BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM	)))))))	RESOLUTION NO. 10-4136 Introduced by Michael Jordan, COO with the Concurrence of Council President Bragdon

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010-11; and

WHEREAS, the FY 2010-11 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the FY 2010-11 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive Federal transportation planning funds; and

WHEREAS, the FY 2011 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED by the Metro Council:

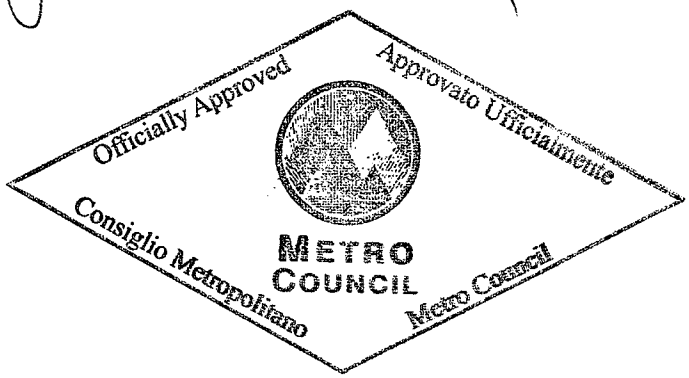
1. That the FY 2010-11 UPWP attached hereto as Exhibit A is hereby adopted.
2. That the FY 2010-11 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration and Federal Transit Administration.

ADOPTED by the Metro Council this 15th day of April, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



APPROVED by the Oregon Department of Transportation this 19th day of May 2010.

Jerri L. Bohard
Transportation Development Administrator

FY 2010-11
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
Tualatin Hills Parks & Recreation
City of Damascus
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

April 8, 2010

FY 2010-11

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
Tualatin Hills Parks & Recreation
City of Damascus
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

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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* Project will be affected by a significant shortfall in federal planning grants in FY 2010-11 and will be updated accordingly in scope/budget.

Other Projects of Regional Significance

FY 2010-11
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, 2010 through June 30, 2011.

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 2012-2015;
- Implementation of projects selected through the STIP/MTIP updates; and
- Completing 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 the Regional Travel Options Program; and
- A new five-year strategic plan for Regional Mobility Program.

The current status of these activities is that many of the transportation planning under the Making the Greatest Place umbrella -- including the Regional Transportation Plan, Freight Plan, TSMO Plan and supporting updates to our Public Involvement Policy and Title VI Plan -- have already been completed, or are nearing completion during the current fiscal year. Implementation of these new plans, policies and public involvement procedures will begin in FY 2010-11, and is reflected in the respective work programs for these ongoing projects.

As these projects move into an implementation phase in the coming fiscal year, a significant part of Metro's staffing resources will be directed to major new task of developing and testing a series of climate change scenarios, pursuant to Oregon Senate Bill 2001. This work is also reflected in attached work program."

GLOSSARY OF RESOURCE FUNDING TYPES

PL – Federal transportation planning funds allocated to Metropolitan Planning Organizations (MPO's).

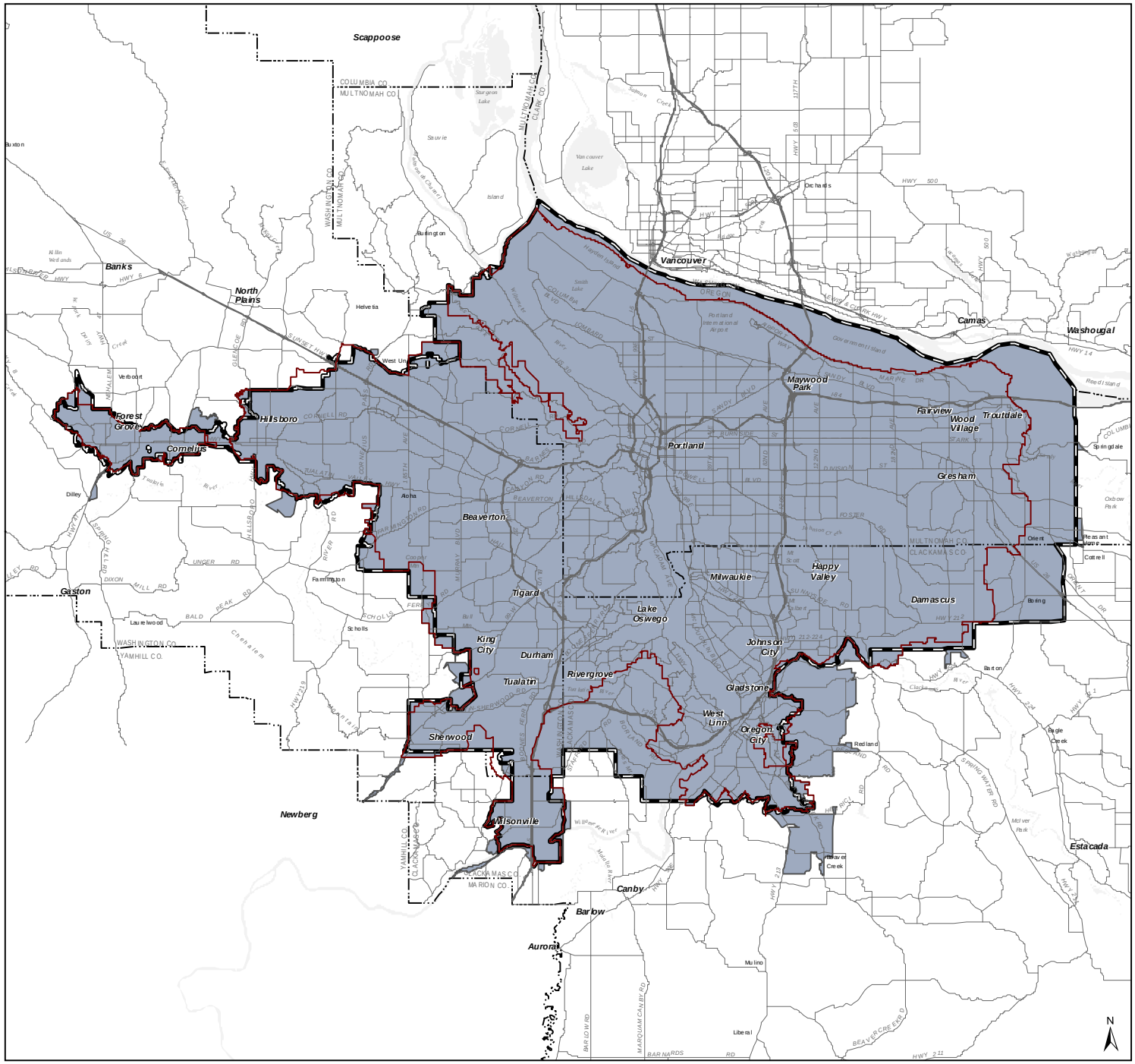
STP – Federal transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro's regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted.

ODOT Support – Funding from ODOT to support regional transportation planning activities (currently $225,000 per year).

TriMet Support - Funding from TriMet to support regional transportation planning activities (currently $225,000 per year).

Metro – Local match support from Metro general fund or solid waste revenues.

Other – Anticipated revenues pending negotiations with partner agencies.



Metropolitan Portland

R L I S

REGIONAL LAND INFORMATION SYSTEM

County lines

Metro boundary

Metropolitan Planning Organization Boundary 2004

Urban growth boundary

0 1 2 4 6 8 Miles

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

Location Map

METRO

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

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

Reserved for Joint Resolution
of the

Metro Council

and

Oregon Department of Transportation

Metro Projects

REGIONAL TRANSPORTATION PLANNING*

Description:

This program develops and supports implementation of the region's long-range transportation plan for the Portland metropolitan region, also called the Regional Transportation Plan (RTP). The RTP is updated regularly to ensure compliance with State and Federal regulations and address changing demographic, financial, travel and economic trends. 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. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR). Central to the 2035 RTP is an overall emphasis on outcomes, system completeness and measurable performance targets to hold the region accountable for making progress toward the region's desired outcomes and State goals for reductions in per capita vehicle miles traveled and corresponding greenhouse gas emissions.

During the 2035 RTP update, the reduction of greenhouse gas emissions has gained prominence at the regional, state, and national/international levels. In 2007, the Oregon Legislature established statewide targets for greenhouse gas emissions (GHGs). In 2009, the Legislature passed House Bill 2001, directing Metro to develop scenarios that will model then implement the most effective approaches to reduce transportation-related greenhouse gas emissions and per capita vehicle miles traveled (VMT). Sections 37 and 38 of HB 2001 are intended to ensure statewide targets for GHG emissions are being addressed in metropolitan transportation plans and regional and local land use plans. The 2009 Legislature also established the Metropolitan Planning Organization Greenhouse Gas Emissions Task Force through House Bill 2186. The task force's recommendations were approved by 2010 Legislature as part of Senate Bill 1059. Senate Bill 1059 provides further direction to greenhouse gas scenario planning in the other Oregon MPOs and the Metro region. It also calls for a statewide GHG emission reduction strategy for the light-duty vehicle emissions sector; and calls for the state to develop a toolkit of emission reductions actions. Federal climate legislation, with targets and commensurate planning requirements to mitigate GHG emissions remain pending in Congress. Metro is the first metropolitan planning organization to undertake such planning in Oregon. Scenario adoption would occur as part of the next RTP update. Local conformance would follow.

Objectives:

- Coordinate regular updates or amendments to the RTP to reflect changing conditions, new regulations and study results and to maintain consistency between state, regional and local plans. (ONGOING)
- Provide technical assistance on implementation of RTP policies through participation in multi-modal corridor refinement plans. (ONGOING)
- Provide technical assistance to ensure that local plans and codes are consistent with regional policies and requirements through the local transportation system plan (TSP) development and review process. This technical assistance will be coordinated with other Planning and Development technical support for 2040 implementation. (ONGOING)
- Coordinate with Metro Research Center efforts to identify data needs, expand current data collection efforts and improve tools for evaluating 2040 outcomes in partnership with the Oregon Transportation Research and Education Consortium (OTREC) and ODOT. This will include developing a data management system to facilitate data collection, maintenance and reporting to support on-going RTP monitoring and the region's Congestion Management Process (CMP). This information will inform policy refinement and investment priorities (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 support the RTP amendment and update process. (ONGOING)

- Coordinate with local transportation planners, advisory committees, and trail planners and with other relevant Metro activities, including, the Regional Freight Program, the Regional Mobility Program, Making the Greatest Place – Transportation Support, the Regional Travel Options Program, the Metropolitan Transportation Improvement Program, Centers/Corridors Strategy, and Urban & Rural Reserves. (ONGOING)
- Comply with Oregon's Statewide Planning Goals and implementing plans and Federal mandates, including the Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA LU) provisions and the Clean Air Act Amendments of 1990. (ONGOING)
- Build on the policy and technical work from the Making the Greatest Place initiative and 2035 Regional Transportation Plan update to meet House Bill 2001 greenhouse gas reduction requirements for the Metro region. (ONGOING)
- Support Metro Council's Intertwine and Active Transportation efforts to fund a regional trails package and implement active transportation corridor demonstration projects. (ONGOING)
- Work with ODOT and members of the Regional Safety Work group to refine existing statewide traffic safety data to reflect conditions in the Metro boundary. (ONGOING)
- Support development and implementation of the regional bicycle model / trip planner project. (ONGOING)
- Coordinate regional parking management activities carried out by Metro, TriMet and our local partners, including development of regional parking management policies, regional demand management strategies and incentives, and best practices guidance for parking management in centers and mixed use areas. (ONGOING)
- Best practices research on elderly and disabled planning and design considerations to inform policy development and encourage implementation of "complete streets" and accessible facilities at the local level through the RTP and other regional planning activities. (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 update to the RTP began in FY 06-07.

- Consultation on environmental mitigation activities identified in the 2035 RTP update 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).
- 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 and FY 09-10 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.
- Coordinated with the *Making the Greatest Place* initiative and development of the *Regional Freight Plan,* the *Regional High Capacity Transit System Plan*, and the *Regional Transportation System Management and Operations (TSMO) Plan.*

- Developed an outcomes-based framework and performance targets to identify regional transportation needs and investment priorities, integrating active transportation, public health, climate change, affordable housing and equity outcomes.
- 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.
- Developed an Atlas of Regional Mobility Corridors to inform planning and decision-making.
- Conducted a system-level greenhouse gas emissions analysis of RTP projects.
- Facilitated work groups of local, state and regional staff to review preliminary work products and convened monthly state coordination meetings to address state requirements.
- Updated financial assumptions for RTP to more clearly communicate fiscal status to public as part of draft 2035 RTP.
- Prepared draft legislation and draft RTP documents to release for public comment.
- Convened two separate 30-day public comment periods and a third 45-day comment period; prepared public comment summary reports and comment logs with recommendations for proposed amendments to the draft plan.
- Adopted a Public Participation Plan for the Metropolitan Transportation Planning Process that includes updated public involvement policies to meet SAFETEA-LU requirements, including consultation with Tribes and land management agencies, and expanded environmental justice analysis requirements.
- Coordinated with Research Center staff on HB 2001 climate change scenarios work program.
- Adoption of the draft RTP, TSMO, Freight and TSMO plans (by Resolution).
- Provided technical assistance on local implementation of the RTP.

