						38,074	370,424
SW Capitol Hwy, Multnomah-Taylors Ferry	*Portland*	298,980						34,220	333,200
Plan	*Portland*	500,000						57,000	557,000
Sullivan's Gulch Trail Master Plan	*Portland*	224,000						25,640	249,640
SMART	*Wilsonville*		121,135					13,865	135,000
Sunrise Project FEIS [3]	*Clackamas County*								TBD
SE 172nd Ave: Foster Rd. - Sunnyside Rd.	*Clackamas County*	1,038,229						118,830	1,157,059
Sellwood Bridge Project FEIS [4]	*Multnomah County*								TBD
I-5/99W Connector Study [5]	*Washington Co*	2,100,000					1,750,143	2,140,667	5,990,810
OR10:SW Oleson Rd/Scholls Fwy Rd	*Washington Co*								TBD
Tonquin Trail Master Plan	*Metro*	188,000						21,517	209,517
LO to Milw Trail Master Plan	*Metro*	100,000						10,450	110,450
Mt. Scott-Scouter's Mt. Loop Trail Master Plan	*Metro*	100,000						12,000	112,000
Westside Trail Master Plan: Willamette-Tualatin	*Metro*	300,000						50,000	350,000
Reg Job Access/Reverse Commute Program	*TriMet*				604,212			604,212	1,208,424
Bus Stop Development Program	*TriMet*		1,011,584			115,781			1,127,365
Wa Cty Commuter Rail Before/After Evaluation	*TriMet*							140,000	140,000
Portland-Milwaukie Light Rail FEIS [6]	*TriMet*							12,018,029	######
I-5 Columbia River Crossing [7]	*ODOT*							57,980,000	######
ODOT Planning Program [8]	*ODOT*							2,310,000	2,310,000
GRAND TOTAL		5,541,376	1,211,832	250,000	604,212	115,781	2,750,143	75,779,196	######

[1] See narrative for anticipated funding sources.

[2] Metro's FY 2009-10 budget for work on the Damascus Area Land Use and Transportation Planning is $40,399.

[3] Metro's FY 2009-10 budget for work on the Sunrise Project FEIS is $80,175.

[4] Metro's FY 2009-10 budget for work on the Sellwood Bridge Project FEIS is $69,009.

[5] Metro's FY 2009-10 budget for work on the I-5/99W Connector Study is $45,830.

[6] Metro's FY 2009-10 budget for work on the I-5 Columbia River Crossing is $242,521.

[7] Estimated Oregon State Planning and Research (SPR) budget.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2010

(July 1, 2009 to June 30, 2010)

Draft

March 13, 2009

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

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2010

(July 1, 2009 to June 30, 2010)

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

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

Title VI Compliance

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Relay Service: #711 or (800) 833-6388

FY 2010 UPWP for Clark County: Index

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

FISCAL YEAR 2010 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC was established in 1992 to carry out the regional transportation planning program. Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally designated Transportation Management Area (TMA) because it is a large urban area with a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. RTC is also the Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat as designated by Washington State. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2010 UPWP runs from July 1, 2009 through June 30, 2010.

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

In FY 2010, RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs, congestion monitoring and on implementation of transportation strategies and projects. RTC will also continue to work on bi-state transportation issues that can be coordinated through the Bi-State Coordination Committee.

UPWP Objectives

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

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas (PEAs) to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs. This year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued no planning emphasis areas but again expect the UPWPs to focus on compliance with the Federal Transportation Act, SAFETEA-LU, until the passage of an update to the Federal Transportation Act. Under SAFETEA-LU the scope of the transportation planning process provides for consideration of projects and strategies that will:

(a) Support the economic vitality of the metropolitan area especially by enabling global competitiveness, productivity, and efficiency.
(b) Increase the safety of the transportation system for motorized and non-motorized users.
(c) Increase the security of the transportation system for motorized and non-motorized users.
(d) Increase the accessibility and mobility options available to people and for freight.
(e) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
(f) Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
(g) Promote efficient system management and operation.
(h) Emphasize the preservation of the existing transportation system.

SAFETEA-LU also requires coordination with tribal and federal land management agencies as a part of RTC's metropolitan planning process.

WSDOT guidance for the FY 2010 UPWPs requests that RTPOs focus on general duties required of the Regional Transportation Planning Organization (RTPO) that include preparation and updating of the region's transportation strategy, preparation and update of a regional transportation plan, certification of consistency between county-wide planning policies and the regional transportation plan, development of a Transportation Improvement Program, work with local partners on level of service methodologies, standards or alternative transportation performance measures, preparation of a UPWP, preparation of an annual progress report and coordination with the Agency Council on Coordinated Transportation on periodic updates to the Human Services Transportation Plan. WSDOT also recommends working with locals on updates to local Comprehensive Plans and on the required RTPO Certification of transportation elements of local Comprehensive Plans and on consistency between local and regional transportation plans. WSDOT will also look to the RTPOs to support and address the five legislative transportation system policy goals in RTC 47.04.280 which are: a.) Preservation, b.) Safety, c.) Mobility, d.) Environment and e.) Stewardship.

Top issues facing the state are expected to be reflected in the UPWP's work tasks and deliverables. These top issues include:

- Energy independence and climate change.
- Economic vitality.
- Federal Surface Transportation Act renewal.
- Statewide Plans.
- Freight Needs.

In addition to the continuation of fundamental program activities such as the Clark County Metropolitan Transportation Plan, the Regional Transportation Plans for Klickitat and Skamania counties, the Metropolitan Transportation Improvement Program, transportation system congestion management process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, program and project coordination, RTC's FY 2010 UPWP provides for long-range transportation decisions that can fuel our region's future jobs and help sustain our economic prosperity. Critical decisions relating to the Columbia River Crossing Project will be made and decisions that could lead to expanding high-capacity transit beyond the downtown Vancouver limits of the I-5 CRC project. In addition, a freight mobility study, to be initiated in FY 2009, will be continued.

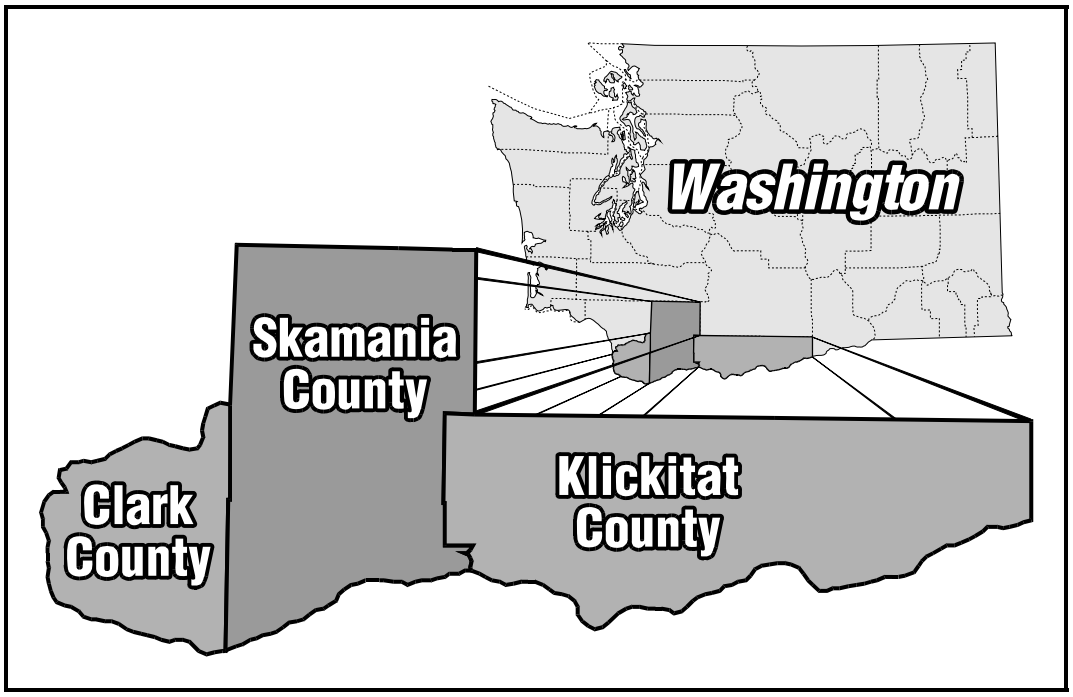
The Region's Key Transportation Issues:

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2008, Clark County's population grew by 78.23 % from 238,053 to 424,200.
- Investing in transportation infrastructure to support the economic and land use goals of our region. An example is transportation infrastructure needed to move forward with Vancouver Waterfront development.
- Providing a safe transportation system for both vehicle and non-vehicle travel.
- Implementing this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Partnership Package. Through these packages, Clark County receives about $700 million in transportation projects. Some of the projects are now complete but others are still in the design and environmental review process.
- Monitoring and reporting on progress made on transportation projects funded through the American Recovery and Reinvestment Act of 2009.
- Planning for transit service to provide for mobility of the growing Clark County community. In FY 2010 C-TRAN anticipates planning for the longer-term transit future through the 20-Year Transit Development Plan, and through a High Capacity Transit Alternatives Analysis. Shorter-term plans will include service performance analysis for fixed route, demand response and vanpool, park & ride planning and engineering as well as potential traffic signal priority. Following publication of the Clark County High Capacity Transit System Study (RTC, 2009), which identified opportunities for the implementation of Bus Rapid Transit (BRT) in the following corridors: Highway 99, Fourth Plain, Mill Plain and I-205. The question to be addressed in 2009 relates to selecting the first and highest-priority corridor to move forward for HCT implementation. The HCT study process demonstrated that any HCT project takes collaboration, community support, and will require new transit revenues.
- Following a decision on the Columbia River Crossing project's Locally Preferred Alternative (LPA) in 2008 which included the fundamental elements of the project including a new I-5 replacement bridge, tolling and light-rail transit to a Clark College terminus, there will be further key CRC decisions to be made in 2009/2010. Decisions are expected to include bridge type and aesthetics; number of add/drop lanes on the bridge; interchange design and layout; light-rail alignment in downtown Vancouver; and a draft finance plan. This high-profile project is led by a bistate Project Sponsors Council consisting of local elected officials, transit operators and the Oregon and Washington state departments of transportation. The council will lead key project decisions that will culminate with the final environmental impact statement.
- Coordinating with the human services transportation providers such as the Human Services Council to address transportation needs for the aged, people with disabilities and low income.
- Maintaining Level of Service and concurrency standards consistent with the revenues available for transportation "mobility/capacity" projects.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" if transportation funds become available.
- Implementation of regional and local Commute Trip Reduction (CTR) plans, adopted in FY 2008, to allow the region to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the cooperatively developed Vancouver Area Smart Trek (VAST) program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues.