Methodology:

This program will carry out a variety of RTP-related implementation activities in FY 2010-11:

2035 RTP Update - Metro will complete the 2035 RTP update in FY 09-10 and initiate final consultation with ODOT, OTC, DLCD, LCDC, FHWA, and FTA to certify the 2035 RTP meets applicable Federal and state planning provisions and mandates. Subsequent RTP amendments and related activities may be identified during that consultation.

Local Transportation System Plan (TSP) and Corridor Refinement Plan Support: Metro provides ongoing technical and policy support for local transportation planning and regional corridor refinement plan 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 comments on 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.
- Coordination with Corridor Planning staff and 2040 Implementation teams.

Elderly & Disabled Transportation Planning: Metro provides ongoing elderly and disabled transportation planning support to ensure policies and strategies identified in the regionally-developed *Coordinated*

Human Services Transportation Plan (CHSTP) are included in the RTP and Federally-funded CHSTP projects that support CHSTP implementation are included in the MTIP. The 2009 CHSTP incorporated the 2009 *Tri-County Elderly and Disabled Transportation Plan* (EDTP) along with the 2009 *Employment Transportation Services Plan for Low Income Persons in the Portland Regional Urban Area* (ETSP). This work element will include the following activities:

- Participation in efforts to expand current environmental justice data collection and analysis efforts to ensure regional transportation investments included in the RTP and MTIP support implementation of the CHSTP.
- Professional support in efforts to address elderly and disabled transportation needs consistent with Federal requirements and the CHSTP.

Safety Planning: Metro provides ongoing safety planning support to promote collaboration and commitment among regional partners to consider, evaluate and implement regional multi-disciplinary safety solutions (i.e. environment, engineering, education, enforcement, and emergency services) through sharing of innovations, best practices, and case studies in transportation safety.
This work element will include the following activities:

- Working with ODOT to aggregate and analyze safety data specific to the Metro region.
- Developing safety performance measures to track on a regular basis through the Congestion Management Process and possibly an eventual State of Safety in the Region report that will also recommend actions at local, regional and state levels. These measures will also influence investment criteria for projects at the regional level.

House Bill 2001 Climate Change Scenarios: House Bill 2001, passed by the 2009 Oregon Legislature, requires Metro to develop two or more alternative land use and transportation scenarios designed to reduce greenhouse gas emissions from light-duty vehicles by January, 2012, and select one scenario for regional and local implementation that meets the state targets.

The required scenario planning includes further development of tools and policies in Oregon that were anticipated in the 2035 RTP. This work will build on the policy and technical work from the Making the Greatest Place initiative and 2035 RTP update. Metro will lead this effort in coordination with DLCD, ODOT, TriMet, local governments and other stakeholders. Significant work program and scoping activities are continuing to be developed to respond to House Bill 2001 and Senate Bill 1059 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 2010-2011:

- Quarterly progress reports. (ONGOING)
- Maintain RTP website at www.oregonmetro.gov/rtp. Background materials, web-based project database and plan documents will be available to download. The website will be updated on a regular basis to include fact sheets, newsletters and other pertinent information about the RTP. (ONGOING)
- Convene Regional Transportation Safety Work Group to promote local and regional collaboration, commitment and sharing of innovations, best practices, and case studies in transportation safety. (ONGOING)
- Submit the final air quality conformity determination for the 2035 RTP to FHWA and FTA for approval. (JULY 2010)
- Submit final 2035 RTP and findings to LCDC in the manner of periodic review. (AUGUST 2010)
- Assist in the development of Urban Growth Management Functional Plan amendments that implement the 2035 RTP in local plans and codes. (December 2010)

- Written comments on proposed amendments to local plans. (ONGOING)
- Develop and evaluate land use and transportation scenarios designed to meet state greenhouse gas emissions reductions targets consistent with House Bill 2001 and Senate Bill 1059. (ONGOING)
    - Documentation of tools and methods to evaluate the effects of land use and transportation projects on greenhouse gas emissions. This work should include developing a baseline regional greenhouse gas inventory, utilizing the Environmental Protection Agency's final MOVES model and preparing guidance on conducting qualitative and/or quantitative greenhouse gas analyses on transportation projects and/or land use projects with impacts to the transportation system. (FIRST AND SECOND QUARTERS)
    - Climate change background report(s) to establish policy and technical basis for new tools, such as parking pricing, tolling and other strategies needed to reduce transportation-related greenhouse gas emissions. (FIRST AND SECOND QUARTERS)
    - Documentation of evaluation criteria and a baseline and two scenarios to be evaluated. (SECOND QUARTER)
    - Documentation of LCDC-adopted GHG emissions reduction target for the Metro region. (THIRD QUARTER)
    - Documentation of the baseline and two scenarios evaluated to meet LCDC-adopted GHG targets. (FOURTH QUARTER)
- Regional safety action plan that aggregates and analyzes ODOT safety data for the Metro region, summarizes existing local, regional and state safety planning efforts and recommends best practices for incorporating safety into the planning process and quantitative safety performance measures to prioritize transportation investments. (FOURTH QUARTER)

Entities 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
TransPort
RTO Subcommittee
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	$	619,805	PL	$	294,931
Interfund Transfers	$	158,756	STP	$	75,197
Materials & Services	$	117,034	Section 5303	$	260,826
Printing/Supplies $40,000			ODOT Support	$	77,173
Postage $24,000			TriMet	$	58,941
Ads & Legal Notices $20,000			Metro	$	73,813
Miscellaneous $33,034					
Computer	$	18,449	Other	$	73,163
TOTAL	**$**	**914,044**	**TOTAL**	**$**	**914,044**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.025
TOTAL	**6.025**

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 2010-11, 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. Metro staff participates in the design development of many MTIP-funded projects in order to ensure that the design guidelines are incorporated as appropriate. Metro distributes the guidebooks, free of charge, to partner agencies and other interested parties within the Metro region to provide transportation agencies with design resources in developing their transportation facilities. 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, practical design, best practices in design for the elderly and disabled including ADA accessibility, 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 2010-11.

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 will occur in fiscal years 2009-11. The planned work includes revisions to *Creating Livable Streets,* including freight considerations based on recommendations of the Regional Freight Technical Advisory Committee and a renewed focus on design for safety. The update will also occur to the *Green Streets* and *Trees for Green Streets* handbooks, to include example engineering specifications. 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 2010-11:

- Complete draft updates of *Creating Livable Streets*, *Green Streets*, and *Trees for Green Streets* guidebooks in 2010-11. Final publication likely to occur in subsequent year. (THIRD 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. (FIRST QUARTER)
- Complete *Wildlife Crossings* handbook publication. (FIRST QUARTER)
  - Review and incorporate (as appropriate) peer review comments
  - Work with Creative Services to refine document.
- Publish Trail design guidelines guidebook. (THIRD QUARTER)
  - Assemble TAC to provide project guidance
  - Develop guidebook 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

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	83,959	PL	$	17,821
Interfund Transfers	$	24,072	STP	$	107,327
Materials & Services	$	72,145	5303	$	34,194
Consultant $5,000			Metro	$	20,833
Printing/Supplies $66,000					
Miscellaneous $1,145					
TOTAL	**$**	**180,175**	**TOTAL**	**$**	**180,175**

Full-Time Equivalent Staffing

Regular Full-Time FTE	
TOTAL	**0.71**

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* (MGP) effort to update local and regional tools and strategies to better support 2040 Growth Concept implementation. This is an ongoing effort to focus regional investments on 2040-based outcomes, and is partly implemented through the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP). Metro will complete the 2035 RTP update in FY 09-10 and initiate final consultation with ODOT, OTC, DLCD, LCDC, FHWA, and FTA to certify the 2035 RTP meets applicable Federal and state planning provisions and mandates. Subsequent RTP amendments and related activities may be identified during that consultation. These will be coordinated with the *Making the Greatest Place* initiative.

Objectives:

- Coordinate MGP with final adoption and local implementation of the 2035 RTP.
- 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.
- Participated in the development of an urban infrastructure strategy for both redevelopment and urban expansion.

Methodology:

This program activity will continue to be conducted concurrent with the state component of the RTP update and development of the House Bill 2001 scenario planning effort.

- Coordinate the RTP final adoption with the MGP initiative. (FIRST QUARTER)
- Coordinate the development of a local implementation strategy for the RTP with the MGP. (SECOND QUARTER)
- Identify recommended RTP policy, project and/or implementation strategy refinements or outstanding issues to be resolved in next RTP update. (Ongoing)

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 2010-2011:

- Quarterly progress reports. (Ongoing)
- Adoption of a 2035 RTP that is fully integrated with the MGP initiative. (June 2010)
- Coordination with Making the Greatest Place land use planning staff. (Ongoing)

- Amendments to the Urban Growth Management Functional Plan that implement the 2035 RTP in local plans and codes. (December 2010)
- Updated household and employment forecast that may be used during local implementation of 2035 RTP and for the House Bill 2001 scenario planning effort. (THIRD QUARTER)

Entity/ies Responsible for Activity:

Metro – Product Owner / Lead Agency

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	62,284	PL	$	2,267
Interfund Transfers	$	11,965	5303	$	44,607
Materials & Services	$	569	TriMet Support	$	16,792
			Metro	$	11,152
TOTAL	**$**	**74,818**	**TOTAL**	**$**	**74,818**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.595
TOTAL	**0.595**

TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS (TSMO)

Description:

The Transportation System Management and Operations (TSMO) Program coordinates the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options, and reduce greenhouse gas emissions. The TSMO program integrates two active programs, Regional Travel Options and Regional Mobility, to enhance opportunities for coordination and collaboration on multimodal management strategies.

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 and implementation of the Congestion Management Process (CMP). 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 ridesharing, biking, walking and transit use;
- Transportation Management Association (TMA) program that provides grants to five 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 SmartTrips);
- 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.

The **Regional Mobility** program coordinates both the planning and implementation of the region's system management and operations strategies to enhance multimodal mobility for people and goods. The activities of this program focus on proactive management of the multimodal transportation system through:

- Traffic management strategies to reduce travel times and vehicle emissions;
- Traveler information to help system users make informed decisions and avoid congestion; and
- Traffic incident management to reduce crashes and delay, and improve traveler safety

The program also supports the implementation of the region's CMP by providing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring. The Regional Mobility program activities are guided by TransPort, the regional advisory committee on system operations.

Objectives

- Enhance coordination of RTP and Regional Mobility strategies and investments. (ONGOING)
- Seek new opportunities for funding regional TSMO strategies. (ONGOING)
- Coordinate with Making the Greatest Place and Transportation Implementation activities to ensure consideration and integration of TSMO strategies. (ONGOING)
- Implement TSMO strategies that support the regional CMP. (ONGOING)

Regional Travel Options:

- 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, minority and other underserved populations in the grant making process. Consider the impacts on public health in the grant making process. (ONGOING)
- Develop and provide travel options services to targeted communities and audiences, including elderly, disabled, low income, minority and other underserved populations. Consider communities and audiences with greater negative health impacts due to the built environment. (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, multi-use trail 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 2010 *Bike There!* map via local bike shops and other retailers. (ONGOING)
- Distribute *Walk There!* guidebook through walking encouragement programs and via local retailers. (ONGOING)
- Develop marketing and outreach strategies related to regional trail program (The Intertwine). (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)
- Develop regional policies that support travel options strategies. (ONGOING)

Regional Mobility:

- Coordinate allocation of regional flexible funds for TSMO project priorities, as identified by the Regional TSMO Refinement Plan. (ONGOING)
- Begin development of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities. (FIRST QUARTER)
- Develop annual report to document implementation of system management and operations projects across the region. (THIRD QUARTER).
- Continue to strengthen the Transportation Policy Alternatives Committee's (TPAC) institutional capacity regarding TSMO, including support of TransPort and other relevant subcommittees. (ONGOING)
- Support the work of the Portland Oregon Regional Transportation Archive Listing (PORTAL), managed by PSU, to expand the generation, collection, archiving and use of multimodal operations

data in a way that will enhance the region's ability to diagnose and address congestion, especially on the arterial system. (ONGOING)

- Support implementation of the Regional Freight Plan through targeted data collection and strategic investment in critical freight corridors. (ONGOING)
- Advance research, education, and training on transportation management and operation issues relevant to the region. (ONGOING)
- Manage a Regional Mobility 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 as it relates to TSMO. (ONGOING)

Previous Work:

The RTO program has been funded for more than 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 five-year 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.

In FY 2009-10, the Regional Travel Options Program:

- Initiated seventeen grant projects to be carried out in Fiscal Years 09-10 and 10-11, totaling $1.525 million.
- Completed an independent program evaluation project, conducted by Portland State University
- Continued 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. An initial printing of approximately 34,000 copies of the guidebook was distributed by Metro, Kaiser Permanente, and 100 community partners around the region. A second printing of 27,500 copies was completed in June, 2009 and will continue to be distributed and sold throughout the region. Walking events were held in communities across the region to promote walking for short trips and introduce people to pedestrian resources.
- Completed an update of the regional Bike There! map and renewed map distribution agreements. The map update included collection of information about new and improved bike infrastructure, including trails and bike parking, as well as collection of updated bike suitability data for roads and streets. Bicycle safety information on the map was also updated.
- Enhanced coordination between regional partners engaged in employer outreach activities. Specific tasks included creation of a shared online calendar to schedule and coordinate RTO partner coverage at public events, and evaluation of a shared contact management database.
- Expanded Drive Less/Save More outreach to include an employer-focused toolbox, giving businesses a centralized source of information for developing commute trip reduction programs.

In FY 2009-10, the Regional Mobility Program:

- Adopted Regional TSMO Refinement Plan as part of the 2035 Regional Transportation Plan.
- Completed update of the Regional Intelligent Transportation System Architecture.
- Worked with TransPort to secure American Recovery and Reinvestment Act funds for upgrades to the regional arterial traffic management network. The project upgrades traffic signal controllers and signal timing for 284 intersections throughout the region.

- Completed joint 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 FHWA workshops on the safety and integrating TSMO into long-range planning processes.

Methodology:

Regional Travel Options:

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 TDM components of the TSMO strategy outlined in the 2035 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. Specific RTO strategies encompass promoting transit, ridesharing (carpool and vanpool), cycling, walking, telecommuting and carsharing

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

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

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

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

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

The RTO program also increases public awareness of the personal and community benefits of travel options use. Consumers who reduce their drive-alone auto trips benefit by saving money on fuel, parking and auto maintenance. People who use active travel modes – such as cycling, walking and walking to transit – benefit from increased levels of physical activity. Community benefits include reductions in vehicle emissions that impact human health and contribute to air pollution and global warming.

Regional Mobility:

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 implementing the Regional TSMO Refinement Plan; developing an Arterial Performance regional concept of operations; and continuing staff support of TransPort and its subcommittees.

Working with TransPort, TPAC, Joint Policy Alternatives Committee on Transportation (JPACT), and Metro Council, Regional Mobility program will advance implementation of the Regional TSMO Refinement Plan. The program will coordinated and manage the allocation of TSMO-designated regional flexible

funds to partner agencies. Additionally, it will actively seek opportunities for new TSMO funding in coordination with its regional partners.

In collaboration with TransPort, the Regional Mobility program will develop and initiate a scope of work for an Arterial Performance Measure RCTO to advance the region's performance measurement capabilities to RTP arterials. The RCTO will result in policies, procedures, protocols, and projects for real-time arterial performance data useful to decision makers, transportation professionals, and the traveling public.

The Regional Mobility program will develop an annual report to highlight regional implementation of TSMO investments. The report will include visualizations to enhance communication of information presented in the report.. The report is a means for tracking progress in implementing the Regional TSMO Refinement Plan.

The Regional Mobility program will continue its role as regional coordinator for system management and operations. This includes support for TransPort and its various subcommittees on planning, ITS network infrastructure, and PORTAL development.

The Regional Mobility program will continue to seek and support opportunities for research, education, and training on TSMO. The program will work through OTREC and ODOT Research to advance academic research on TSMO-related topics. It will also continue its partnership with FHWA and OTREC to provide TSMO educational opportunities.

Ongoing public outreach and education occurs within the Regional Mobility Program and includes a web page to education and inform the general public regarding TSMO as well as occasional presentations to stakeholder groups and at conferences.

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 2010-11:

REGIONAL TRAVEL OPTIONS:

- 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)
- Continue distribution of *Bike There!* map through area retail outlets, distribute free copies of the map to youth and programs that serve low-income and transportation underserved populations. (ONGOING)
- 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 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 2011-12. (FOURTH QUARTER)
- Monitor and report progress on programs and projects carried out by Metro, TMAs, and RTO grant recipients. (ONGOING)

REGIONAL MOBILITY:

- Amendment(s) to FY2008-2011 MTIP to advance funding of priority projects as identified in the Regional TSMO Refinement Plan (ONGOING)
- Arterial Performance RCTO approved scope of work, consultant selection, and initial deliverables. (FOURTH QUARTER)
- Annual report for TSMO plan implementation. (THIRD QUARTER)

Entities Responsible for TSMO Activity:

- Metro – Product Owner / Lead Agency
- Metro Council – Policy making
- Joint Policy Advisory Committee on Transportation (JPACT) – Policy making
- Transportation Policy Alternatives Committee (TPAC) – Policy making
- TransPort and subcommittees – Cooperate / Collaborate
- Oregon Transportation Research and Education Consortium (OTREC) – Cooperate / Collaborate
- Oregon Transportation Commission (OTC) – Cooperate / Collaborate
- Federal Highway Administration (FHWA) – Cooperate / Collaborate
- Federal Transit Administration (FTA) – Cooperate / Collaborate
- Oregon Department of Transportation (ODOT) – Cooperate / Collaborate
- TriMet – Cooperate / Collaborate
- Portland State University – Cooperate / Collaborate
- Clackamas Regional Center TMA – Grant Recipient
- Gresham Regional Center TMA – Grant Recipient
- Lloyd TMA – Grant Recipient
- Swan Island TMA – Grant Recipient
- Westside Transportation Alliance TMA – Grant Recipient
- Community Cycling Center – Grant Recipient
- Bicycle Transportation Alliance – Grant Recipient
- City of Portland – Grant Recipient
- City of Gresham – Grant Recipient
- City of Tigard – Grant Recipient
- City of Wilsonville/Wilsonville SMART – Grant Recipient
- TriMet – Grant Recipient
- Clackamas County – Cooperate / Collaborate
- Multnomah County – Cooperate / Collaborate
- Washington County – Cooperate / Collaborate
- C-TRAN – Cooperate / Collaborate
- City of Vancouver – Cooperate / Collaborate
- SW Regional Transportation Council – Cooperate / Collaborate
- Washington State Department of Transportation – Cooperate / Collaborate

Regional Mobility Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	153,629	PL	$	144,301
Interfund Transfers	$	40,320	STP	$	9,701
Materials & Services	$	2,328	ODOT Support	$	36,230
Computer	$	6,271	TriMet Support	$	11,206
			Metro	$	1,110
TOTAL	**$**	**202,548**	**TOTAL**	**$**	**202,548**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.34
TOTAL	**1.34**

Regional Travel Options Cost and Funding Sources:

Requirements:				**Resources:**		
Personal Services		$	546,648	CMAQ RTO	$	1,888,422
Interfund Transfers		$	141,913	Metro	$	153,104
Materials & Services		$	1,352,966			
Consultant	$249,564					
Pmts to Agencies	$468,346					
Grants	$506,500					
Printing/Supplies	$90,000					
Miscellaneous	$38,557					
TOTAL		**$**	**2,041,526**	**TOTAL**	**$**	**2,041,526**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.2
TOTAL	**6.2**

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, pending air quality conformity, in the 2012-15 TIP. This includes regional flexible funds and funds administered by ODOT, TriMet and SMART. (Spring 2011)

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.

The allocation of regional flexible funds also included further refinements to improve 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 improvements to applicant project cost estimating methods.

Metro staff led the project selection process and programming of transportation funds in the Metro region allocated through the American Recovery and Reinvestment Act (ARRA) in 2009-10. This included $38 million distributed through the MPO, $44 million of transit funding administered by TriMet and SMART and $63 million of funding administered by ODOT for projects in the Metro area. This was a substantial increase in workload without any additional funding allocated to Metro for administration of these funds.

FY2009-10 is expected to achieve the adoption of the 2010-13 MTIP and federal approval of its air quality conformity findings. The 2010-13 MTIP includes programming of new projects funded with $65 million in regional flexible transportation funds, ODOT Administered funds, and TriMet and SMART administered funds in the Metro area.

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.

An improved project and financial plan database has been created and Metro staff has been loading historical and current data into the database. Metro staff has been working with partner agency staff to establish protocols for the exchange and management of data, as well as confirming existing data as it is loaded into the database.

MTIP staff also participated in the update to the RTP in 2008-10 in order to ensure strong linkages between the plan and programming of funds through the MTIP.

Metro staff participated in the development of a detailed statewide template for an agreement between ODOT, MPO's and Public Transit Agencies for the development and maintenance of financial plans and obligation reports. This will serve as the basis for updating the existing Planning agreement between ODOT, Metro, TriMet and SMART with the more specific protocols from the statewide template in the coming year.

Metro staff also participated in the review of the ODOT Local Government Section's relationship to MPO's in the state and the development of a potential MPO-ODOT LGS agreement for further improvement to project delivery of local federal-aid projects.

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 2010-11:

- Update 2012-15 MTIP Policy Report to reflect new financial strategies and policies from the 2035 Regional Transportation Plan.
- Allocate regional flexible funds (Urban-STP and CMAQ funds) to local projects and programs with funding authority from FFY 2014 and 2015. (Spring 2011)
- Collaborate with ODOT, TriMet and SMART on the selection of projects and programs with funding authority from FFY 2014 and 2015. (Spring 2011)
- Establish eligibility of projects for CMAQ funds prior to programming in the MTIP. (Summer 2011)
- Publish an annual obligation report utilizing visualization techniques. (DECEMBER 2010)

- Report on CMAQ project progress and resultant emission reduction benefits. (DECEMBER 2010)
- Update the regional Planning agreement to include detailed protocols from the statewide financial plan and obligation report agreement template.
- Negotiate a new agreement with the ODOT Local Government Section office on roles, responsibilities and protocols for the improved delivery of federal local program projects.

Entity/ies Responsible for Activity:

Metro – Product Owner / Lead Agency
Oregon Department of Transportation – Cooperate / Collaborate
TriMet – Cooperate/Collaborate
South Metro Area Regional Transit – Cooperate / Collaborate

Other Stakeholders:
Local partner agencies and members of the public
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
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		$ 525,690	PL	$	357,6664
Interfund Transfers		$ 142,835	STP	$	100,159
Materials & Services		$ 34,535	Section 5303	$	82,076
Printing/Supplies	$20,000		ODOT Support	$	7,035
Ads & Legal Notices	$6,000		TriMet	$	90,478
Miscellaneous	$8,535		Metro	$	31,938
Computer		$ 1,338	Other		35,000
TOTAL		**$ 709,397**	**TOTAL**	**$**	**704,397**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	5.07
TOTAL	**5.07**

ENVIRONMENTAL JUSTICE & 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 October 2009, Metro adopted by resolution a revised set of policies for transportation planning. The policies address Title VI and Environmental Justice requirements and include regional and state requirements in addition to Federal regulations.

In April 2007, Metro submitted a formal Title VI plan to ODOT as required of ODOT by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In 2008, Metro submitted a required Title VI Compliance Report to ODOT as required. In March, 2009, Metro submitted an updated Title VI Plan along with its annual compliance report, to reflect significant organizational changes that have taken place since the first plan was submitted in 2007.

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) relationships with community-based organizations and schools and minority business organizations; (2) promoting minority 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) developing communication techniques that increase the accessibility of information. (ONGOING)
- Implement strategies to achieve equity goals that were adopted as a 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 2009-10.

- Metro developed a public participation plan to guide the 2012-15 regional flexible fund allocation—regional Surface Transportation Program (STP) and Congestion Management/Air Quality (CMAQ) funding—to be listed in the 2012-15 MTIP. The plan included a section on how best to engage low-income and minority people throughout the decision-making process.
- Metro continued to encourage attendees at public hearings and open houses to complete forms on race and ethnicity identity. People have been reluctant to provide this information to try to remove barriers to completing these forms; Metro revised the form so that the demographic information can be related to a ZIP code only. The same data was also collected online, where participation rates have been higher. The data are entered into an Excel spreadsheet for analysis, to help staff improve the reach and effectiveness of public notification and engagement processes.
- Metro has sent public affairs staff to trainings and presentations focused on ways to reach diverse audiences. Staff have used these meetings not only to gather information on venues and techniques, but also to strengthen relationships with community and advocacy organizations that have shared goals.
- In Fall 2009 Metro held open houses and public hearings during a 30-day public comment period on the 2035 RTP project list. In Spring 2010, Metro held a 45-day public comment period on the full 2035 RTP. In both cases, public affairs staff made sure that minority and low-income communities received notification of the comment opportunities and proactively sought venues in those communities.
- Metro updated its Title VI plan to reflect changes in Metro's organizational structure, as required by ODOT and FHWA.
- Metro approved an updated Transportation Planning Public Involvement Policy that had been updated and released for public review in the previous fiscal year. The update addressed suggestions and comments offered by FHWA at Metro's quadrennial certification review.