SAFETEA-LU requires an increased level of coordination with resources agencies at an earlier stage of the planning process.

- Monitoring transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.
- Work on implementing RCW 80.80 and the Governor's Executive Order 07-02 on climate change.
- Involving the public in identifying transportation needs, issues and solutions in the region. In FY 2010, the challenge will be to build community support that C-TRAN, RTC, and local governments will need to move the Columbia River Crossing and High Capacity Transit corridor project forward.

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

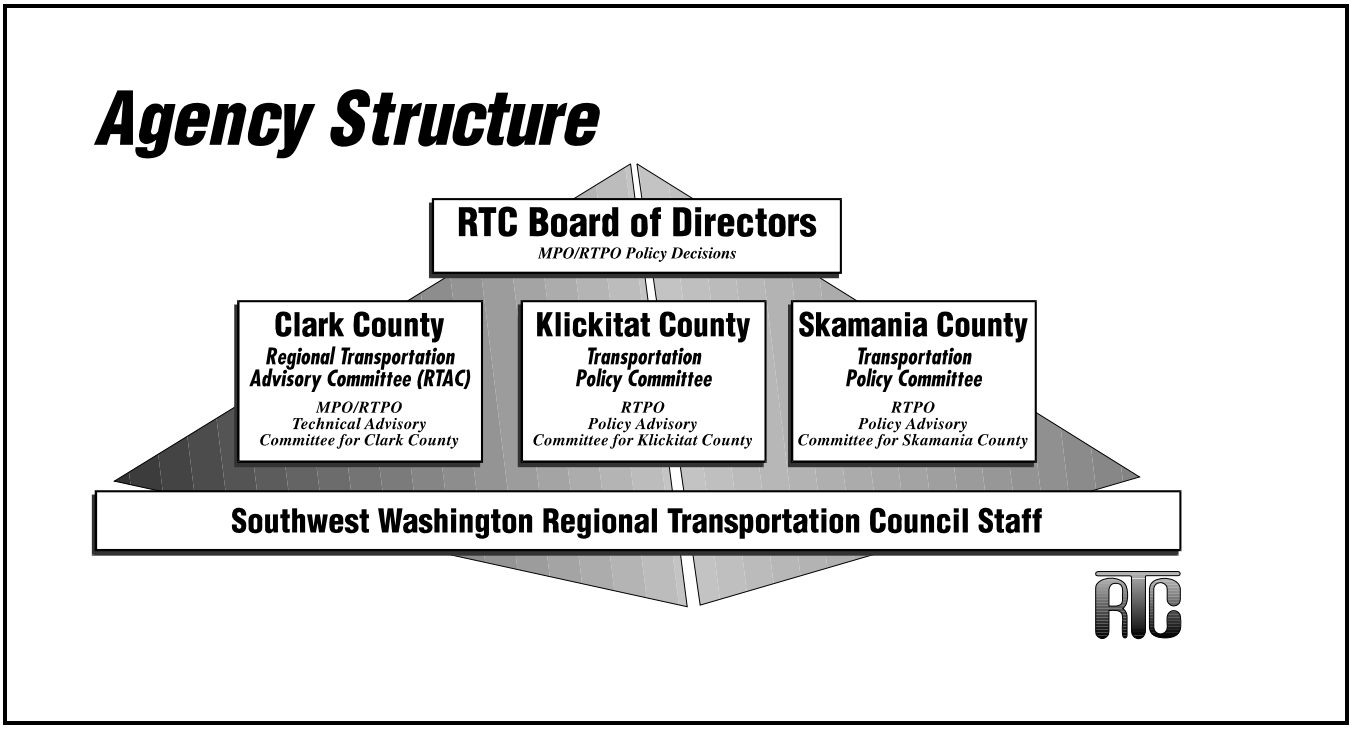


SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



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

Participants, Coordination and Funding Sources

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

A. Clark County

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

C-TRAN regularly adopts a *Transit Development Plan* (TDP) that provides a comprehensive guide to C-TRAN's future development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and it urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes as well as express commuter bus service to Portland, Oregon. C TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

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

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

- The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
- Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).

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

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). A review cycle will be established in FY 2010 for regular review and update of these intergovernmental agreements.

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2007 UPWP in April 2006 (RTC Board Resolution 04-06-13, April 4, 2006).

Southwest Washington Regional Transportation Council: Membership 2009

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

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

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver)
City of Vancouver	Pat McDonnell (City Manager)
Cities East	Council Member Molly Coston (Washougal) [Vice-Chair]
Cities North	Council Member Bill Ganley (Battle Ground)
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart [Chair]
Clark County	Commissioner Tom Mielke
C-TRAN	Jeff Hamm (Executive Director/CEO)
ODOT	Jason Tell (Region One Manager)
Ports	Commissioner Nancy Baker (Port of Vancouver)
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Paul Pearce
Klickitat County	Mayor Brian Prigel (City of Bingen)
Washington State Legislative Members:	
15th District Senator	Jim Honeyford
15th District Representative	Bruce Chandler
15th District Representative	Dan Newhouse
17th District Senator	Don Benton
17th District Representative	Tim Probst
17th District Representative	Deb Wallace
18th District Senator	Joe Zarelli
18th District Representative	Jaime Herrera
18th District Representative	Ed Orcutt
49th District Senator	Craig Pridemore
49th District Representative	Jim Jacks
49th District Representative	Jim Moeller

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Sharon Zimmerman
Clark County Public Works	Bill Wright
Clark County Planning	Mike Mabrey
City of Vancouver, Transportation	Matt Ransom
City of Vancouver, Planning	Bryan Snodgrass
City of Washougal/Port of Camas-Washougal	Trevor Evers (City of Washougal)
City of Camas	Jim Carothers
City of Battle Ground/Town of Yacolt	Scott Sawyer (City of Battle Ground)
City of Ridgefield/City of La Center/Port of Ridgefield	Steve Wall (City of Ridgefield)
C-TRAN	Jim Quintana
Port of Vancouver	Katy Brooks
Human Services Transportation	Colleen Kuhn
ODOT	Andrew Johnson
Metro	Mark Turpel
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

Skamania County	Commissioner Paul Pearce
City of Stevenson	Eric Hansen, Public Works Director
City of North Bonneville	Thomas Payton, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	John McSherry, Port Manager

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	David Poucher, Mayor
City of Bingen	Mayor Brian Prigel
City of Goldendale	Keith Grundei, Public Works Director
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Marc Thornsbury, Port Executive Director

D. Bi-State Coordination

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

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

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and, at a minimum, covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2007, amended in July 2008 to incorporate the Columbia River Crossing Project's Locally Preferred Alternative and a technical Appendix F added in December 2008 to further detail Year of Expenditure issues relating to the MTP's forecast of estimated costs and forecast revenues. The update is consistent with local Comprehensive Growth Management Plans, reflects the WTP (November 2006) and state Highway System Plan (HSP) and is compliant with SAFETEA-LU. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2010, significant amendments to the Metropolitan Transportation Plan are anticipated.

Work Element Objectives

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

g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.

h. A description of the performance monitoring system and measures used to evaluate the plan.

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

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

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

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

- Address the eight federal planning factors required of the metropolitan planning process. The MTP will provide an overview of how these factors are being addressed. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

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

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

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

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

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

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

  g. Promote efficient system management and operation.

  h. Emphasize the preservation of the existing transportation system.

- Solicit public participation and involve the public in MTP development.
- Reflect updated results from the Congestion Management Process. The latest report on the region's congestion management, *the 2007 Congestion Management Report*, is drafted and adoption is anticipated in March 2009.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments of 1990.
- Reflect freight transportation issues and include description of the State's Freight and Goods System.
- Address bicycling and pedestrian modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.

- Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Evaluate the environmental impacts and mitigation opportunities related to the developing regional transportation system as required by SAFETEA-LU, the Clean Air Act and State law.
- Coordinate with environmental resource agencies.
- Address the impacts of the Endangered Species Act as it relates to transportation system development.
- Develop an MTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.
- Address planning for the future transit system. This will include incorporating recommendations from C-TRAN's planning process.
- Report on transportation system performance.

Relationship To Other Work Elements

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

FY 2010 Products

- Three interrelated transit amendments to the Metropolitan Transportation Plan are anticipated. Timing of the MTP amendments are dependent on C-TRAN's schedule for completion of its planning process. These MTP amendments would include: the overall High Capacity Transit System, the HCT priority corridor, and C-TRAN's Transit Development Plan. The C-TRAN Board will interrelate the overall HCT System Plan, the HCT Priority Corridor, and the Transit Development Plan. The MTP amendment process would include technical recommendations of the staff-led Regional Transportation Advisory Committee, public participation, and final adopting action by the RTC Board. In the MTP, it is anticipated that the HCT Plan will be incorporated into the MTP as an illustrative Plan with map. It will be made clear in the MTP is any of the HCT corridors are part of the fiscally constrained MTP and which are included as illustrative. *(Amendment anticipated in fall 2009)*
- In addition, an amendment to the MTP will be carried out by January 2010 to incorporate environmental mitigation strategies in coordination with state and federal environmental agencies. (W*inter2009/2010)*
- Certification of the transportation elements of local Growth Management Plans. *(Summer 2009)*
- A flow chart showing the process to develop the MTP and MTIP. *(Summer 2009)*
- Preparatory work and component elements for the next update to the MTP. It is likely the MTP update process will take about a year to complete. Therefore, the update process is likely to begin early in 2010 with adoption late in 2010 (FY 2011). *(Ongoing)*
- Documentation of environmental process including linkage between the regional transportation plan and the local comprehensive plans, and environmental mitigation work including communications with environmental agencies and federal land management agencies. *(Ongoing)*