Methodology:

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

Program work on compliance concentrates in two main areas of transportation planning in Metro's role as the MPO for the Portland metropolitan region – developing the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), particularly in selecting projects and programs to receive flexible CMAQ and STP funding in the region. In these key program areas, Metro has an explicit goal for promoting equity and environmental justice, in addition to standing requirements for conducting public outreach that seeks to engage underrepresented populations throughout the planning and decision-making process. Metro is developing methods to evaluate the effectiveness of its outreach efforts, such as the formal collection and analysis of demographic data, to help identify needed improvements.

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

Schedule for Completing Activities:
Please refer to schedule information provided in the *Tangible Products* sections of this planning activity description.

Tangible Products Expected in FY 2010-11:

- Engage underrepresented communities in the 2012-15 Regional Flexible Funding Allocation decision process and in development of the 2012-15 MTIP. (FIRST QUARTER)
- Publish a complete public comment report for the 2012-15 Region Flexible Funding Allocation and MTIP (SECOND 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)
- Expand Metro's list of interpreters and translators to call upon when needed. (ONGOING)
- Develop and distribute a decision tree to help public engagement staff determine when and what kind of interpreters and translators might be needed. (FIRST QUARTER)

Entity/ies Responsible for Activity:

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

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	26,896	PL	$	31,403
Interfund Transfers	$	4,302			
Materials & Services	$	205			
TOTAL	**$**	**31,403**	**TOTAL**	**$**	**31,403**

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

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 2012.

Objectives:

- Work with key stakeholders to develop a regional funding measure that will be supported by the business community and local governments. (AUGUST 2011)
- Develop regional priorities for funding from Federal sources. (FEBRUARY 2011)
- 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. With a new authorization bill pending, significant attention was placed on new federal policy and program structure. During 2009, staff worked on the development of state transportation funding legislation (adopted in Spring 2009), managed the process for deploying federal ARRA funds in a manner consistent with the policy goals of the RTP, and provided staff support to JPACT in the development of local, regional, state and federal RTP finance forecasts and targets.

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.
- Respond to new federal transportation policy program direction by developing project implementation strategies.

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 2010-11:

- 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. (2011)
- Convening of regional transportation agencies to develop and present options for increasing finance available for RTP priorities. (2010)

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	$	79,049	PL	$	44,885
Interfund Transfers	$	6,634	Other	$	41,113
Materials & Services	$	315			
TOTAL	**$**	**85,998**	**TOTAL**	**$**	**85,998**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.375
TOTAL	**0.375**

REGIONAL FREIGHT PLAN

Description:

The safe and efficient movement of freight 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:

- Work with state, regional and local agencies and private interests to implement the Regional Freight Plan and the State Freight Plan, including the programs identified in Chapter 10 of the Plan, as well as 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)
- Participate in development of Oregon State Freight Plan, ensuring that all Regional and City Freight Plans fit under the State Plan. (ONGOING)
- Coordinate with the Port of Portland, Port of Vancouver, ODOT, and Portland State University to implement (or possibly revise) 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 issues, project needs, corridor solution approaches, and seek support for funding of priorities. (ONGOING)
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting 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 and help coordinate between the WCCC and Metro's interests in freight investment along the west coast, as well as national freight policy and programmatic and funding support that could emerge from the next omnibus transportation bill. (ONGOING)
- Track projects with 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)
- Participate in state, regional and City of Portland efforts to define and implement a "sustainable freight" strategy. (ONGOING)

Previous Work:

With the hiring of a new principal freight planner at the end of May 2009, Metro began necessary revisions and additions to finalize the draft Regional Freight and Goods Movement Action Plan (re-titled the Regional Freight Plan) In FY 2009-10, Metro continued its work on the Regional Freight 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 were 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 September 2009.

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

As referenced in the RTP narrative, the Regional Freight Plan was developed as part of the RTP update. This planning effort identified policies, actions, and investments specific to the multimodal freight system and its recommendations will be integrated into the 2035 RTP. Two stakeholder groups guided the planning process. The policy advisory group, Regional Freight and Goods Movement Task Force, was composed of private and public sector stakeholders. It was a limited-term advisory group that provided input to both the freight plan and the 2035 RTP update through fall 2009, and has now been retired. 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 made 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 was closely tied to that of the 2035 RTP. The technical work was completed in 2007 and the focus in FALL 2009 was on developing plan recommendations for investments, programs and policies that can be integrated into the state component of the 2035 RTP.

Work now beginning that will have been completed by June 30, 2010 includes:

- Completion of work required for the adoption of the Regional Freight Plan, including ensuring that adopted revisions and technical clarifications are incorporated into the final adoption draft; coordinate with 2035 RTP update adoption process.
- Development of New Regional Freight and Economic Development "Bench" (an as-needed stakeholder advisory group to be tapped for specific needs related to the freight program).
- Refinement of specific near-term priorities within the Regional Freight Plan Action Items identified in Chapter 10.
- Work with regional partners to revisit and either establish or revise plans for a regional truck count program.
- Development, review, discussion and dissemination within the freight community of freight investment criteria that is either needed or is already in use within regional and state funding programs (MTIP, STIP, *Connect* Oregon) along with review of best practices methodologies available to "make the case" for investment in freight access and mobility.

Methodology:

The regional freight program is part of Metro's MPO function, and the Regional Freight Plan is being adopted as part of the Regional Transportation Plan. During the last two quarters of FY 2009-2010, staff will focus on refining elements of the plan for early implementation, and other tangible products as described above.

After June 30, 2010, work in FY 2010-2011 will focus on coordinating with regional freight stakeholders, local jurisdictions and partners, as well as implementing parts of the plan, and developing a more robust regional freight program, as appropriate.

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 2010-11:

- Prepare a staff-led technical paper on regional freight rail needs, perhaps forming the basis for a larger study. (FIRST QUARTER-SUMMER 2010)
- Prepare a staff-led technical paper on regional sustainability for freight. (SECOND QUARTER -FALL 2010)

Entity/ies Responsible for Activity:

- Metro – Product Owner / Lead Agency

- ODOT – Cooperate / Collaborate
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Regional Freight and Goods Movement Task Force (expired; to be reconstituted as a regional freight/economic development "bench")
- Regional Freight Technical Advisory Committee
- Cities and counties within the region including Clark County, Washington
- Federal Highway Administration (FHWA)
- Washington State Department of Transportation (WSDOT) (for certain coordination)
- 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	$	65,799	STP	$	77,250
Interfund Transfers	$	18,865	Metro	$	8,842
Materials & Services	$	1,427			
TOTAL	**$**	**86,092**	**TOTAL**	**$**	**86,092**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.607
TOTAL	**0.607**

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: Finalized the implementation details for the regional survey. Communicate with regional partners regarding the survey content and data expectations.

New Models

- Personal Transport Model: Partnered with Portland State University (PSU) to complete the 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: Implemented a new regional bike model based upon a bicyclist path finding algorithm developed by PSU.
- Transit Model Enhancement: Completed a contract with a consultant team to quantify transit travel time perceptions on different vehicle types and at various bus stops, to determine the travel characteristics of visitors to the Central City and develop a model to reflect their choice patterns, and to develop a model to determine park and ride lot choices for travelers.
- Dynamic Traffic Assignment: Detailed roadway and intersection attributes were coded into a computerized network database. This data formed the basis for the initial exploration of the procedures for a dynamic traffic assignment.

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 participated on the committee and served as the chair for the MPO Program Coordination subcommittee.
- TRB Committees: Served on TRB committees that help shape national planning guidelines. Examples include service on the Transportation Planning Applications Committee, service on the Innovations in transportation Planning Task Force, and service as co-chair of the Travel Forecasting Resource Committee.
- National Panels: Served on national committees. An example includes service on a peer review panel that was formed to evaluate the modeling tool development program in Philadelphia.

Methodology:

Survey and Research

A travel behavior survey for this region will begin in the fall of 2010. The data capture elements will continue through the fall of 2011. Over 4500 households will be surveyed. The sample frame will be designed so that the survey captures trips on all modes, including walk and bike trips.

New Models

Several new model enhancements will be underway in FY 2011. They are described below.

The dynamic traffic assignment will continue to be refined and made ready for application in this region. Validation procedures and sensitivity testing will be completed. Once reasonable results are obtained, future year projects will be coded into the network.

The dynamic tour based model (DASH) will be validated and subjected to various sensitivity tests. Once results are deemed satisfactory, the model will be ready for regional application.

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, Transportation Model Improvement Program, 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 2010-11:

Survey and Research

Metro will collect demographic and travel data for at least 2300 households in the 2010 to 2011 fiscal year. (Fourth Quarter)

New Models

Documentation for the dynamic traffic assignment will be prepared. Final application procedures, key result metrics and displays, and other elements will be discussed. (Third Quarter)

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

Metro – Product Owner / Lead Agency
TriMet – Cooperate / Collaborate
ODOT – Cooperate / Collaborate

Survey and Research

Implementation of the household survey – Metro lead in collaboration with TriMet and ODOT

New Models

Dynamic traffic assignment - Metro
Dynamic tour based model – Partnership between Metro and PSU

Model Maintenance

Update network and zonal input files – Metro

Statewide and National Professional Involvement

TRB and statewide committees – Metro in collaboration with other professionals

Cost and Funding Sources:

Requirements:		**Resources:**	
Personal Services	$ 573,770	PL	$ 441,582*
Interfund Transfers	$ 164,508	STP	$ 124,552
		STP – Household Survey	$ 350,000
Materials & Services	$ 592,600	Section 5303	$ 31,201
Consultant Services $591,500		ODOT Support	$ 3,228
Miscellaneous $1,100			
Computer-Reserve/Replacement	$ 133,020	TriMet Support	$ 4,325
		Metro	$ 78,318
		Other	$ 430,690
TOTAL	**$ 1,463,898**	**TOTAL**	**$ 1,463,898**

Full-Time Equivalent Staffing

Regular Full-Time FTE	5.728
TOTAL	**5.728**

*In FY 2008-09, ODOT provided $241,500 of STP for Household Survey to allow Metro to carryover equal amount of PL in FY 2010-11.

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:

- Create Layers of Cutline Count Data, by Year - Move traffic count and related data into a geographic information system for greater availability and use.

- Obtain & Process Data - Request traffic counts to be collected, at specific cutline count locations (385 points), from several jurisdictions in the Metro Area (Clackamas, Multnomah, and Washington Counties; Cities of: Portland, Beaverton, Gresham; and ODOT). 2010 is an even numbered year – a data collection year. This involves sending out requests, following-up on count gathering, receiving, checking, and formatting the data for use in the database and GIS map work.

- Compare & Estimate Data - Cutline traffic count data over time is compared, in order to insure the reliability and validity of the data. This process is performed by using an Excel spreadsheet which contains current and historic count information and is valuable in the task of estimating count data points not available.

- Every few years, a 'Model Year' is designated (2010 is anticipated to be a 'Model Year') and relevant count data needs to be available (or estimated) in order to aid in the calibration of the model with 'real-world' information for 2010. 'Model Year' Data is an important element toward model calibration, and in the system monitoring work.

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 Daily VMT and Daily VMT per capita.
- Compiled TriMet patronage information.
- Collected parking cost information for key areas within the Portland Central Business District (CBD) and the Lloyd Area.
- Researched gasoline prices per gallon for the Portland Area, West Coast, and U.S.; and prices per barrel of oil.
- Reviewed and commented on key documents that pertain to comparisons of national system performance (e.g., Texas Transportation Institute – Urban Mobility Report, FHWA – Federal Highway Statistics, FHWA – HPMS Summary Report).
- Provided information to those seeking system performance data (e.g., traffic counts, VMT, VMT per capita).
- Assembled transportation system performance data for inclusion into the next Metro Performance Measure document.

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 2010-11:

- Collect and compile regional system monitoring data (auto and truck counts, VMT, transit patronage, auto driving and operating costs, parking costs, gasoline costs per gallon, and oil per barrel). (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

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

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

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	99,660	PL	$	142,678
Interfund Transfers	$	28,574			
Computer	$	14,445			
TOTAL	**$**	**142,678**	**TOTAL**	**$**	**142,678**

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

TECHNICAL ASSISTANCE PROGRAM

Description:

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

Objectives:

US Department of Transportation (USDOT) protocols require the preparation of future year travel forecasts to analyze project alternatives. Similarly, modeling is required by the Environmental Protection Agency (EPA) in project analysis to quantify emissions in air quality analysis.

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

Previous Work:

- Provided data and modeling services to regional jurisdictions and agencies (e.g., speed and VMT data to the DEQ, emission rate information to ODOT);
- 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, transportation network modeling software is purchased and maintained for regional agencies. There are currently seven agencies that participate in this program.

Schedule for Completing Activities:

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

Tangible Products Expected in FY 2010-11:

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

Entity/ies Responsible for Activity:

Metro, in collaboration with clients

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	40,218	STP	$	31,265
Interfund Transfers	$	11,531	ODOT Support	$	21,369
Materials & Services	$	8,424	TriMet Support	$	5,758
Computer	$	5,828	Metro/Local Match	$	7,609
TOTAL	**$**	**66,001**	**TOTAL**	**$**	**66,001**

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

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 regional 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 needed 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 is 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.
- Update 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 automated a series of steps that formerly required manual manipulations of file inputs.

In early 2008, the same consultant was selected to assist Metro staff in streamlining and automating 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. This work was successfully completed by the consultant with significant contributions by Metro staff as well.

In 2009, the previous two-years of research and development culminated in the successful implementation of a series of land use scenarios which were utilized in the preparation of Metro's latest regional transportation plan in which half a dozen land use scenarios were tested and run through the integrated land use - transportation model. Nearly 50 additional land use scenarios were easily tested using MetroScope for simulating alternative land use development patterns given a mix of urban reserves, regional investment strategies and infrastructure development assumptions. These land use scenarios were used in providing key supporting assumptions to Metro's urban growth report decision which also helped inform the regional transportation planning effort.

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 – 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 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. Because the travel demand model is embedded within MetroScope, subtle changes in land use assumptions that then impact future land use growth allocations provide a feedback loop with the transportation model which in turn provide feedback in terms of travel times that effect the efficiency of land use allocations (i.e., where population, households and employment will locate in the future).

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:

Metro recently underwent a formal periodic update and 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 scenario simulations were key technical elements, was completed and acknowledged by the Metro Council at the end of 2009. A process had been put in place that reviewed the regional forecast and assumptions which led to a policy acceptance of the regional forecast and urban growth report in 2009.

Next steps:

In 2010

- Identify which land use metrics will be predominately used to evaluate scenario alternatives.
- Develop additional land use scenarios to test alternative means for filling the housing and employment land gaps identified in the 2009 urban growth report; identify the range of policy options and alternatives.
- Test alternatives using MetroScope to simulate potential market responses and results given proposed policy alternatives.
- Prepare preliminary land use allocation results from a preferred scenario alternative.
- Finalize land use assumptions with Metro policy makers and stakeholders.
- Policy inputs change, the economic and demographic landscape continuously changes and as such we plan to update parameter estimates and model code. A major effort is now underway and will continue through 2010 to convert MetroScope's economic modules to calibrate with the new federal NAICS industry data standard. Also we are in the middle of revamping the modeling code for estimating / forecasting residential redevelopment and infill (and non-residential – later in the year). Our present methods are for calculating refill capacity is crude and utilizes a linear filtering approach. The new approach will be utilizing a logit-based probability approach for identifying and filtering in refill capacity that will simulate the "competition" with/against vacant residential capacity in the model. We have several other model updates which we hope to begin researching in mid-2010 which will carry on into 2011.

In 2011

- Produce a draft land use alternative using agreed upon final land use assumptions.
- Develop a draft TAZ allocation for housing and employment.
- Review draft TAZ allocation with local jurisdictions and planning stakeholders.
- Incorporate legitimate adjustments as recommended into final TAZ allocations.
- Publish final TAZ allocations.
- Research elements we hope to complete by 2011 include a post-processor green house gas forecast tool for future housing and employment allocations which will be consistent in measurement with a current-year greenhouse gas calculator presently being developed; neighborhood score research & non-residential land amenities study; improve travel time consistency between MetroScope's embedded travel demand model and the large-scale TRMS travel model; begin updating / calibrating MetroScope demographic data inputs with newly released 2010 Census figures (this will be ongoing as Census information gets released by federal authorities).

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
Oregon Office of Economic Analysis – Coordination per State regulations
Local Governments – Coordination per State regulations
Stakeholders (non-governments) – collaboration and consensus building

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	378,174	PL	$	145,972
Interfund Transfers	$	108,428	STP	$	14,509
Materials & Services	$	21,016	Section 5303	$	36,779
Computer	$	21,283	Metro	$	129,653
			Other	$	201,987
TOTAL	**$**	**528,900**	**TOTAL**	**$**	**528,900**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.615
TOTAL	**3.615**

GIS MAPPING & 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 Geographic 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 Programs.

Previous Work:

- Update of employment to mapped locations for current year.
- Update of vacant land to July 2008.
- Consortium purchase of accurate stream locations using the LiDAR imagery.

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 annually.

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 2010-11:

- Fulfill the needs of Planning and Development, including Reserves Planning projects for GIS services. (ONGOING)
- Fulfill the needs of the Sustainability Center including The Intertwine, trails improvement and parks inventory update. (November, 2010)
- Develop an interactive GIS layer-editing tool that can be used by Metro and our regional partners to develop and maintain building and land use information. (March, 2011)
- Develop the capability to offer visualization services to DRC stakeholders. (December, 2010)
- 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. (August, 2010)
- Begin a project to provide better support to Metro and regional partners by increasing the functionality of Metro's street layer, so that it can be used for multi-modal transportation networking, including trails, bike routes and sidewalks. (May, 2011)

Entity/ies Responsible for Activity:

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

Cost and Funding Sources:

Requirements:			**Resources:**	
Personal Services		$ 1,105,185	PL	$ 32,929
Interfund Transfers		$ 316,872	Section 5303	$ 68,505
Materials & Services		$ 256,210	ODOT Support	$ 15,000
Consultants	$152,000		TriMet	$ 37,500
Printing/Supplies	$14,400		Metro	$ 719,150
Postage	$2,683		Other	$ 845,183
Computer Supplies	$42,830			
Miscellaneous	$53,227			
Computer/Reserve & Replace		$ 40,000		
TOTAL		**$ 1,718,267**	**TOTAL**	**$ 1,718,267**

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

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 staffing and services 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 an 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 (OMB A-133) responsibility for Planning grants. (ANNUALLY/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 Oregon MPO & Transit District coordination meetings. (ONGOING)

Previous Work:
In FY 2009-10, 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 2010-11 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 2010-11:

- Adopted Budget (JUNE 2011)
- Approved FY 2011-12 UPWP (FOURTH QUARTER)
- Narrative and Financial Reports on UPWP activities (QUARTERLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- 2010-11 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		$ 985,613	PL	$	534,233
Interfund Transfers		$ 362,966	STP	$	553,022
Materials & Services		$ 118,675	Section 5303	$	59,605
Temporary Services	$47,950		ODOT Support	$	16,681
Printing/Supplies	$10,000		Metro	$	218,796
Subscriptions/Dues	$12,500		Other	$	89,150
Ads & Legal Notices	$8,500				
Miscellaneous	$39,725				
Computer		$ 4,234			
TOTAL		**$ 1,471,487**	**TOTAL**	**$**	**1,471,487**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	8.99
TOTAL	**8.99**

STREETCAR TECHNICAL METHODS

Description:

The Streetcar Technical Methods assists 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 8.0-mile continuous loop (4.0-mile in each direction) with 46 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, SW River Parkway & Moody (RiverPlace), SW Moody and Gibbs in the South Waterfront District where it connects with the Portland Aerial Tram to a terminus at SW Lowell and Bond.

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; and
- Ensure access to Streetcar includes bikes, pedestrian and auto access appropriate to areas of operation; and
- Ensure location of Streetcar stations enhance the potential to capture economic value of transportation investment.

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.

- In 2008/2009, Metro staff coordinated with City of Portland Office of Transportation staff in the development of the Portland Streetcar System Plan.
- Improved 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) Data was gathered for this technical development:
  - Travel Time Perceptions of Transit Riders - April 2010
  - Central City Hotel Guest Survey and Model Development – June 2010
  - Park and Ride Lot Choice Model – April 2010
- Developed 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. Economic impact evaluation methods used in Lake Oswego AA and Eastside Loop were documented so that the method can be applied to future projects.

Methodology:

The next phase of Streetcar technical methods work will focus on evaluation of best practices for providing access to Streetcar stops within and outside of Central City. The extension of the Streetcar line outside of Central City will need to coordinate with the transit, road and trail systems. Additionally, Streetcar stations have strong potential to influence land use.

This work will be funded in FY 2010-11 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:

- Examine potential extensions to the Streetcar based on Draft 2035 RTP for coordination with other transportation modes. December 2010.
- Determine feasible infrastructure necessary for successful integration of Streetcar into regional transportation system. June 2011.
- Determine potential land use measures applicable to get most value from Streetcar investments. June 2011.

Tangible Products Expected in FY 2010-11:

- 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 station area plans for Lake Oswego to Portland Transit Project (June 2011).
- Develop station area access plans for Lake Oswego to Portland Transit Project (June 2011).

Entity/ies Responsible for Activity:

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

Cost and Funding Sources:

Requirements:			**Resources:**	
Personal Services	$ 81,624		Streetcar Earmark	$ 132,914
Interfund Transfers	$ 23,403		Metro	$ 33,229
Materials & Services	$ 61,115			
Consultant	$60,000			
Miscellaneous	$1,115			
TOTAL	**$ 166,143**		**TOTAL**	**$ 166,143**

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

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 makes 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:

- Discussed Metro's urban reserves project, Metro 20 and 50 year population and employment forecasts and bi-state implications and coordination (April 16 and June 18, 2009 meetings)
- Discussed and made recommendations about Metro's proposed *2035 Regional Transportation Plan* – especially Mobility Corridors – Interstate 5 and Interstate 205 (June 18, 2009 meeting);

- Coordinated discussion of high capacity transit system planning in the Metro area and Bus Rapid Transit Corridors Simulation in Clark County (September 17 2009 meeting);
- Provided a forum for bi-state discussion proposed policies and actions relating to Metro's Making the Greatest Place, including a) overview of Metro Chief Operating Officer recommendations on decisions about adoption of the RTP and Urban Growth Report (September 17, 2009 meeting*);*

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). Staff of Metro and/or RTC 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 is provided for and recommendations are made by the Committee as they determine 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 2010-11:

- Coordination of bi-state economic development as it relates to transportation projects of bi-state significance (May 2010)
- Further comment and coordination on the bi-state aspects of Metro's High Capacity Transit Plan. (June 2010)
- Coordination of freight planning efforts – state and each MPO. (July 2010)
- Discussion of heavy rail and coordination (freight and passenger). (November 2010)
- Discussion and review of Oregon and Washington climate change initiatives and how to coordinate in the bi-state area. (September 2010)
- Review of plans for trail additions for each MPO and provide recommendations. (May 2010)

Entity/ies Responsible for Activity:

Metro/ Regional Transportation Council (RTC) – Product Owners / Lead Agencies
ODOT – Cooperate / Collaborate
WSDOT – Cooperate / Collaborate
TriMet – Cooperate / Collaborate
CTRAN – Cooperate / Collaborate
Cities of Portland and Vancouver – Cooperate / Collaborate
Multnomah and Clark Counties – Cooperate / Collaborate
Ports of Portland and Vancouver – Cooperate / Collaborat

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	24,140	STP	$	28,167
Interfund Transfers	$	6,921	Metro	$	3,224
Materials & Services	$	329			
TOTAL	**$**	**31,391**	TOTAL	**$**	**31,391**

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

PROJECT DEVELOPMENT

Description:

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

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Initiatives program has focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. Project initiatives funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

Objectives:

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes, as well as formal comment on proposed projects. (ONGOING)
- Implement the Corridor Initiatives Project strategy in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts. (ONGOING)
- Participate in the development of projects not yet funded by other grants or contracts. (ONGOING)

Previous Work:

In 2008, Metro staff helped develop a statement of work for the Damascus Transportation System Plan (TSP), Highway 212 Sub-area Plan and Sunrise Parkway Refinement Plan. Subsequent decisions on the Sunrise Parkway Refinement Plan put the Parkway beyond the 2035 plan horizon and the statement of work was refined to reflect these changes and now includes only the Damascus TSP and Highway 212 Sub-area Plan. In 2009, Metro staff assisted 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).
- Update or Corridor refinement studies (2009)

Methodology:

Metro participates 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.

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 called for initiation of five new corridor plans in the next five years. 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.

In fall 2009, Metro worked with technical committees and local jurisdictions to prioritize the five remaining corridors, and develop a phased approach to accomplish all remaining refinement plans by 2020. During that process, Mobility Corridor #15 (East Multnomah County connecting I-84 and US 26) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the "Tigard Triangle") have emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.

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 2010-11:

- Work with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or refinement plan corridors. These could include on-street bus rapid transit projects or urban circulators.
- Work with local jurisdictions in regional HCT priority corridors to develop land use plans that support they System Expansion Policy elements of the RTP.

Entity/ies Responsible for Activity:

Metro – Product owner / Lead agency
TriMet – Cooperate / Collaborate
ODOT – Cooperate / Collaborate
Multnomah, Clackamas and Washington Counties – Cooperate / Collaborate
Other Local Cities – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	113,053	PL	$	74,684
Interfund Transfers	$	26,757	STP	$	13,484
Materials & Services	$	1,271	Section 5303	$	30,468
			ODOT Support	$	13,284
			Metro	$	9,160
TOTAL	**$**	**141,080**	*TOTAL*	**$**	**141,080**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.89
TOTAL	**0.89**

SOUTHWEST CORRIDOR REFINEMENT PLAN

Description:

The Southwest Corridor Refinement Plan work program **(**Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the "Tigard Triangle") is designed to complete one of the two corridor refinement plans that were prioritized to begin in FY09/10 by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council.