- Other metropolitan transportation planning products to be addressed in the next MTP update include:
  - Human Services Transportation Plan (HSTP) - The process to develop the HSTP and project priorities identified in the Plan is led by RTC. RTC coordinates with local stakeholders and human service transportation providers to prioritize projects across all three counties of the RTC RTPO region. Update to the Coordinated Human Services Transportation Plan is likely to begin in spring 2010 in preparation for the next funding cycle for WSDOT's consolidated public transportation grant program with project submittals likely due in late 2010. Projects are developed to help meet the transportation needs of the elderly, people with disabilities, and low-income populations as identified in the coordinated Human Services Transportation Plan. Under federal law, HSTPs must be updated at least every four years. However, the state requires update to the project lists every two years.
  - Commute Trip Reduction Plans – RTC works with local partners to implement transportation demand strategies as outlined in CTR plans adopted in October 2007. The plans include local CTR plans for affected local jurisdictions, as determined by the State's CTR law, Vancouver, Camas, Washougal, and unincorporated Clark County, the Regional CTR Plan (RTC October 2007), and the Downtown Vancouver Growth and Transportation Efficiency Center program. RTC prepares an annual report documenting CTR work and status of CTR implementation.
  - Transit – Incorporate recommendations from transit planning studies and reports into the MTP.
  - Transportation System Management (TSM) and Intelligent Transportation System (ITS) – Incorporated TSM and ITS strategies and projects as recommended by the Vancouver Area Smart Trek program.
  - Non Motorized Transportation and Active Community Environments - RTC will continue to work with local partners and the Community Choices Active Transportation Team to plan for pedestrian and bicycle policies and transportation needs. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC will coordinate with local agencies to implement this requirement.
  - Planning Studies – Incorporate results and recommendations from recent and ongoing transportation planning studies into the MTP that affect the regional transportation system.
  - Incorporate transportation crash and safety data and information. RTC will work with WSDOT and partner agencies to categorize and evaluate crash data and to address transportation safety issues.
  - Public Participation - Continue to provide public participation and outreach to support the MTP amendment and update process.
  - Consistency - Certification of the transportation elements of the cities' and county's comprehensive growth management plans to ensure consistency between the state, local, and federal transportation plans. Continue to ensure consistency with the Washington Transportation Plan (WTP) and WSDOT's Strategic Highway Safety Plan.
  - Functional Classification of Streets - Update federal functional classification of the highway/arterial system to make the federal classifications as consistent as possible with the Clark County Arterial Atlas and local street classifications.
  - Review of the Designated Regional Transportation System; the transportation system that is the focus of the MTP.
  - An updated financial plan to reflect the fiscal status of the region with estimated costs and projected revenues provided in year of expenditure.

  (Work on the elements relating to the next MTP update described above are ongoing. The next MTP update is anticipated for winter 2010)

FY 2010 Expenses:	$	**FY 2010 Revenues:**	$
RTC	$198,206	• Federal FHWA	$89,600
		• Federal FTA	$40,320
		• Federal STP	$10,000
		• State RTPO	$38,466
		• MPO Funds	$19,820
Total	**$198,206**		**$198,206**

Note: Federal $ are matched by state and local MPO $.
Minimum required match: $25,625

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

Work Element Objectives

- Develop and adopt the Metropolitan Transportation Improvement Program (MTIP) consistent with the requirements of the Federal Transportation Act.

- Periodic review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).

- Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP) including enhancement funds, state Transportation Improvement Board (TIB) programs, corridor congestion relief and Safe Routes to School programs.

- Program Congestion Mitigation/Air Quality (CM/AQ) funds with consideration given to emissions reduction benefits provided by projects.

- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. Participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee, the City of Vancouver's TIP process and C-TRAN's Transit Development Plan (TDP) and 20-Year Plan process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.

- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.

- Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.

- Consider air quality impacts.

- Amend the MTIP as necessary.

- Monitoring of MTIP implementation and obligation of project funding.

- Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

The MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects uses data from the transportation database and regional travel forecasting model output. It relates to the Coordination and Management: Public Participation element described in section 3 of the UPWP. The MTIP

program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2010 Products

- The 2010-2013 Metropolitan Transportation Improvement Program will be adopted. The MTIP will be fiscally constrained by year to reflect the programming of federal funds and project selection criteria. The consistency between MTIP project selection criteria and RTP system performance goals and performance measures will be documented. For each project, the estimated total project cost will be included which may extend beyond the four years of the MTIP. The MTIP will also include reference to interagency cooperation as part of the air quality conformity determination process. The MTIP will include an annual list of implemented projects since the last MTIP adoption as well as a listing of bicycle and pedestrian projects. The type of environmental review and analysis (Environmental Impact Statement or Environmental Assessment or Categorical Exclusion) anticipated for projects incorporated into the MTIP will be noted. The MTIP update will use visualization techniques as much as possible to allow for better understanding of the projects and transportation strategies described. The MTIP will include a flow chart to help explain the development of the MTP and MTIP. *(Fall 2009)*
- MTIP amendments as necessary. *(Ongoing)*
- Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement. *(Ongoing)*
- Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in MTIP development. *(Ongoing)*

FY 2010 Expenses:	$
RTC	$47,052
Total	**$47,052**

FY 2010 Revenues:	$
• Federal FHWA	$22,400
• Federal FTA	$10,080
• State RTPO	$9,617
• MPO Funds	$4,955
	$47,052

Note: Federal $ are matched by state and local MPO $.
Minimum required match: $6,016

1C. CONGESTION MANAGEMENT PROCESS

RTC began work on development of a Congestion Management Process (CMP) in the early 1990s and the RTC Board adopted the first Congestion Management report in 1995. The federal transportation act requires that the Clark County region, as a Transportation Management Area (TMA), address congestion management through adoption and implementation of a Congestion Management Process in accordance with 23 CFR 450.320(c). The federal Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991, first required the development of a Congestion Management System (CMS) to be used as a tool for monitoring traffic congestion and for identifying improvement strategies to alleviate congestion. The purpose of a CMP is to develop a tool to provide information on the performance of the transportation system as well as identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. Facilities proposed for federal funding for additional general-purpose lanes are to first be assessed through the CMP process. While regulations were modified in SAFETEA-LU, the federal transportation act continues to recognize the value of congestion management by directing TMAs to continue providing for effective management and operation of the transportation system through a Congestion Management Process. The Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, transit, and TDM and implementation of solutions to address congestion. The congestion monitoring program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief. The CMP can be used to identify system improvements, to guide investments and also to track the effectiveness, over time, of system improvements that are made.

Work Element Objectives

- Implement a Congestion Management Process to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The Congestion Management Process is developed, established and implemented as part of the metropolitan planning process and shall incorporate six elements as outlined in 23 CFR 450.320(c):

    1. Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.

    2. Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affect MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area.

    3. Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area.

    4. Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combination so strategies, are some examples of what should be appropriately considered for each area:

(i) Demand management measures, including growth management and congestion pricing

(ii) Traffic operational improvements

(iii) Public transportation improvements

(iv) ITS technologies as related to the regional ITS architecture, and

(v) Where necessary, additional system capacity

5. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.

6. Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.

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

- Update and enhance the transportation database including the traffic count database and other database elements, such as traffic delay, transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data (freight truck counts), for Congestion Management Process (CMP) corridors through the congestion monitoring program. The transportation database can be referenced and queried to meet user-defined criteria.

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

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

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

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

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

- Publish results of the Congestion Management Monitoring process in a System Performance Report that is updated periodically. Each year the Report's content and structure is reviewed to enhance its use, access and level of analysis. Updates may include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data.

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

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The Congestion Management Process for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The congestion management process also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management Process element is closely related to the data management and travel forecasting model elements. The CMP is also closely related with the ongoing VAST program e.g. transit Automatic Vehicle Identification (AVI) recorders and Global Positioning System technology can be used to evaluate transit time reliability and augment the data available for reporting as part of the CMP. The CMP also relates to Commute Trip Reduction (CTR) strategies. Congestion solutions are implemented by programming of projects and strategies in the Metropolitan Transportation Improvement Program (MTIP). The congestion management process also supports work by the state to update the WTP and congestion relief strategies.

FY 2010 Products

- A Congestion Management Process that includes all six elements outlined in 23 CFR Part 500 Sec. 109). *(Ongoing)*

- Updated traffic counts, turning movements, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update. *(April 2010)*

- New traffic count data will be used to update the corridor congestion ratio for each of the CMP corridors. The congestion ratio assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The corridor congestion ratio is used to classify each corridor according to its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies. *(Spring/Summer 2010)*

- Review and collect data other than traffic counts for CMP corridors, including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. *(Spring/Summer 2010)*

- Comparison between most recent data with data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements. "Areas of Concern" are listed in the Congestion Management Report and RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern. The linkage between Congestion Management Monitoring and traffic operations will also be addressed. *(Spring 2010)*

- In FY 2010, the Congestion Management Report will be reviewed and updated and will again include a comparison with system performance reported in previous reports. In addition to a comprehensive summary of transportation data, the Report will include analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to offset infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Twenty-one transportation corridors were identified and monitored through the CMP at the

outset. Additional corridors have been identified and added to the monitoring system over time. RTC will address effective measures for monitoring and evaluating alternatives to auto travel in the updated report. These measures might include person throughput, transit use and frequency, ITS real-time information, TDM (parking and land use) and bike/pedestrian accessibility to better address multimodal planning strategies. *(2009 Congestion Monitoring Report anticipated in Spring 2010)*

- Coordinate with WSDOT and local agencies to make more effective use of the CMP as part of the process to develop the MTP and MTIP. *(Ongoing)*
- Assess transportation system impact of Transportation Demand Management strategies. *(Ongoing)*
- Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (MTP). *(Ongoing)*
- Provide CMP data and system performance indicators to inform state and local transportation plan updates. *(Ongoing)*
- Provide information to Federal Highway Administration to help in FHWA's assessment of the congestion management process. *(As needed)*
- Communicate with Metro on RTC's congestion management process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*

FY 2010 Expenses:		**FY 2010 Revenues:**	
	$		$
RTC	$90,607	CM/AQ	$100,000
Consultant	$25,000	Local	$15,607
Total	**$115,607**		**$115,607**

Assumes use of 2009/2010 CM/AQ funds; approximately $20,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS) use advanced electronics, communications, information processing, computers and control technologies to help manage congestion, and improve the safety, security and efficiency of our transportation system. The development of traffic operations and intelligent transportation system projects (ITS) is one of the key regional strategies for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained. The region's ITS strategies and projects are coordinated through RTC's Vancouver Area Smart Trek (VAST) program.

In FY 2010 RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will be jointly responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ earmark funds for: regional corridor operations planning, transit priority implementation, traveler information improvements, agency transportation management centers to share data and video information, and a data archive system for the storage and retrieval of transportation infomration.