The Draft 2035 Regional Transportation Plan (Draft RTP) identifies five corridors where more analysis is needed through a future corridor refinement plan. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. 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 projects for each corridor.

Objectives:

- Complete system planning for corridors where a generalized mobility need has been determined, but additional work is needed to identify and prioritize specific improvements, including mode, function and location of potential improvements necessary to meet needs.
- Establish work program for completion of project development and implementation activities.
- Development of corridor-specific mobility standards for State Highways within the corridor.

Previous Work:

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 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 called for initiation of five new corridor plans in the next five years.

In winter 2007/08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional High Capacity Transit (HCT) System Plan, now included in the 2035 RTP and adopted by resolution in December 2009. In fall/winter2009/10, Metro and regional partners applied the HCT plan's System Expansion Policy to advance one of the three Near Term Regional Priority corridors. The SW HCT Corridor (HCT Corridor #11, Portland to Sherwood in the vicinity of Barbur Blvd/OR 99W) has been evaluated through a rigorous HCT process and emerged as the top Near Term Regional Priority through the application of the Metro and JPACT approved 25 evaluation criteria, including potential ridership, local support, and demonstrated opportunities for transit supportive land uses; and based on the System Expansion Policy targets measurable at this time.

In fall 2009, Metro worked with technical committees and local jurisdictions to prioritize the five remaining corridors, and develop a phased approach to accomplish all remaining refinement plans by 2020. During that process, Mobility Corridor #15 (study limited to I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward

to approximately the "Tigard Triangle") have emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.

In winter/spring 2010, Metro staff is focusing on the following actions in the SW Corridor, which are scheduled for completion by the end of FY 2009-2010 (June 30, 2010):

- Enter into scoping and chartering processes with stakeholders (FEBRUARY 2010)
- Develop scope and budget, including local match. (FEBRUARY-APRIL 2010)
- Work with TriMet, the City of Tigard and the City of Portland to identify and provide technical support to their separate planning efforts in the I-5/Barbur Corridor, including those related to the SW HCT Corridor Alternatives Analysis and related station area planning and land use analysis (JANUARY – JUNE 2010)
- Develop a more detailed work plan, including technical work and public information and engagement plans, as appropriate. (FEBRUARY - MARCH 2010)
- Work with partners to secure funding needed for the desired scope (FEBRUARY – JUNE 2010)
- Establish project advisory committees. (APRIL-MAY 2010)
- Advisory committees adopt goals and objectives for corridor plan. (JUNE 2010)
- Develop drafts of Requests for Proposals for consultant services. (MAY-JUNE 2010)

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 Southwest Corridor Refinement Plan (including Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the "Tigard Triangle"). The corridor planning priorities were identified as part of the RTP process during fall 2009. The RTP, including the mobility corridor work, revisited the needs and revised the methodology for completing the studies. Work will commence on the highest priority corridors, including Mobility Corridor #2 and 20, as identified in the RTP, in spring 2010. In addition, needs for the alternatives analysis for roughly the same area—the top priority High Capacity Transit Corridor "Southwest HCT Corridor"—will initiate a comprehensive, integrated process coordinating the two efforts along with other related planning work in the study or impact 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 2010-11:

- Begin execution of consultant contracts. (FIRST QUARTER FY 2010-11)
- Begin work as identified in the scope of work (TO BE DETERMINED)

Entity/ies Responsible for Activity:

Metro – Product Owner / Lead agency
Oregon Department of Transportation – Cooperate / Collaborate
TriMet – Cooperate / Collaborate
Corridor Jurisdictions – Possible leads for elements of the plan, especially land use components of plans, cooperate/collaborate

Additional roles and responsibilities to be determined as part of scoping/chartering

Decision Process: Regional decision-making through TPAC/JPACT/Metro Council

Cost and Funding Sources:

Requirements:				**Resources:**		
Personal Services		$	TBD	ODOT Support	$	TBD
Interfund Transfers		$	TBD	Other*	$	TBD
Materials & Services		$	TBD			
Consultant	TBD					
Miscellaneous	TBD					
Computer		$	TBD			
TOTAL		**$**	**TBD**	**TOTAL**	**$**	**TBD**

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

EAST METRO CORRIDOR REFINEMENT PLAN

Description:

The East Metro Mobility Corridor Refinement Plan work program is designed to complete one of the two corridor refinement plans that were prioritized to begin in FY09/10 by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council.

The Draft 2035 Regional Transportation Plan (Draft RTP) identifies five corridors where more analysis is needed through a future corridor refinement plan. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. 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 projects for each corridor.

Objectives:

- Complete system planning for corridors where a generalized mobility need has been determined, but additional work is needed to identify and prioritize specific improvements, including mode, function and location of potential improvements necessary to meet needs.
- Establish work program for completion of project development and implementation activities.
- Development of corridor-specific mobility standards for State Highways within the corridor.

Previous Work:

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including 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 called for initiation of five new corridor plans in the next five years.

In winter 2007/08, Metro commenced work on one of the corridor planning efforts identified in that work program, the Regional High Capacity Transit (HCT) System Plan, now included in the 2035 RTP and adopted by resolution in December 2009. In fall/winter2009/10, Metro and regional partners applied the HCT plan's System Expansion Policy to advance one of the three Near Term Regional Priority corridors. The SW HCT Corridor (HCT Corridor #11, Portland to Sherwood in the vicinity of Barbur Blvd/OR 99W) has been evaluated through a rigorous HCT process and emerged as the top Near Term Regional Priority through the application of the Metro and JPACT approved 25 evaluation criteria, including potential ridership, local support, and demonstrated opportunities for transit supportive land uses; and based on the System Expansion Policy targets measurable at this time.

In fall 2009, Metro worked with technical committees and local jurisdictions to prioritize the five remaining corridors, and develop a phased approach to accomplish all remaining refinement plans by 2020. During that process, Mobility Corridor #15 (study limited to I-84 southward to US 26 and the Springwater area) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward

to approximately the "Tigard Triangle") have emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.

In winter/spring 2010, Metro staff is focusing on the following actions in the East Metro area (Mobility Corridor #15) which are scheduled for completion by the end of FY 2009-2010 (June 30, 2010):

- Enter into scoping and chartering processes with stakeholders (FEBRUARY 2010)
- Develop scope and budget, including local match. (FEBRUARY-MARCH 2010)
- Work with partners to secure funding needed for the desired scope (FEBRUARY-MARCH 2010
- Develop detailed work plan, including technical work and public information and engagement plans, as appropriate. (FEBRUARY - MARCH 2010)
- Establish project advisory committees. (APRIL-MAY 2010)
- Advisory committees adopt goals and objectives for corridor plan. (MAY-JUNE 2010)
- Develop Requests for Proposals for consultant services. (MAY-JUNE 2010)

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 East Metro Corridor Refinement Plan. The corridor planning priorities were identified as part of the RTP process during fall 2009. The RTP, including the mobility corridor work, revisited the needs and revised the methodology for completing the studies. Work will commence on the highest priority corridors, including Mobility Corridor #15, as identified in the RTP, in spring 20/10.

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 2010-11:

- Execute consultant contracts. (FIRST QUARTER FY 2010-11)
- Complete work as identified in the scope of work (TO BE DETERMINED)

Entity/ies Responsible for Activity:

Metro – Product Owner / Lead agency
Oregon Department of Transportation – Cooperate / Collaborate
TriMet – Cooperate / Collaborate
Corridor Jurisdictions – Possible leads for elements of the plan, especially land use components of plans, cooperate/collaborate

Additional roles and responsibilities to be determined as part of scoping/chartering

Decision Process: Regional decision-making through TPAC/JPACT/Metro Council

Cost and Funding Sources:

Requirements:				**Resources:**		
Personal Services		$	TBD	Next Corridor STP	$	TBD
Interfund Transfers		$	TBD	Next Corridor Local Match	$	TBD
Materials & Services		$	TBD	Other	$	TBD
Consultant	TBD					
Miscellaneous	TBD					
Computer		$	TBD			
TOTAL		**$**	**TBD**	**TOTAL**	**$**	**TBD**

Full-Time Equivalent Staffing

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

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 preferred bicycle and pedestrian crossing of Hall Boulevard. The preferred crossing would eventually connect two existing segments of the Regional Fanno Creek Trail after future construction. The crossing of Hall Boulevard 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 purpose of the study is to explore crossing alternatives (at-grade; under street; over street) and recommend a preferred crossing alternative that is to provide a safe bicycle and pedestrian crossing at the extremely busy Hall Boulevard/Fanno Creek Trail intersection.

Objectives:

Identify feasibility and costs of bicycle and pedestrian crossing alternatives and recommend a preferred crossing alternative across Hall Boulevard. Complete preliminary design, cost estimate, and prospectus 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 4.5 miles of the trail are within the Tualatin Hills Park & Recreation District's (THPRD) boundary, much of which has been constructed by THPRD. 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, land use, environmental, and traffic planning, design, and engineering 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. (FIRST QUARTER)
- Public involvement and input. (ONGOING)
- Feasibility study of crossing alternatives. (SECOND/THIRD QUARTERS)
- Cost estimate. (SECOND/THIRD QUARTERS)
- Project Prospectus (FOURTH QUARTER)

Entity/ies Responsible for Activity:

Tualatin Hills Park and Recreation District – Product Owner / Lead Agency
Metro – Cooperate / Collaborate
City of Beaverton – Cooperate / Collaborate
Washington County – Cooperate / Collaborate
Oregon Department of Transportation – Cooperate / Collaborate

Cost and Funding Sources:

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

DAMASCUS AREA LAND USE & TRANSPORTATION PLANNING

Description:

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

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

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

Objectives:

Damascus TSP Objectives:

- A plan consistent with applicable state, regional, and County TSPs, and Transportation Planning Rule (TRP) while providing a transportation policy and investment framework for development of an economic, social, and environmentally healthy new city. (ONGOING)
- Address transportation facilities, services, and policies consistent with the Metro mode share targets. In addition to identifying twenty-year needs, a shorter term (e.g. fifteen-year) shall be considered in order to help create orderly growth and identify public infrastructure sequencing and priorities. (ONGOING)
- Provide flexibility in the transportation infrastructure to accommodate existing land uses and future land use aspirations such as the Village Concept and other Comprehensive Plan land use objectives and patterns.
- Avoid or minimize impacts to existing neighborhoods, homes, and businesses.
- Minimize the potential for Highway 212 as a barrier to community cohesion while maintaining highway function.
- Provide consistency with the state and regional land use regulatory framework.
- Provide safe, multimodal facilities.
- Design streets within the context of the Metro standards and character of the community and function of the facility.
- Develop a local street network to reduce reliance on the state highway for local trips. (ONGOING)
- Improve capacity and provide network alternatives.

- Design transportation facilities to support all modes and users.
- Incorporate Transportation Demand Management (TDM)[1] and Transportation System Management (TSM) measures.
- Apply smart growth strategies to achieve sustainable design and transit oriented design and development. (ONGOING)
- Provide reasonable access to adjacent neighborhoods and businesses. (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.
- Improve highway capacity and distribute trips to city street network and other modes.
- Design the highway corridor to support vehicular, transit, bicycle and pedestrian modes.
- Provide reliable travel times for current and future inter-urban and interregional travel and freight needs.
- Provide safe, multimodal facilities.
- Provide design solutions that reinforce safe travel behavior for pedestrians, bicyclists, vehicles, buses and trucks.
- Support land use objectives and patterns that support the function of the highway (e.g., mixed-use, compact, urban development located off the highway).
- Provide vehicular access to neighborhoods and businesses located along the highway from the local street system.
- Minimize the potential for Highway 212 to be a barrier to community cohesion.

Previous Work:

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

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

City of Damascus has been working on completion of their Comprehensive Plan throughout 2009. In October of 2009 the City of Damascus completed the Draft Evaluation Criteria memo for the Damascus TSP and Highway 212 Land Use and Transportation Corridor Plan. The Evaluation Criteria memo was reviewed and finalized by December of 2009.

[1] TDM is the application of policies and strategies aimed at reducing single-occupancy vehicle travel. TSM is operational and management strategies aimed at providing more capacity to an existing transportation system.

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:

The Damascus TSP and Highway 212 Land Use and Transportation Corridor Plan began in January 2009 and was delayed by work on other areas of the Comprehensive Plan. These plans are scheduled to be completed by Spring – Summer of 2011.

Tangible Products Expected in FY 2010-11:

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

Estimated schedule of major deliverables:

Alternatives Analysis Report (ONGOING)

Land Use Report (ONGOING)

Highway 212 Corridor Plan Recommendations Report (SPRING2011)

Entity/ies Responsible for Activity:

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

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	STP	$	
Metro	$	92,435	ODOT (TGM)	$	250,000
Clackamas Co. (contingency)	$	372,019		$	
TOTAL	**$**	**1,404,454**	*TOTAL*	**$**	**1,404,454**

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:

Notice to proceed on consultant work Spring 2010. Project completion early 2011.

Tangible Products Expected in FY 2010-11:

- Fish Passage Alternatives Analysis (SEPTEMBER 2010)
- Reservoir Rehabilitation Alternatives Analysis (OCTOBER 2010)
- Alternative Feasibility Technical Memo (DECEMBER 2010)
- ODOT Prospectus & Checklist, with documentation and recommended federal permitting & NEPA process (JANUARY/FEBRUARY 2011)

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. Refinement of the plan will concentrate on compliance with the current City of Portland Stormwater Management Manual.

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 (Winter 2010), once the amended intergovernmental agreement with City of Portland, Metro, and ODOT is executed.

Tangible Products Expected in FY 2010-11:

- Public Engagement - Three public open houses and approximately 4-6 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. (FIRST AND SECOND QUARTER)
- Identification of Potential Project Phases - Agency shall provide a list of ranked phasing alternatives based upon constructability and cost efficiency. (SECOND 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. (SECOND QUARTER)

Entity/ies Responsible for Activity:

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

Cost and Funding Sources:

Requirements:		**Resources:**	
Personal Services	$ 186,000	STP	$ 342,769
Materials & Services	$ 196,000	City of Portland	$ 39,231
Consultant $196,000			
TOTAL	**$ 382,000**	**TOTAL**	**$ 382,000**

SULLIVAN'S GULCH TRAIL CONCEPT PLAN

Description:

The City of Portland was awarded federal funds through JPACT and Metro Council for the purpose of conducting concept planning work related to a potential "Sullivan's Gulch Trail". The vision for the trail is a continuous trail linking the Eastbank Esplanade to NE 122nd; however, this phase of the concept plan will be for the segment from the Eastbank Esplanade to the Interstate 205 Corridor Trail in order to comprehensively evaluate alignment, design and cost.

Between the Eastbank Esplanade and the Interstate 205 Corridor Trail, the "Sullivan's Gulch Trail" would be located north of the existing Union Pacific (UP) Railroad freight rail line. Most of the area on the north side of the UP rail line has a moderate to severe slope as you rise out of the gulch to UP's north property line.

This trail concept plan is designed to determine the potential trail alignment if it were located within or adjacent to the UP corridor, its basic design cross section, and to estimate order-of-magnitude costs. Because this is a physically challenging alignment, it is necessary to develop a terrain model at sufficient level to site an alignment and determine how the trail would be designed. It is envisioned that much of the trail would be developed on a slope and would need to be supported by a retaining wall. The terrain model is needed to determine where to place the trail to minimize the height of the wall and therefore the cost of trail construction.

Consistent with best practices design of rails with trails, the trail would be sited to minimize any impacts on the active rail line and allow for the safety of trail users. The trail concept plan will be closely coordinated with the Union Pacific Railroad and adjacent property owners.

The concept plan will also consider an alternative location for the trail north of and adjacent to the UP corridor.

The trail concept plan will evaluate how the trail would connect to existing neighborhoods via the City's street, sidewalk and bicycle facility network. If the trail were located on UP property north of the existing freight railroad, it would pass under 23 roadway structures.

Objectives:

- Prepare concept plan to determine a more precise route for the trail connecting the Eastbank Esplanade on the Willamette River to the I-205 Corridor Trail.
- Determine a trail alignment and design that is compatible with and complementary to existing uses in the corridor (e.g., freight rail, MAX LRT, maintenance and access roads, private properties and businesses).
- Determine the willingness of property owners to accommodate the trail and the costs associated with acquiring property or easements for the trail.
- More precisely determine the cost of design, right-of-way/easements and construction of the trail facility.

Previous Work:

The Sullivan's Gulch Trail is shown as a "proposed trail" in Metro's "Regional Trails System". A rough cost estimate for the trail was prepared in November 2008 as part of "Connecting Green" for Metro's Blue Ribbon Committee on Trails. The trail is designated an off-street bicycle path in the City of Portland Transportation System Plan. No conceptual design work or significant coordination with private property owners including the Union Pacific Railroad has occurred.

Methodology:

The major tasks associated with the Sullivan's Gulch Trail Concept Plan are:

- Develop terrain model
- Collect other data
- Design trail alignments and typical sections
- Identify need for easements or land acquisition
- Trail order-of-magnitude cost estimates
- Trail connectors
- Trail alternatives
- Project advisory committee
- Public information meetings
- Coordination with Union Pacific Railroad
- Report preparation

Schedule for Completing Activities:

The Concept Plan will be completed by June 30, 2011.

Tangible Products Expected in FY 2010-11:

Sullivan's Gulch Trail Concept Plan

Entity Responsible for Activity:

Portland Bureau of Transportation – Product Owner / Lead Agency (Responsible Party)
Portland Bureau of Parks and Recreation – Secondary Bureau
Portland Bureau of Planning – Cooperate / Collaborate
Northeast Portland neighborhoods – Cooperate / Collaborate
Metro – Cooperate / Collaborate
Oregon Department of Transportation (ODOT) – Cooperate / Collaborate
TriMet – Cooperate / Collaborate
Union Pacific Railroad – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Portland Bureau of Transportation	$	66,640	Regional STP	$	224,000
Portland Bureau of Parks and Recreation	$	33,000	Local match	$	25,640
Consultant	$	150,000			
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 and connections with TriMet buses and WES commuter rail, Canby Area Transit (CAT) and Cherriots in Salem. The SMART Options program takes part in coordinated regional travel planning processes through Metro's Regional Travel Options (RTO) subcommittee and collaborates with other area transit agencies and jurisdictions in planning outreach and employer programs. SMART also participates in coordinated regional planning processes with other transit agencies and jurisdictions for elderly and disabled transportation.

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

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

Objectives:

- Reduce drive alone trips and increase awareness of transportation options available in Wilsonville and the region.
- To strengthen and increase communication between SMART, the City of Wilsonville, and local and regional stakeholders.
- Increase knowledge of and support for the following:
  - The City of Wilsonville's long range plans, focusing on the overlapping projects outlined in the Transit Master Plan, Bicycle & Pedestrian Master Plan and Parks & Recreation Master Plan
  - Service and passenger improvements
  - Future funding strategies
    - Grants
    - Business Energy Tax Credit Program- BETC

Previous Work:

The SMART Options program has been funded for nine years and has grown from a commuter focused program, to include all business and community members with a focus on reducing all trips throughout Wilsonville. Main activities for the SMART Options program include working with the business and residential community to educate and encourage alternatives to driving alone.

Key accomplishments in FY09-10 included collaboration with City staff, regional partners and stakeholders to roll out SMART's new expanded bus service and connections to WES commuter rail, Wilsonville park and ride and bicycle locker facilities at SMART Central Station in Wilsonville. Marketing and outreach to commuters and residents for these new local services and regional connections was the main focus of activities.

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 2010-11:

- 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.(ONGOING)
- 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 City of Wilsonville's Master Plans and the RTO Strategic plan. (ONGOING)
- Support multi-use regional trail efforts such as the Tonquin Trail and grand opening of Graham Oaks Nature Park. (Fall 2010)
- Continue the Walk SMART program.(ONGOING)
- Continue SMART ART on the Bus contest to Wilsonville schools.(ONGOING)
- Collaborate with local and regional partners for the I-5 exit 283 interchange project. (2010-11)
- Expand the SMART Options program to include a Bicycle and Pedestrian Coordinator made possible from a Metro RTO grant.(JANUARY 2010- ONGOING)
- Coordinate bicycle and walking events. (SPRING –FALL 2010)
- Update local walking and bicycling maps. (SPRING -FALL 2010)
- 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)
- 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)
- Create a Safe Routes to School plan for Wilsonville schools. (Spring – Fall 2010)
- Begin preparation for the upcoming RTO funded Wilsonville Individualized Marketing Project. (Spring 2010)

Entity/ies Responsible for Activity:

City of Wilsonville and South Metro Area Regional Transit – Product Owner / Lead Agencies
RTO Partners and Stakeholders – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	51,453	CMAQ	$	64,184
Materials & Services	$	19,222	Local	$	6,592
TOTAL	**$**	**70,775**	**TOTAL**	**$**	**70,775**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.1
TOTAL	**1.1**

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 Happy Valley and 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 were 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 2010-11:

- Public involvement and agency coordination program. (May 2010)
- Project purpose and need, goals, objectives and criteria for evaluating alternatives. (AUGUST 2010)
- Final reports on project existing conditions, environmental issues, build alternatives, transportation analysis, and preliminary design. (SPRING 2011)
- Amendments to local and regional Transportation System Plans. (FALL 2011)

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	$	2,003,283	STP	$	1,797,545
Clackamas Cnty $498,399	$		Local Match (Clackamas Cnty)	$	205,738
Consultant $1,484,824					
Metro $20,060					
Materials & Services					
Printing/Supplies					
Contingency					
Miscellaneous					
TOTAL	**$**	**2,003,283**	**TOTAL**	**$**	**2,003,283**

Note: Personal Services includes Materials and Services

SUNRISE PROJECT FEIS

Description:

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

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

The SDEIS was completed, and the Final Environmental Impact Statement (FEIS) start in the summer of 2009. The Project Advisory Committee selected a preferred alternative July 2009.

Objectives:

Following are the goals and objectives of the Supplemental DEIS:

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

Following are the goals and objectives of the Final EIS:

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

Previous Work:

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

Methodology:

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

Schedule for Completing Activities:

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

The Sunrise Project Final Environmental Impact Statement (FEIS) began in the summer of 2009 and will continue through summer of 2010. A schedule and set of milestones for the FEIS work is being developed.

Tangible Products Expected in FY 2010-11:

Major Deliverables for the Final EIS include:

- Determine the preferred alternative to carry into the FEIS. (completed)
- Move preferred alternative into the RTP with an amendment. (completed)
- Finish final environmental impact statement. (summer 2010)
- Obtain a Record of Decision (ROD). (late summer 2010)

Entity/ies Responsible for Activity:

Clackamas County and ODOT – Lead Agencies
TriMet – Cooperating Agency
Metro, Damascus, Happy Valley - Cooperating Agencies

Cost and Funding Sources:

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

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 Final Environmental Impact Statement (FEIS):

- Develop the preferred alternative as part of the FEIS;
- Metro will assist the City of Portland and Multnomah County in analyzing the preferred alternative that was developed at the end of 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 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)
- 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.

During the summer and fall of 2009, the Sellwood Bridge Project nearly completed the Interchange Access Management Plan (IAMP) for the west end of the bridge, filed a Biological Assessment, applied for a Greenway Exception, received funding and authorization to tax from the State Transportation Act, and passed a vehicle registration fee.

Work on the Sellwood Bridge Final Environmental Impact Statement (FEIS) began in the summer of 2009. A review draft of the Sellwood Bridge FEIS and final section 4(f) evaluation was completed in November 2009. Metro, ODOT, TriMet, and the City of Portland reviewed the FEIS and section 4(f) evaluation and provided comments in December 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 Final Environmental Impact Statement (FEIS) began in the summer of 2009. The FEIS is scheduled to be completed and signed by early spring of 2010, with a Record of Decision (ROD) by the Federal Highway Administration in late summer of 2010.

Tangible Products Expected in FY 2010-11:

Major deliverables for the FEIS include:

- Move preferred alternative into the RTP with an amendment. (ONGOING)
- Finish FEIS. (SPRING 2010)
- Obtain a Record of Decision (ROD). (SUMMER 2010)

Entity/ies Responsible for Activity:

Multnomah County – Product Owner / Lead Agency
Metro - Cooperate / Collaborate
City of Portland - Cooperate / Collaborate
Oregon Department of Transportation – Cooperate / Collaborate

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 of the RTP to include an alternative southern corridor for the Connector, with the corridor located largely 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 selected as the locally preferred alternative (LPA) in 2009.

This year's work program is designed to address one or more elements of the LPA, the 124th Extension to I-5 under the requirements National Environmental Policy Act (NEPA). This project is a joint effort of Washington County, the City of Tualatin, the City of Sherwood, City of Wilsonville, 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.

In the spring of 2009, a locally preferred alternative received a 5-2 recommendation and is reflected in the draft 2035 RTP. From the options below, number 5 was chosen as the locally preferred alternative.

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
5. A "three arterial" and transit alternative, that provides three east-west routes connecting I-5 and 99W, and a north-south route extending 124th Ave. as well as transit improvements (known as "Alternative 7"). The purpose of this alternative is to spread traffic across three smaller arterial roads rather than a single large limited-access expressway, and to link these east-west routes with a north-south arterial road.