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

Work Element Objectives

- Continuation of the VAST program including implementation of projects currently programmed for CMAQ funding in the MTIP which include: 1) a freeway operations and management program, 2) expansion of arterial transportation operational improvements, 3) begin implementation of Phase II recommendations for traveler information, 4) regional ITS network enhancement and local agency transportation management centers (TMC) for improved data sharing, and 4) management of the VAST program led by RTC. The freeway operations management program will include additional traffic detection and cameras on the eastern porrtion of SR-14 and I-5 north as well as filling gaps on other freeway segments. The arterial operational improvements will provide additional detection, arterial cameras at key locations, and several corridor signal optimization projects. The improved ITS network and agency TMCs will allow real-time exchange of data and video information between VAST agencies and transit signal priority implementation.

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

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

prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee also acts as liaison with other key ITS stakeholders and assists in regional ITS policy formulation.

- Complete an update to the 20-year Plan. In addition, review and update the VAST regional ITS architecture. This will consist of the development of a Regional Transportation Systems Management and Operations Plan to articulate regional needs, priorities, performance metrics, and project definitions to maintain and enhance regional mobility through active system management.
- Manage and facilitate the development of strategies to secure funding for ITS projects contained in th4e VAST 20-year Plan. Assist Steering Committee members on funding applications for individual ITS projects. Continue process of Steering Committee partnership for joint project funding applications.
- Develop a data archive system for the region that will include freeway, arterial and transit data.
- Coordinate with the Steering Committee, WSDOT Southwest Region and HQ staff to develop a strategy for implementation and deployment of Traveler Information Phase II recommendations.
- Continue management of the VAST Communications Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network. Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Expand communications infrastructure sharing and integration authorized under the recently executed Regional Communication Interoperability and Fiber Interlocal Agreement. This includes the development and execution of additional fiber sharing permits between the VAST agencies.
- Complete the detailed data conversion of a shared communications assets management database and mapping system for use by the VAST partner agencies. Utilize the database software (OSPInSight) to identify additional infrastructure sharing opportunities and improved communications assets management.
- Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.
- Manage the Transportation Corridor Management and Operations Plan Study which will include an assessment of regional corridors and identify a candidate corridor for transportation operation improvements and implementation plan for the corridor. This will be coordinated with the overall Regional Systems Management and Operations Plan development.
- Work to “institutionalize” the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities of the 20-year VAST Plan.
- Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.
- Technical assistance in ITS implementation.

Relationship To Other Work Elements

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

and implementation. VAST and ITS data will be shared with the Congestion Management Process and used in the overall regional transportation planning process.

FY 2010 Products

- Coordination of ITS activities within Clark County and with Oregon. *(Ongoing)*
- Updated VAST 20-year Plan and Regional ITS Architecture. *(Fall 2009)*
- Report on the overall effectiveness of the VAST Program. *(Ongoing)*
- Regional Transportation Corridor Management and Operations Plan Report including the identification of strategies to improve operations for a regional transportation corridor. *(Winter 2010)*
- Regional Data Archive Implementation Plan that will include both local and regional transportation data. *(Winter 2010)*
- Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects. *(Ongoing)*
- Additional executed communications and fiber sharing permits and other activities between VAST agencies. *(Ongoing)*
- Update of the shared communications assets management database and mapping system to include detailed fiber and communications field data. *(Fall 2009)*
- Adopted standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Facilitation of the activities of the Steering Committee and the Communications Infrastructure Committee. *(Ongoing)*
- Management of consultant technical support activities as needed. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*
- Update to and maintenance of the VAST web site. *(Ongoing)*

FY 2010 Funding: RTC

FY 2010 Expenses:		**FY 2010 Revenues:**	
	$		$
RTC: VAST Program Coordination/Management	$115,607	CM/AQ	$100,000
		MPO Local Match (13.5%)	$15,607
Total	**$115,607**		**$115,607**

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

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

The Columbia River Crossing project is a bridge, transit, and highway improvement project for the purpose of addressing the congestion and mobility problems on I-5 between Washington and Oregon. The CRC Draft Environmental Impact Statement was completed in 2008 and work is now underway on the Final Environmental Impact Statement.

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

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

In 2006, adoption of the problem definition, evaluation criteria, development and analysis of a wide range of alternative packages, and staff recommendations for alternatives to be carried into the DEIS phase of the project were complete. Phase I of the Columbia River Crossing Project developed a wide range of alternatives and conducted an analysis to narrow the range of alternatives. In early 2007, policy makers and the CRC Task Force selected select build alternatives for detailed study in the Draft Environmental Impact Statement (DEIS). Phase II of the project completed the DEIS which was published in May 2008. After the close of the public comment period, this culminated in the selection and adoption of the locally preferred alternative by the CRC sponsor agencies in July 2008.

The next phase of the project began with the initiation of the Final Impact Statement which is scheduled for release in late 2009 followed by the Record of Decision in early 2010. As the FEIS continues, RTC staff will be involved in the project's technical analysis, project advisory committees, and provide support to the Project Sponsors' Council.

The RTC Board receives regular briefings on the CRC and has input into the CRC project via several project committees. RTC, as the federally designated Metropolitan Transportation Planning Organization (MPO) for Clark County, had a mandated role regarding the DEIS process with a key element of the DEIS being the Locally Preferred Alternative. The RTC Board, as MPO and as one of the project sponsor agencies adopted the locally preferred highway and transit alternatives (the LPA) on July 22, 2008 and incorporated them into the region's adopted MTP. The FEIS process that began in fall 2008, is a complex effort that requires significant staff resources from a number of partnering agencies and the consultant team. The RTC Board, as the MPO for Clark County, will continue to be called on to address a host of key policy issues relating to the CRC project. Examples include the following: the number of add/drop lanes on the replacement bridge, the project's finance plan, and tolling.

The LPA includes the following major elements: the river crossing replacement bridge with light rail transit terminating in the Clark College vicinity and a financial plan for the multimodal project. In addition to amending the MTP, the LPA decision allowed the project to submit a request for Federal Transit New Starts

Funding in September 2008. The New Starts submittal will result in FTA rating the project for funding and also requests permission to enter into the next phase of FTA project development – preliminary engineering. RTC staff has direct involvement in the project's technical analysis and staff members are a part of the Columbia River Crossing Project Development Team as well as a number of other project advisory groups.

Work Element Objectives

RTC's Work in the CRC Project:

RTC's key staff involvement areas include the following: 1) local agency liaison, 2) day to day project development activities, 3) provide input and analysis in the development and refinement of alternatives, 4) provide transportation data and analysis, 5) conduct the travel demand model elements of the Clark County side of the project, and 6) assist in the refinement of tolling methodologies and assumptions. In addition, RTC will act as lead CRC agency for the preparation, review, coding, and refinement of recommended transit network alternative within the travel demand model process. RTC will work with the sponsor agencies to optimize the transit alternative and financial plan to compete for funding in the Federal Transit Administration New Starts process. RTC will continue to work with agency and consultant partners to improve the performance and competitiveness of the transit element of the project as it prepares for and after it enters preliminary engineering. RTC's role in this element will enhance local oversight in the transit-modeling element of the CRC Project.

- RTC will participate in the Project Development Team, a host of technical working groups including, Travel Demand Forecasting, Environmental, Transit, and New Starts. RTC will also continue as a key participant in the bi-weekly FTA-FHWA coordination meetings. RTC will act as lead agency to manage and staff the New Starts Strategy Group meetings and will work with the other partners for the New Starts process.

- RTC will have key activities in the CRC transportation planning work element. This includes the development of study parameters, data collection, initial and secondary screening of alternatives, transportation analysis of baseline and build alternatives, and support for other tasks, including the environmental and design tasks. RTC will act as the lead Clark County agency to review and assist in developing and conducting the transportation analyses for the No Build, Baseline and recommended build alternative and will work collaboratively with Metro on the travel forecasting process.

- RTC will provide key assistance to the project team on the review and development of required New Starts submittals for the Federal Transit Administration. RTC will provide assistance in the definition and refinement of the No Build and Build alternatives for the FEIS in collaboration with C-TRAN and local jurisdictions. RTC will work actively with key partners and the project team to develop and refine the Federal Transit Administration required Baseline Alternative that provides the key comparison to the Build alternatives in measuring their cost effectiveness. These efforts will focus on refinements to the alternatives to reflect the final definition of the highway elements of the project, tolling assumptions, and the development of transit project competitive for FTA funding.

- RTC will provide quality assurance and review of the FTA required SUMMIT analysis and will participate in equilibrating and refining the transit alternatives based on technical analysis and oversight by FTA.

- RTC will work on the CRC Project in partnership with the sponsor agencies made up of ODOT, WSDOT, Metro, the cities of Vancouver and Portland, TriMet, C-TRAN, and RTC. Key elements of this coordination will include the following: respond to FTA comments to the New Starts submittal and prepare documentation for FTA as requested to enter into preliminary engineering, develop and complete the Final Environmental Impact Statement (FEIS) as well as the record of decision for the multimodal transportation project.

- Work with the other project sponsors to develop transportation demand management and transportation system management strategies for the project which could be implemented during and after construction to manage traffic operations and performance in the corridor.

- RTC's specific role in FY 2009/10 is to work cooperatively with regional partners on all elements of the FEIS and to specifically assist with the development of travel demand networks and analysis of model results, traffic analysis associated with tolling options, and development of multimodal Columbia River Crossing alternatives.
- RTC will attend and contribute to public participation activities relating to the CRCP.

Relationship To Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The Columbia River Crossing Project is included in RTC's adopted MTP which was amended to include the CRC's LPA in July 2008. As the CRC project progresses, this will be reflected in future MTP updates. This CRC work element will be coordinated with the Clark County HCT recommendations and the selected HCT priority corridor for integration between the CRC and HCT transit services elements. This RTC work element relates to the "ODOT - I-5/Columbia River Crossing" work element described in Metro's FY 2009-10 Unified Work Program (UWP).

FY 2010 Products

- Work on the FEIS and record of decision for the multimodal transportation project. *(Record of Decision anticipated early 2010)*
- FTA New Starts documentation.

FY 2010 Funding: RTC

FY 2010 Expenses:		**FY 2010 Revenues:**	
RTC	$75,000	WSDOT	$75,000
Total	**$75,000**		**$75,000**

The work element is led by ODOT/WSDOT. Budget is estimated.

1F. CLARK COUNTY HIGH CAPACITY TRANSIT SYSTEM STUDY: PRIORITY CORRIDOR

Regional transportation policy direction surrounding the issue of high capacity transit, including corridors and alternative high capacity transit modes, has been an uncertain part of the regional transportation system for the last 10 years. In late November of 2004, the 2005 federal transportation Appropriations Bill included a $1.488 million earmark to RTC for the analysis of the I-5/I-205/SR-500 transit loop. The purpose of the HCT study is to identify a high capacity transit system that provides efficient and high quality transit service connecting residents with where they need and want to go. The key outcomes of the study include the identification of the most promising high capacity transit corridors, modes, and policies for developing a Clark County HCT system. The study's HCT corridor system is targeted to be incorporated into RTC's Metropolitan Transportation Plan, C-TRAN's 20-year Transit Development Plan and the Clark County Comprehensive Growth Management Plan. The technical analysis and policymaking process includes the participation of RTC member jurisdictions with land use, transportation, and transit authority that would be impacted by the HCT policies.

The need for developing a high capacity transit system was predicated on the assumption that as planned growth and economic development continue, traffic volumes will increase. The constrained ability to expand highway capacity in a number of the major regional corridors could be expected to cause traffic congestion to worsen so increasing the need to develop an alternative to the auto. The region has completed a two-year effort to develop a High Capacity Transit System Plan. The Plan's recommendations were adopted by the RTC Board in December 2008. The plan includes bus rapid transit (BRT) in the Highway 99, Fourth Plain, and Mill Plain corridors and significant bus improvements in the I-205 corridor. The Plan will serve as a guide for C-TRAN and the communities in Clark County as they move forward with improvements in the planned HCT corridors.

The next phase in the HCT project development process would be to support the selection of a priority HCT corridor and next set of steps needed to move the corridor forward into the Federal Transit Administration's process. The appropriate level of Federal Transit Alternatives Analysis to be pursued would need to be decided; very small start, small start, or new start.

Work Element Objectives

- Implement the Clark County High Capacity Transit System Study's recommendations.
- Coordinate with the C-TRAN Board as they complete the adoption of C-TRAN's Transit Development Plan and selection of a priority HCT corridor and other steps needed to move the priority corridor forward in the Federal Transit Administration's New Starts Alternative Analysis process.
- Designation of High Capacity Transit corridors in the Metropolitan Transportation Plan, C-TRAN's 20-year Transit Development Plan, and local comprehensive plans.
- Support the development of a HCT System Plan as required by the State of Washington's High Capacity Transit legislation (RCW 81.104).

Relationship To Other Work Elements

Transit, as an important component of the regional transportation system, provides mobility and accessibility to help support the region's growth and economic development goals. The Clark County High Capacity Transit System Study is currently included in the Strategic Plan section of the Metropolitan Transportation Plan for Clark County (updated December 2007, amended July 2008). The recommendations of the HCT Study, including high capacity transit policies and goals for the Clark County region, will be incorporated into a future amendment to the MTP. The study recommendations will be embedded in the C-TRAN long range plan and local comprehensive plans.

FY 2010 Product

- Metropolitan Transportation Plan amendment to include the recommended High Capacity Transit corridors. *(Fall 2009)*
- Coordinate with C-TRAN on the HCT Priority Corridor decision-making process. *(Ongoing)*

FY 2010 Expenses:	$	**FY 2010 Revenues:**	$
RTC	$37,500	Section 5309	$30,000
		Local Match (20%)	$7,500
Total	**$37,500**		**$37,500**

Estimated balance of funds remaining at 7/1/09.

1G. CLARK COUNTY FREIGHT MOBILITY STUDY

The need for a Freight Mobility Study comes out of recognition that the efficient movement of freight is a part of keeping our region's economy competitive regionally, nationally, and internationally. While most accept the premise that the efficient movement of freight has a positive economic benefit, the relationship between freight mobility and improvements to the regional economy are not well documented. One of the keys to making freight mobility improvements is tied to a better understanding of what drives freight transport such as the practices of shippers, and how public consumption shapes freight movement. The purpose of the Freight Mobility Study to be conducted in 2009/2010 is to identify the main components of the freight system, its current deficiencies, and corridors where investment would help economic development.

Work Element Objectives

- Conduct a Clark County freight mobility study. Information and recommendations from the Study will be incorporated into future updates to the Metropolitan Transportation Plan and local Comprehensive Growth Management Plans.
- Document freight distribution (volume, commodity, intermodal connections, and pick up-delivery points).
- Develop an understanding of commodity supply chains of significance to this region.
- Identify freight bottlenecks.
- Identify where freight-dependent development is planned along with the needed freight infrastructure improvements.
- Collaborate with local planning partners and with the local business community to conduct the Study. Freight stakeholders in west Vancouver currently participate in the West Vancouver Freight Alliance. As part of the Clark County Freight Mobility Study, a county-wide freight advisory group will be established to represent freight interests and to provide input and feedback on freight planning efforts.

Relationship To Other Work Elements

Policy direction, information, data and recommendations of the Clark County Freight Mobility Study will be incorporated into an update to the Metropolitan Transportation Plan.

FY 2010 Product

- Completion of the Clark County Freight Mobility Study report. *(Summer 2010)*

FY 2010 Expenses:		**FY 2010 Revenues:**	
	$		$
RTC	$36,000	Federal STP	$250,000
Consultant	$254,000	Local Match (min. 13.5%)	$40,000
Total	**$290,000**		**$290,000**

Total budget for Clark County Freight Mobility Study.
The Study began in FY 2009 with STP funds programmed in the MTIP.

IH. SKAMANIA COUNTY RTPO

The regional transportation planning work program for Skamania County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County Transportation Policy Committee meets regularly to discuss Skamania County transportation issues and concerns. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003, and February 2006. In 2003, Skamania County completed a transit feasibility study and recommendations of this transit study continue to be implemented. In January 2007, a Human Services Transportation Plan, that included the Skamania County area, was adopted. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC continues to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2010 Products

- Continued development of a coordinated, technically sound regional transportation planning process in Skamania County. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2010-2013 Regional Transportation Improvement Program. *(Summer/Fall 2009)*
- An updated Regional Transportation Plan if warranted after review of existing Plan. *(Fall 2009)*

FY 2010 Expenses:		**FY 2010 Revenues:**	
	$		$
RTC	$17,733	• State RTPO	$17,733
Total	**$17,733**		**$17,733**

1I. KLICKITAT COUNTY RTPO

The regional transportation planning work program for Klickitat County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Klickitat County Transportation Policy Committee meets regularly to discuss Klickitat County transportation issues and concerns. The Klickitat County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003 and February 2006. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County is kept up to date. RTC continues to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2010 Products

- Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2010-2013 Regional Transportation Improvement Program. *(Summer/Fall 2009)*
- An updated Regional Transportation Plan if warranted after review of existing Plan. *(Fall 2009)*

FY 2010 Expenses:		**FY 2010 Revenues:**	
	$		$
RTC	$19,887	• State RTPO	$19,887
Total	**$19,887**		**$19,887**

1J. STATE ROUTE 35 COLUMBIA RIVER CROSSING: FEIS

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

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

The Final Environmental Impact Statement and preliminary design is expected to begin in 2009 and last approximately one year. The SR-35 Columbia River Crossing FEIS will be funded with $547,500 in federal funding and state/local matching funds. The FEIS will be managed by RTC in partnership with WSDOT and ODOT and will be carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2010 Products

- Final Environmental Impact Statement (FEIS) and preliminary design. *(Timeline dependent on funding)*

FY 2010 Expenses:		**FY 2010 Revenues:**	
	$		$
RTC	$20,000	Federal High Priority	$273,500
Consultant	$321,875	ODOT & WSDOT Match	$64,102
		Other local Match	$4,273
Total	**$341,875**		**341,875**

$547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Act, SAFETEA-LU (2005), after takedowns. The table above assumes 50% to be used in FY 2010 and 50% in FY 2011.
Local matching funds are required but sources have not been finalized.

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

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel forecasting model, and includes functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in updating and implementing Comprehensive Plans required by the state's Growth Management laws. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs and its output is used to support development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program. EMME/2 software has been used to carry out travel demand and traffic assignment steps in this region. However, to enhance micro-simulation capabilities, RTC is transitioning to use of the PTV Vision suite of modeling software (including VISUM and VISSIM). RTC continues to coordinate with Metro on use of Metro's regional model and to ensure that model data input, including census demographic data and land use, are current.

This work element also includes air quality planning. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Currently, under the new federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as an "unclassifiable/attainment" area for ozone and no longer needs to demonstrate conformity, therefore regional emissions analyses of the Plan (MTP) and Program (MTIP) were no longer required for ozone after June 15, 2005, when the new standard took effect. The Vancouver AQMA is designated as a CO maintenance area. EPA approval of the Vancouver Area Limited Maintenance Plan (LMP) for CO was published in the Federal Register on June 27, 2008 and became effective on August 26, 2008. The CO LMP approval means that emissions from the on-road transportation sector in the Vancouver region will continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses for the Plan (MTP) and Program (MTIP), and emission budget tests, are no longer required. CO conformity analysis for transportation projects must still be conducted. RTC will continue technical support for local jurisdictions and agencies with use of the EPA Mobile Emissions model and analysis of project-level air quality impacts for CO. RTC also assists the region's air quality planning program in providing demographic forecasts, develops a Vehicle Miles Traveled (VMT) grid, and monitors changes and growth in VMT.

Work Element Objectives

- Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data, developed by C-TRAN. The database is used as support for development of regional plans, travel forecasting model and transportation maps. Maps help RTC develop visualization tools to help make transportation plans more understandable.

- Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, the Census Bureau's American Community Survey, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data (http://nhts.ornl.gov/2001/index.shtml), travel behavior survey data, and County GIS information.

- Continue to maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.

- Compile crash data for use in development of plans and project priorities.

- Analyze demographic forecasts for the region for use in regional travel forecast model development. RTC reviews the Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs) and incorporates these assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.
- Analyze growth trends and relate these to future year population and employment forecasts.
- Coordinate with Metro on procedures for forecasting the region's population and employment data for future years as well as on Metroscope development, a process that integrates land use development and transportation system change in an integrated model. RTC staff will also research the use of models such as UrbanSim to enable integrated transportation and land use modeling.
- Continue to incorporate transportation planning data elements into the ArcInfo system and work with Clark County's Assessment and GIS Department to support transportation data being incorporated in the County ArcGIS system.
- Maintain GIS layers for the designated regional transportation system, federal functional classification system of highways and freight routes.
- Assist local jurisdictions in analyzing data and information from the regional transportation data base and in updating and implementing GMA plans, including Concurrency Management programs.
- Coordinate with the County's computer division to update computer equipment and software, as needed.
- Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.
- Develop and maintain the regional travel model to include: periodic update to provide updated base year and twenty year horizons together with necessary re-calibration, network changes, speed flow relationships, link capacity review, turn penalty review, land use changes, interchange/intersection refinements and use of the demand modeling procedures to test the impacts of tolling of river crossings.
- Continue research into regional travel forecasting model enhancement.
- Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style, as well as the more traditional transportation issues.
- Document the regional travel forecast model development and procedures.
- Update RTC travel demand model codes with WinMTX, which is developed by RTC staff. WinMTX is a matrix manipulation tool set written in Visual Basic. It will be upgraded and optimized continuously to run travel demand models more efficiently.
- Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies.
- Work with state and local agencies to help them use the regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, the procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are followed.
- Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.

- Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP) to learn about model development in Oregon and the Portland region. A major travel activity survey has been planned by Metro in coordination with Oregon MPOs and RTC. The travel activity and behavior survey information is used to support development of the regional travel forecast model.

- The transition from use of EMME/2 to the PTV Vision suite of software as part of the regional travel model process will continue in FY 2010. The PTV Vision software includes VISUM for strategic transportation planning and VISSIM for traffic analysis and management. The transition requires staff training and development of a new framework for modeling analyses. The new software provides better integration of transportation planning and transportation operational analysis through use of traffic simulation tools and will allow RTC to conduct more powerful transit modeling. Use of the new, integrated transportation planning and operational analysis software necessitates the development of standard practices and travel modeling parameters to achieve consistency in transportation analysis.

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

- Further develop procedures to carry out post-processing of results from traffic assignments. RTC will consider a multiple hour peaking factor for highway assignments. Currently, a 2-hour peaking factor is being considered for the Clark County region. In FY 2010, RTC will make a decision on implementation of the multiple hour peaking factor.

- Develop economic benefit measures associated with highway and transit system improvements by utilizing the Congestion Management Process data, FTA's Summit runs and economic impact of freight improvements.

- Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.

- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. In FY 2010, the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.

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

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

- Provide technical support for analysis of High Capacity Transportation (HCT) needs in the Clark County.

Air Quality Planning

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2010, this will include addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the

"unclassifiable/attainment" area for ozone based on the Environmental Protection Agency's (EPA's) eight-hour ozone standard. Monitored data does indicate a potential for ozone problems in this region.

- Because of the new eight-hour standard for ozone, an ozone emissions budget is no longer required for the MTP. In addition, the Limited Maintenance Plan for CO eliminates the need for a CO mobile emissions budget in the MTP. The Limited Maintenance Plan calls for the Southwest Clean Air Agency to track countywide mobile emissions through the Ecology emission inventories triennially to verify continued attainment. Transportation analysis and Vehicle Miles Traveled data required to estimate emission inventories will be provided by RTC.

- RTC will coordinate with air agencies to determine the regulatory and technical impact of conformity. This effort may include coordination with the State Department of Ecology to develop language and VMT projections to track growth with Limited Maintenance Plan projections.

- The Environmental Protection Agency (EPA) has recently designated areas throughout the country that are in violation of standards for Particulate Matter of 2.5 mcg (PM 2.5). The Vancouver AQMA is designated as attainment/unclassifiable for PM 2.5. Therefore, there are no transportation conformity requirements for PM 2.5 in the Vancouver region.

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

- Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State and provide support for the Governor's Executive Order 07-02 and RCW 80.80 relating to climate change and greenhouse gas reduction goals.

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

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

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

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

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

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

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

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

- Review project conformity and conduct project conformity analysis for agency members, when requested, for the Vancouver AQMA.

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

Transportation Technical Services

- The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common and consistent regional basis for analysis of traffic issues is a key element in maintaining, planning for and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of the land use and growth forecasts into the travel demand model. In FY 2010, RTC staff will continue to provide support to local agencies transitioning to use of PTV Vision software. In addition, RTC will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

Relationship To Other Work Elements

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

FY 2010 Products

- Update of the regional transportation database with data from the U.S. Census, including the US Census Long Form Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) which derives data from a much smaller sample than the census, as well as the National Household Travel Survey (NHTS). *(Ongoing)*

- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues. *(Ongoing)*

- Update the base year for the regional travel forecast model to 2006. The MTP's long-range planning horizon is currently at 2030 and was revised for the December 2007 MTP update following adoption of the updated Comprehensive Growth Management Plan for Clark County (September 2007). A six-year model may also be developed for nearer-term planning purposes such as concurrency program and Capital Facilities Plan (CFP) development. *(Summer 2009)*

- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements. *(Ongoing)*

- Integration of transportation planning and GIS Arc/Info data. *(Ongoing)*

- Coordinate with Clark County on maintenance and update of the highway network and local street system in a GIS coverage. A comprehensive review and update of the federal functional classification system will be completed to be as consistent as possible with adopted local comprehensive plans. This update will include an updated report on total road mileage in the region. *(As needed)*
- Work with regional bi-state partners on freight transportation planning including improving truck forecasting ability. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region. *(Ongoing)*
- Update of the traffic count database. *(Ongoing)*
- Technical assistance to local jurisdictions. *(Ongoing)*
- Transportation data analysis provided to assist C-TRAN in planning for future transit service provision. *(Ongoing*
- Purchase of updated computer equipment using RTPO revenues. *(As needed)*
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. *(As needed)*
- Host Transportation Model Users' Group (TMUG) meetings. *(As needed)*
- Update of travel demand codes in WinMTX as Metro updates the regional travel forecast model structure. *(As needed)*
- Refine travel forecast methodology using the VISUM and VISSIM software. *(Ongoing)*
- Documentation of regional travel forecasting model procedures. *(Ongoing)*
- Re-calibration and validation of model as necessary. *(As needed)*
- Review and update of model transportation system networks, including highway and transit. *(Ongoing)*
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. *(As needed)*
- Re-evaluate the peak one hour analysis and continue to consider adoption of multiple peak hour period in the regional travel model process. *(Fall 2009)*
- Use regional travel forecasting model data for MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP and support for corridor planning studies and environmental analysis such as the I-205 Corridor environmental process and I-5 Columbia River Crossing Project. *(Ongoing)*

Air Quality Planning

- Participation in development of the transportation elements of air quality Maintenance Plan updates coordinated with Southwest Clean Air Agency. *(As needed)*
- Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990. *(MTIP in Fall 2009, MTP anticipated in Fall 2010)*
- Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities. *(As needed)*

- Project level air quality conformity analysis as requested by local jurisdictions and agencies. *(As needed)*
- Work to support RCW 80.80 and any subsequent legislation out of the most recent legislative session relating to climate change and greenhouse gas reduction. This will include work on Vehicle Miles Traveled and VMT per capita in the region. *(Ongoing)*

Transportation Technical Services

- RTC will continue to serve local jurisdictions' needs for travel modeling and analysis. *(Ongoing)*
- Output from the regional travel forecast model is used in the analysis process for local transportation concurrency analyses and concurrency program development. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. *(As needed)*
- Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. *(As needed or requested)*
- Use of model results for local development review purposes and air quality hotspot analysis. *(Ongoing)*
- Technical support for the comprehensive growth management planning process in the Clark County region. Local comprehensive plans were last updated in 2007. *(Ongoing)*

FY 2010 Expenses:	$	**FY 2010 Revenues:**	$
RTC	$348,475	• Federal FHWA	$144,000
Computer Equipment (use of RTPO revenues)	$6,000	• Federal FTA	$64,800
		• Federal STP	52,000
		• State RTPO	61,821
		• MPO Funds	31,854
Total	**$354,475**	**Total**	**$354,475**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$51,160

2B. TRAVEL ACTIVITY AND BEHAVIOR SURVEY

A major activity based travel survey has been planned by Metro in coordination with Oregon MPOs and RTC. The purpose for conducting the household activity and travel survey would be to update the travel characteristics of Clark County households. The travel behavior and travel choices of residents have changed over time as Clark County has grown and become a larger urban region. The travel survey would provide an up to date picture of the changing relationship between demographics and how people travel in Clark County and to outside destinations. The core element of the household activity and travel survey would consist of a 24-hour activity and travel diary taken by a representative sample of Clark County households. Trip-making data and demographic data would be collected for each person residing in the households surveyed.

In addition to better understanding current household travel characteristics, the travel survey data would be used to reset travel patterns and modes for recalibrating the regional travel forecasting model. A region-wide, home-based travel survey has not been conducted in this region since 1995. The scoping and preparatory work needed to conduct the survey will begin in 2008 with the actual survey anticipated to be conducted in 2009. Preparation for the survey will require coordination with transportation planning partners on both sides of the Columbia River.

Work Element Objectives

- Develop a geographical stratification sampling approach and define geographical strata in Clark County.
- Coordinate with local jurisdictions to possibly add additional questionnaire specifically for the Clark County area and implement optimum public relations strategies for the activity survey before fielding.
- Conduct an updated activity based travel survey to inform the regional transportation planning process. Also enable update and calibration of the regional travel forecasting model and develop the activity based travel demand models.
- Use appropriate data collection techniques and equipment such as GPS units to collect data and beginnings of a longitudinal panel survey.
- Monitor the progress of the activity survey and continue to communicate with the survey consultants and local jurisdictions.
- Examine and validate the survey data set and finalize the final survey report.

Relationship To Other Work Elements

The travel activity and behavior survey information is used to support development of the regional travel forecast model to support regional transportation planning.

FY 2010 Products

- Preparation for the travel behavior study. *(Spring/Summer 2009)*
- Fielding of the travel and activity based survey. *(Fall 2009)*

FY 2010 Expenses:		**FY 2010 Revenues:**	
	$		$
RTC/Consultant	$462,428	STP	$400,000
		Local Match	$62,428
Total	**$462,428**		**$462,428**

Federal STP funds are programmed in the MTIP for Clark County in anticipation of the survey.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

Work Element Objectives

Program Coordination and Management

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership and coordination as well as represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate and promote regional and bi-state transportation issues with the Washington State legislative delegation and with the Washington State congressional delegation. The Washington State legislative delegation from this region are ex-officio, non-voting members of the RTC Board of Directors.
- Represent RTC's interest when working with organizations such as the following: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on implementation of Washington's Transportation Plan (adopted in November 2006)
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. The Human Services Transportation Plan (HSTP) for the RTC region was adopted in January 2007 and was reviewed, though not updated, in FY 2009. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. It is anticipated that stakeholders will convene to begin update to the Human Service Transportation Plan in early 2010 with likely update to the Plan in later 2010 prior to submittal of grant applications for WSDOT's 2011/2012 consolidated public transportation grant program.
- Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will continue to work with local partners and the Community Choices Active Transportation Team to plan for pedestrian and bicycle policies and transportation needs. The Community

Choices Active Transportation Team helps partnership efforts between RTC, Community Choices, local jurisdictions, WSDOT, health interests and local advocates to help support active transportation, pedestrian and bicycle transportation. RTC also anticipates working with local jurisdictions on planning for pedestrian and bicycle transportation modes. RTC staff will continue to collaborate with statewide ACE stakeholders. These stakeholders include the state Departments of Health, Transportation, and Community, Trade and Economic Development as well as other Regional Transportation Planning Organizations and some local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the Clark County region.

- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in September 2007. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.
- Communicate and outreach to tribes with interest in the region regarding transportation issues.
- Facilitate early environmental decisions in the planning process through work with resource agencies and local partners. This may involve working with the Signatory Agency Committee (SAC) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon as well as with the State Historic Preservation Office.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation.
- Represent the MPO at EIS scoping meetings relating to transportation projects and plans.
- Provide support for the Governor's Executive Order 07-02 and RCW 80.80 relating to climate change.
- Monitor new legislative activities as they relate to regional transportation planning requirements.
- Participate in transportation seminars and training.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2010 this will include the I-5 Columbia River Crossing Project and implementation of the Delta Park Widening Project.
- Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.
- All regional transportation planning activities carried out by RTC and its staff will be conducted in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

Bi-State Coordination Committee

- In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. In 2009/2010, the Committee can be expected to address the bi-state elements of the following projects/issues: Columbia River Crossing Project, Metro's Regional Transportation Plan, freight mobility issues, and federal earmark requests. RTC and Metro serve as staff of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including around 60,000 daily commuters who travel from Clark County to Portland to work.

Public Participation

- Increase public awareness of and provide information on regional and transportation issues. SAFETEA-LU requires that public outreach include visualization techniques including web site content, maps and graphics.
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.
- Periodically review the Public Participation Plan (PPP) to ensure its currency and update as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Hold public outreach events, including meetings relating to the MTP and MTIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN.
- Conduct public participation process for any special projects and studies conducted by RTC.
- Continue to update the RTC web site (http://www.rtc.wa.gov) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.
- Participate in the public participation programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.
- Communicate with local media.
- Maintain a mailing list of interested citizens, agencies, and businesses.
- Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.
- Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.

- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development.

Federal Compliance

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program. The current federal Transportation Act is SAFETEA-LU (2005). Update to the federal Act is anticipated for 2009.

- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also produced.

- Self-certify that the MPO's regional transportation planning program meets the requirements of federal law. The self-certification statement is usually included in the Metropolitan Transportation Improvement Program.

- Ensure that required Memoranda of Understanding are in place and are regularly reviewed for currency between RTC and WSDOT, RTC and C-TRAN, RTC and the air quality agency SWCAA and RTC and Metro.

- Gather, analyze data and assist C-TRAN and local jurisdictions' implementation of the Americans with Disabilities Act (ADA) enacted by the federal government in 1990. The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.

- Report annually on Title VI activities. The Title VI Plan was adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation follows release of the most recent decennial Census data.

- Compliance with Title VI and related regulations such as the President's Executive Order 12898 (1994) on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

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

- Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies, in Plan documents. As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental Protection, conservation, and historic preservation.

Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, if available.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2010 Products

Program Coordination and Management

- Meeting minutes and meeting presentation materials for transportation meetings organized by RTC. *(Ongoing)*
- Year 2010 Budget and Indirect Cost Proposal. *(Fall 2009)*
- Participation in Metro's regional transportation planning process. *(Ongoing)*

Bi-State Coordination Committee

- Bi-State Coordination Committee meeting materials produced in partnership with Metro. *(Ongoing)*

Public Participation

- Documentation of public participation and public outreach activities carried out by RTC during FY 2010. *(Ongoing)*
- Participate in public outreach activities related to regional transportation planning program and projects. *(Ongoing)*
- Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences as well as through regular update to RTC's website. *(Ongoing)*
- Update to the Public Participation Plan to include specific strategies for reaching out to underserved populations and Tribal Governments with an interest in the MPO area, criteria for evaluating the effectiveness of the Plan and address how public involvement will be conducted for such planning processes as MTIP amendments. Work will include liaison with WSDOT's Tribal Liaison Office relating to consultation processes. *(Summer 2009)*

Federal Compliance

- Include a certification statement in the MTIP to self certify that the regional transportation planning process meets federal laws. Self-certification documentation will include a status report, possibly in matrix format, on RTC's work to follow-up from the MPO Certification process carried out in October 2008. *(Summer 2009)*
- An adopted FY 2011 UPWP, annual report on the FY 2009 UPWP and, if needed, amendments to the FY 2010 UPWP. *(FY 2009 Annual Report in Summer 2009; FY 2011 UPWP in Winter 2010)*
- Establish a regular review cycle for intergovernmental agreements/Memoranda of Understanding between RTC and WSDOT and RTC and C-TRAN. *(Ongoing)*

- Conduct data analysis and produce maps to support implementation of Title VI and environmental justice and documentation of the Title VI and Executive Order 12898 (Environmental Justice) program, as necessary. RTC completes regular updates to its Title VI report. The next annual update will include an organizational chart reflective of RTC's operations as MPO and RTPO. Also, assist member jurisdictions in complying with ADA requirements. *(Ongoing)*

FY 2010 Expenses:	$	**FY 2010 Revenues:**	$
RTC	$172,433	• Federal FHWA	$64,000
		• Federal FTA	$28,800
		• Federal STP	$38,000
		• State RTPO	$27,476
		• MPO Funds	$14,157
Total	**$172,433**		**$172,433**
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	$26,553

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Section 4 provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO, WSDOT, C-TRAN and local jurisdictions coordinate to develop the transportation planning work program.

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2010 Unified Planning Work Program* that provides details of each planning element outlined below.

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

1. Support the I-5 Columbia River Crossing (also known as the Portland-Vancouver I-5 Transportation and Trade Partnership).
2. Coordinate with the RTPO's, MPO's, local jurisdictions, transit agencies, and tribes on updating the WTP, including an updated HSP. Specific activities include:
    a. Coordinate with MPO's, RTPO's, local jurisdictions, transit agencies and tribes in developing and refining solutions for highway deficiencies.
    b. Refine solutions and cost estimates for mobility improvements to update the HSP database.
    c. Conduct performance measurements and benefit-cost analyses of proposed improvements for project prioritization.
    d. Analyze and prioritize mobility and safety deficiencies on the state highway system.
    e. Update the travel delay program database.
    f. Transition traffic modeling analysis from EMME2 to Visum and Vissim software platforms.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
7. Provide public information and support opportunities for public participation and communication in elements of regional and statewide activities.
8. Coordinate with counties and local jurisdictions on planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements. Provide consultation and plan review for locally initiated studies or projects that include state facilities.
9. Review transportation sections of local comprehensive plans and development ordinances to assure consistency among jurisdictions, and with the State Highway System Plan.
10. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.

11. Coordinate freight rail planning issues with ODOT and WSDOT Rail Offices, MPO's/RTPO's, local jurisdictions and ports.
12. Participate in regional data collection, analysis and planning activities related to freight mobility issues.
13. Implement elements of the local Commute Trip Reduction program.
14. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
15. Work with RTC, ODOT and local governments on the SR 35 Columbia River Crossing Study.
16. Support the development of a long-term route development plan for routes consistent with the Highway System Plan.
17. Manage various Corridor, Route and Special Studies and participate on various committees that strive to identify solutions to improve safety, mobility and relieve congestion. Support other topics, such as implementing transportation options that help reduce congestion and vehicle miles traveled and solutions to the climate change challenge.
18. Support Governor and Transportation Technical Working group as they develop goals for Climate Change, reductions in greenhouse gas emissions and strategies for transportation.

WSDOT PLANNING GROUP WORK ELEMENTS:

Planning and Administration
Public Information/Communications/Community Involvement
MPO/RTPO Regional and Local Planning
MPO/RTPO Coordination and Planning
Bi-State Coordination
Tribal Coordination
Regional or Local Studies
Corridor Planning
Route Development Planning
Corridor and Special Studies
Corridor Management Planning
State Highway System Plan
Deficiency Analysis
Benefit/Cost Analysis
Data and Research
Data Collection/Analysis
Travel Demand Forecasting
Transportation Planning and Coordination
Public Transportation and Rail Planning/Coordination
Multimodal/Intermodal Planning/Coordination
Transportation Demand Management (TDM)
Commute Trip Reduction
Congestion Relief/High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
Non-Motorized (Bike & Pedestrian) Planning/Coordination
Freight Mobility Planning/Coordination
Coordinate Access Management/SEPA/NEPA reviews and mitigation
Local Comprehensive Plans/County Planning Policies and Other Policy Review
Climate Change Transportation Planning and Coordination

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2010 (July 2009 through June 2010):

Regional Participation

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

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2010:

1. Columbia River Crossing Project: C-TRAN continues to work with regional partners in developing and recommending multimodal and highway capacity improvements to the I-5 Trade Corridor, including:
    a. Highway improvements to reduce bottlenecks and enhance express bus service.
    b. High capacity transit (HCT) option supported with local bus service.
    c. Transportation demand management and system management to reduce congestion and improve transit performance.
    d. Project sponsorship planning, and
    e. Implementation planning for local preferred alternative and New Starts proposal and application.
2. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
3. Human Services Transportation Plan: C-TRAN will coordinate and collaborate with regional partners to plan for and deliver human services transportation.
4. Participate in ongoing regional HCT planning and engineering studies, including advancing the Alternatives Analysis of a priority HCT corridor.

Transit Planning

20-Year Transit Development Plan: in accordance with an adopted plan and implementation strategy, C-TRAN will begin phasing in elements of the 20-Year Transit Development Plan to include the activities described below.

Long Range Transit Planning: C-TRAN will continue long-range transit corridor planning and AA for system planning and route development consistent with the C-TRAN's "20-Year Transit Development Plan.

High Capacity Transit Corridor Alternatives Analysis: Contingent on securing federal funding, C-TRAN will initiate an Alternatives Analysis (AA) Study for a preferred HCT corridor in Clark County in anticipation of a Small Starts project. The study will consider projected growth in the corridors identified by the RTC HCT Study and local sub-area plans and analyze alternatives to meet the resulting transit demand. Information gathered will lay the foundation needed for planning C-TRAN's future HCT capital projects.

Short-Range Planning: Following public review and input, the published *2010-2015 Transit Development Plan* will identify capital and operational changes planned over the six-year period.

Service Performance Analysis and Evaluation: C-TRAN will continue ongoing service evaluation and planning to ensure service that meets the agency mission to provide safe, efficient, reliable mobility options. This will include all modes: fixed route, demand response, and vanpool.

Park & Ride Planning and Engineering: C-TRAN will continue to work with local jurisdictions, RTC, and WSDOT as planning and engineering for park and ride projects advances, including relocation of the Salmon Creek Park & Ride as part of the Salmon Creek Interchange Project and the potential for relocation of the Evergreen Park & Ride.

Fisher's Landing Park & Ride Development Plan: C-TRAN will develop a plan for phase two of this park and ride, exploring options for best use of the remaining undeveloped property currently owned by C-TRAN.

65th Street Administration, Operations and Maintenance (AOM) Campus Expansion: C-TRAN will initiate a site master plan for the expansion of the AOM facility contingent on federal funding. C-TRAN will continue to explore options to meet future operations and maintenance needs.

Station Area Planning: C-TRAN will participate in station area planning to provide for higher densities and transit-oriented, mixed use developments within ½ mile of proposed future HCT stations and termini associated with various HCT lines under consideration by various planning processes.

Traffic Signal Priority: C-TRAN will complete planning and begin implementation of traffic signal priority systems during FY 2010. This project is a collaborative effort between C-TRAN, RTC, and local jurisdictions.

VAST, Phase II and III: C-TRAN will continue planning and implementation of Intelligent Transportation System technology. In addition to signal priority, C-TRAN's VAST project includes enhanced passenger information, ADA-compliant on-board announcements, and traveler information delivered electronically. These projects are coordinated with regional partners to maximize benefits from transportation technology investments.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning studies:

- Updating the Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP).
- Maintaining the Concurrency Management System including monitoring of existing capacity, tracking capacity reserved for approved developments and evaluation of LOS in response to new development proposals.
- Working to implement promising ITS strategies through the Vancouver Area Smart Trek (VAST) process.
- Working with the Bicycle Advisory Committee and other stakeholders to develop a fully integrated Bicycle & Pedestrian Plan during FY 2009-10.
- Developing neighborhood and sub-area circulation plans for several unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.

- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas as directed by the Board of Clark County Commissioners through the docket process.
- Coordinating road standards with the City of Vancouver.
- Updating the Comprehensive Plan Transportation Element to reflect the High Capacity Transit System Plan recommendations and C-TRAN's 20-year Transit System Plan.

CITY OF VANCOUVER has identified the following planning studies and other activities:

Citywide Planning / Studies

- 2010-2015 Transportation Improvement Program.
- Year 2009 Transportation Impact Fee Program – inflation update to fees.
- Vancouver Transportation System Plan (TSP), ongoing / plan implementation.
- 2009 Concurrency Program – Program Assessment, Multi-modal concurrency program policy development.
- Transportation Development Codes (development and concurrency) updates.
- ADA Program – Transition Plan implementation.
- City Transportation Services Business Plan Annual Update.
- Vancouver/County annexation Interlocal Agreement Work Program – implementation of work program elements related to transportation per defined schedule.
- Commute Trip Reduction Program – provide direct services to affected employers in support of the Commute Trip Reduction (CTR) program. Contract directly with WSDOT in the provision of those services.
- 2010 City of Vancouver GMA Comprehensive Plan Update.

Sub-Area Studies

- Columbia River Crossing, City of Vancouver Coordination & Project Involvement.
- High Capacity Transit and Station Area Plan Development.
- Fruit Valley Subarea Transportation Plan.
- Section 30 Subarea Transportation Plan.
- Vancouver Waterfront Access Improvement Project.
- SE 1st Street (SE 164th Avenue to SE 192nd Avenue) Corridor pre-design.
- 112th Avenue Traffic Safety Corridor – Engineering/Enforcement/Education planning.

Capital Improvement Program – Projects and Planning Support

- Year 2008/09 CDBG Program – project planning and implementation.
- Year 2008/09 NTS REET Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.
- CTR Incentive Programs: Southbound Solutions and Smart Commuter campaigns.
- Downtown Vancouver GTEC Planning and Implementation.

CITY OF CAMAS has identified the following planning studies:

- North Lacamas UGA Expansion – Master Plan.
- ADA Inventory Study.
- 2010-2015 Transportation Improvement Program.
- Transportation Impact Study Guidelines, Update.
- Transportation Impact Fee Update.

CITY OF WASHOUGAL has identified the following studies:

- Transportation Improvement Program (TIP) – Annual Update.
- Transportation Impact Fee Program - Annual update to fees.
- Continue coordination with WSDOT and RTC on plans for SR 14 improvements east of Union. Funding for roundabout design, engineering and construction is being pursued to address safety and capacity issues.
- 32nd Street improvement analysis.
- Bicycle Arterial Plan.
- Washougal River Road improvement study.

CITY OF BATTLE GROUND has identified the following planning studies:

- Implement an updated Transportation System Plan developed as part of the comprehensive growth management planning process. Elements of the Plan include the traffic impact fees program, access management, identification of truck routes and Capital Facilities Plan.
- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Work with WSDOT on planning for access points onto SR-503 within Battle Ground.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.

- Battle Ground will continue participation in the WSDOT project to widen SR-502. This project is programmed in the MTIP.

CITY OF RIDGEFIELD:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Continue design, permitting and right-of-way acquisition activities, as necessary, and begin construction on the replacement of the Interstate 5 and State Route 501 (Pioneer Street) interchange.
- Continue implementation of the City's Transportation Benefit District supporting construction of the Interstate 5 and Pioneer Street interchange that is compliant with RCW Chapter 36.73.

PORT OF VANCOUVER:

The Port of Vancouver USA relies on rail to transport more than 70 percent of its cargo, growing to more than 80 percent by 2025. Now under construction, the West Vancouver Freight Access Project will provide competitive, efficient rail service to existing customers, and help achieve near-term plans to nearly double port jobs and capacity. The port is finalizing the purchase of 218 acres of shovel-ready maritime and industrial property, and is in the final stages of preparing over 60 acres of light industrial land for development.

- The Port will participate in the development and execution of a Clark County-wide freight mobility study.
- The West Vancouver Freight Access Project includes the following improvements:
  - Improves mainline velocity and capacity by removing a chokepoint at the Vancouver Wye.
  - Enables the WSDOT Vancouver Wye Project to function as designed.
  - Allows for unit-train access into the Port, and improves rail infrastructure to existing Port facilities.
  - Allows the port to serve new tenants on newly-developing maritime and industrial property.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ARRA	American Recovery and Reinvestment Act of 2009
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BLS	Bureau of Labor Statistics (federal)
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRT	Bus Rapid Transit
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CEVP	Cost Estimating Validation Process
CFP	Capital Facilities Plan
CFP	Community Framework Plan

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CHAP	City Hardship Assistance Program
CIC	Communications Infrastructure Committee
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
GTF	Governors' Task Force
HB	House Bill
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUD	Department of Housing and Urban Development
IM	Interstate Maintenance
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process (relates to Columbia River Crossing Project)
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JPACT	Joint Policy Advisory Committee on Transportation
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan (relating to air quality)
LOS	Level of Service
LPA	Locally Preferred Alternative
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MDNS	Mitigated Determination of Non-significance
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MST	Modeling Support Team
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
NHTS	National Household Travel Survey
NOX	Nitrogen Oxides
NSSG	New Starts Strategy Group
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
P&R	Park and Ride
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PDT	Project Development Team (relates to Columbia River Crossing Project)
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PIA	Portland International Airport
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PPP	Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PSC	Project Sponsors Council (relates to Columbia River Crossing Project)
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RAP	Rural Arterial Program
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RPG	Regional Partners Group (relates to the Columbia River Crossing Project)
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RW	Right of Way
SAC	Signatory Agency Committee Agreement (Washington)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
	Users (2005)
SASS	Sponsor Agency Senior Staff
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STHB	Stacked Transit Highway Bridge
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TC	Transit Center
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21st Century
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPAC	Transportation Policy Alternatives Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
UAB	Urban Area Boundary
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software (a product of PTV AG of Karlsruhe, Germany)
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
VWG	Vancouver Working Group
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2010 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2010 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

	Work Element	1. FY 2010 Federal FHWA PL	2. FY 2010 Federal FTA	State RTPO	Federal STP	Federal CM/AQ	Federal Sec. 5309	Federal High Priority	State (WSDOT/ ODOT)	MPO Funds	Local Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**											
A	Metropolitan Transportation Plan	89,600	40,320	38,466	10,000					19,820		198,207
B	Metropolitan Transportation Improvement Program	22,400	10,080	9,617						4,955		47,052
C	Congestion Management Process 3.					100,000				15,607		115,607
D	Vancouver Area Smart Trek 4.					100,000				15,607		115,607
E	I-5 Columbia River Crossing 5.								75,000			75,000
F	Clark County High Capacity Transit System Study 6.						30,000				7,500	37,500
G	Clark County Freight Mobility Study 7.				250,000					2,500	37,500	290,000
H	Skamania County RTPO			17,733								17,733
I	Klickitat County RTPO			19,887								19,887
J	SR-35 Columbia River Crossing FEIS 8.							273,500				273,500
	Sub-Total	112,000	50,400	85,703	260,000	200,000	30,000	273,500	75,000	58,489	45,000	1,190,092
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**											
A	Reg. Transp. Data, Forecast, AQ & Tech. Services	144,000	64,800	61,821	52,000					31,854		354,475
B	Travel Behavior Survey				400,000					0	63,000	463,000
	Sub-Total	144,000	64,800	61,821	452,000	0	0	0	0	31,854	63,000	817,475
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**											
A	Reg. Transp. Program Coord. & Management	64,000	28,800	27,476	38,000					14,157		172,433
	TOTALS	**320,000**	**144,000**	**175,000**	**750,000**	**200,000**	**30,000**	**273,500**	**75,000**	**104,500**	**108,000**	**2,180,000**

2/2/09

NOTES:

1. PL: Local match for FHWA PL funds is provided from State RTPO and MPO funds.
2. FTA: Local Match for federal FTA funds is provided from State RTPO and MPO funds.
3. CMP: Assumes use of $100,000 per year programmed in MTIP to support the CMP.
4. VAST: Assumes use of $100,000 per year programmed in MTIP for VAST Coordination and Management and management of the Regional Corridor Concept.
5. CRC: Estimate only.
6. HCT: estimate of the balance of federal funds.
7. Total budget for Clark County Freight Mobility Study. Study began in FY 09 with STP funds programmed in the MTIP.
8. $547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Bill (SAFETEA-LU, 2005). This assumes 50% to be used in FY 2010 and 50% in 2011.