The objective of the work effort during the period July 1, 2010 through June 30, 2011 will be to initiate specific alignment location improvements to the existing road network, environmental analysis and design work for the 124th Ave. Extension element of the LPA. The 124th Extension has been identified as the near-term (i.e., anticipated completion between 2008 and 2017) improvement in the draft 2035 RTP. Other elements of the LPA are generally considered to be mid-term or long-term improvements.

Previous Work:

During the period July 1, 2009 through June 30, 2010, the project selected a LPA listed above, considering the transportation, economic, cost, environmental and social implications of each for comparison and included the LPA in the RTP. **The project addressed federal, state and regional requirements to amend the RTP to include the selected LPA. This included preparation of RTP text and maps describing the LPA and included some project refinement such as the preferred sequence of finance and construction of elements of the project.**

Methodology:

The alignment location for the 124th Ave. Extension will include a detailed assessment of construction as well as social and environmental costs of alternative alignments, including improvements to the existing road network, within the selected corridor. The final alignment, including improvements to the existing road network, will be brought forward for adoption into the transportation system plans of Washington County as well as the cities of Sherwood, Tualatin, and Wilsonville.

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* sections of this planning activity description. Completion of some or all work products may extend into FY 2010-11.

Tangible Products Expected in FY 2010-11:

- Initiation of detailed alignment selection, environmental analysis and design of the 124th Extension, including improvements to the existing road network, element of the LPA.

Entity/ies Responsible for Activity:

Washington County – Product Owner / Lead Agency

Residents and officials of Washington County, Oregon Department of Transportation (ODOT), Metro, cities of Sherwood, Tualatin and Wilsonville.

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

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

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

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

Cost and Funding Sources:

Requirements:		**Resources:**	
Washington County	$ 370,000	STP	$ 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, Metro and County. Planning IGA will carry design process thru NEPA process to approximately 30% design.

The Planning IGA was executed by all parties late April 2009. ODOT authorized Notice to Proceed and County design consultant started work on 5/1/09. Initial work focused on survey of existing conditions in the project area, traffic date collection/analysis and conceptual lane configurations at key intersections. Technical screening memorandum reports were developed relating to Environmental Justice and Historic/Archaeological Resources.

A project web site was developed and posted online (www.fixbhos.org). County has fielded and responded to various project inquiries thru the web site feedback page. Consultant began stakeholder interviews in preparation for public involvement plan development following NEPA environmental classification. The ODOT draft prospectus was updated and submitted to ODOT on 12/23/09 requesting project NEPA environmental classification. Michele Thom at ODOT is forwarding the submission to FHWA and other related parties.

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 400 feet to the east so that it is approximately 600 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:

Late January 2010 County anticipates a FHWA decision related to NEPA environmental classification (Categorical Exclusion [CE] or Environmental Assessment [EA]). This will determine either a short or long project timeline for preliminary design development and public involvement. A CE track projects completion of the Planning IGA SOW elements Fall 2010. An EA track projects completion of Planning IGA SOW elements Fall 2011.

Tangible Products Expected in FY 2010-11:

NEPA environmental classification will drive timeline for Tangible Products expected including further technical reports, public involvement activities and Preliminary Engineering design products.

Entity/ies Responsible for Activity:

Washington County - Product Owner / Lead Agency
Oregon Department of Transportation (ODOT) – Cooperate / Collaborate
Metro – Cooperate / Collaborate
TriMet – Cooperate / Collaborate
City of Beaverton – Cooperate / Collaborate
City of Portland – Cooperate / Collaborate
Raleigh Hills Businesses and Neighborhood – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
	$	See below		$	See below
TOTAL	**$**	**See below**	**TOTAL**	**$**	**See below**

Planning IGA Estimated Project Costs for the **CE** workload scenario for County, ODOT and consultant expenses is: $1,018,629.

Planning IGA Estimated Project Costs for the **EA** workload scenario for County, ODOT and consultant expenses is: $1,394,080.

Resources for the entire larger project (through final design) are as follows:

- $3,000,000 from High Priority Project funding (federal funds)
- $2,000,000 from Washington County's Major Streets Transportation Improvement Program (MSTIP) funds (local property taxes)
- $1,000,000 from Metro (Metropolitan Transportation Improvement Program – regional funds)

According to Michele Thom at ODOT, expenditures during the Planning IGA (preliminary design) phase of work will draw from the federal funding source.

TONQUIN TRAIL MASTER PLAN

Description:

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

Objectives:

The objectives for the Tonquin Trail Master Plan 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 trail 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.
- Conduct the master planning work between the Summer 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. A consultant was selected in January, contract negotiations were initiated and a final contract was signed in July 2009.

Project work that occurred between July 2009 and December 2009 includes:

- Project Kick-off Meeting and tour with Project Steering Committee (July 2009)
- Develop Public Involvement Plan (August 2009)
- Add citizen representatives to Project Steering Committee (September/October 2009)
- Perform Data Collection and Background Research (July – December 2009)
- First three Meetings of Project Steering committee(Sept./Oct./Nov. 2009)
- First round of public open houses: one each in Tualatin, Sherwood, Wilsonville(December 2009)

Project work that will occur between January 2010 and June 2010:

- Project Steering Committee meetings (March, April)
- Trail segment analysis (Jan./Feb./Mar./April)
- Second round of open houses (June)

Methodology:

This project is identified in the Transportation System Plan of the cities of Wilsonville, Tualatin and Sherwood and Metro's Regional Transportation Plan. This trail is one of 8 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.

The consultant contract includes a detailed scope of work, schedule and budget that guides the master planning work. Metro has traditionally partnered with local jurisdictions to prepare 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 project steering committee will review all project deliverables and keep their respective jurisdictions and constituents informed about project milestones along the way.

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

The following tasks are included in the consultant's scope of work:

- Project Management
- Public Involvement and Outreach
- Update Existing Conditions/ Conduct Fatal Flaw Analysis
- Field Verification
- Develop Evaluation Criteria and measures
- Trail Segment Analysis
- Identify Land Use Approvals and Regulatory Requirements
- Recommended Preferred Alignments
- Prepare Cost Estimates and Funding strategy
- Prepare Phased Implementation Plan
- Identify Funding Strategy
- Master Plan Review and Adoption by Elected Boards/Councils

Schedule for Completing Activities:

The master planning work will take approximately eighteen months, beginning in July 2009 and ending in February 2011. A final schedule is part of the contract.

Tangible Products Expected in FY 2010-11:

- Public Outreach as identified in the Public Involvement Plan (1st, 2nd, 3rd quarters)
- Recommend preferred alignment (1st quarter)
- Recommend trail design (1st quarter)
- Develop cost estimates (2nd quarter)
- Identify phased implementation plan (2nd quarter)
- Prepare draft and final Master plan document (3rd quarter)
- Present master plan to decision-making bodies (3rd quarter)
- Ongoing collaboration with project partners

Entity/ies Responsible for Activity:

Metro – Product Owner / Lead Agency
Oregon Department of Transportation – Cooperate / Collaborate
City of Sherwood – Cooperate / Collaborate
City of Wilsonville – Cooperate / Collaborate
City of Tualatin – Cooperate / Collaborate
Washington County – Cooperate / Collaborate
Clackamas County – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services (Metro)	$	0	STP	$	188,000
Interfund Transfers	$	0	Metro Match	$	1,517
Materials & Services	$	251,414	City of Sherwood Match	$	10,000
			City of Wilsonville Match	$	10,000
			City of Tualatin Match (tentative)	$	10,000*
			Additional match needed		31,897*
TOTAL	**$**	**251,414**	**TOTAL**	**$**	**251,414**

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

*Negotiated contract budget of $251,414 resulted in a $41,897 shortfall in available funding resources ($209,517). Have received a tentative commitment of $10,000 from City of Tualatin after July 2010 and will seek remaining $31,897 from cities of Sherwood, Wilsonville and Tualatin.

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/ped bridge. Trail widths, surface materials, signage, and street-crossing designs would be proposed and associated costs estimated.

Update: The planning study is on hold until March 31, 2010. ODOT has submitted a grant application to the Obama administration for federal stimulus funding to carry out a comprehensive study for high speed passenger rail in a corridor from Eugene to Portland. The Union Pacific RR (UPRR) bridge over the Willamette River between Lake Oswego and Milwaukie was planned to be studied as a bike/ped crossing (e.g. cantilever a structure onto the existing railroad bridge). If the ODOT study is funded, then a bike/ped facility on the existing bridge will not be feasible per potential conflicts with passenger rail. In addition, at this time UPRR has denied Metro and its agents access to the bridge to study its structural integrity and the potential for adding a bike/ped facility to it.

Metro and its local trail partners may look into the potential of studying a new bike/ped only bridge paralleling the existing UPRR bridge. We currently only have $100,000 in MTIP funding, so a study of a new bridge may not be feasible. In addition, a public outreach and involvement program may be necessary to study a new bike/ped bridge. If no study is feasible, the funds may be reprogrammed to another trail project in the region.

Objectives:

- Complete planning work to determine a more precise route for the trail that would connect the Trolley Trail in Milwaukie and Oak Grove, the Willamette River Greenway, Willamette Shoreline Corridor and downtown Lake Oswego.
- Employ Metro's guidelines for Green Trails in developing alignments and recommendations.

Previous Work:

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

Methodology:

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

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

- Summary of coordination with railroad operator and issues to be addressed in final design and engineering.
- Environmental Baseline Report to address federal environmental requirements.
- Cost estimates for final design, preliminary engineering, and construction.
- Initial draft of ODOT Prospectus Part 3 narrative and checklist.
- A public outreach summary report.

Schedule for Completing Activities:

A feasibility study of the existing UPRR bridge **or** a new free standing bike/ped may be completed during FY 10-11. More specifics will be determined pending the decision by the Obama administration on ODOT's grant application to study the bridge for high speed passenger rail by March 31, 2010.

Tangible Products Expected in FY 2010-11:

Feasibility study may be completed during FY 2010-2011 depending on ODOT grant application and the wishes of local partners. If a study of the existing railroad bridge or a new bike/ped bridge becomes infeasible, the funds may be reprogrammed to another trail project in the region.

Entity/ies Responsible for Activity:

- Metro – Product Owner / Lead Agency
- North Clackamas Parks and Recreation District – Cooperate / Collaborate
- City of Lake Oswego – Cooperate / Collaborate
- City of Milwaukie – Cooperate / Collaborate
- Clackamas County – Cooperate / Collaborate
- Union Pacific Railroad – Cooperate / Collaborate
- Portland and Western Railroad – Cooperate / Collaborate
- Oregon Department of Transportation (ODOT) Rail Division – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Professional Services and	$	110,450	STP	$	100,000
Materials & Services			Local Match	$	10,450
Total	**$**	**110,450**	**Total**	**$**	**110,450**

MT. SCOTT-SCOUTER 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 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 Fall 2011. The project should last about 18-24 months.

Tangible Products Expected in FY 2010-11:

The Master Planning process will not start until the Fall of 2011.

Entities Responsible for Activity:

- Metro – Product Owner / Lead Agency
- City of Happy Valley - Cooperate / Collaborate
- North Clackamas Parks & Recreation District (NCPRD) - Cooperate / Collaborate
- Clackamas County - Cooperate / Collaborate
- City of Portland - Cooperate / Collaborate
- Multnomah County - Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Professional Services and Materials & Services	$	112,000	STP	$	100,000
.			Local Match (Metro, Happy Valley, NCPRD)	$	12,000
TOTAL	**$**	**112,000**	**TOTAL**	**$**	**112,000**

WESTSIDE TRAIL MASTER PLAN: TUALATIN RIVER TO WILLAMETTE RIVER

Description:

Develop a master plan for the 17- mile long "Westside Trail." The trail corridor follows a Bonneville Power Administration (BPA) - and in some sections PGE power line corridor - power line route from the Tualatin River at King City north and then east to the Willamette River / St. Johns Bridge 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 summer 2010. The planning process should be completed by December 31, 2011.

Tangible Products Expected in FY 2010-11.

- Scope of Work / Budget / Time-line
- IGA with ODOT
- Contract signed with Consultants
- Existing Conditions Report
- Fatal Flaws Analysis
- Public Involvement Plan
- Stakeholder Interviews
- Public Open Houses (round one of two)

Entity/ies Responsible for Activity:

Metro – Product Owner / Lead Agency
THPRD – Cooperate / Collaborate
Washington Co. – Cooperate / Collaborate
Multnomah Co. – Cooperate / Collaborate
King City – Cooperate / Collaborate
Tigard – Cooperate / Collaborate
Beaverton – Cooperate / Collaborate
Portland – Cooperate / Collaborate
Forest Park Conservancy – Cooperate / Collaborate
BPA (Bonneville Power Administration) – Cooperate / Collaborate
PGE – Cooperate / Collaborate

Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	300,000	STP	$	300,000
Materials & Services	$	15,000	Local Match	$	35,000
Consultant $300,000					
Printing/Mailings $15,000					
Metro Staff	$	$20,000			
TOTAL	**$**	**335,000**	**TOTAL**	**$**	**335,000**

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

LAKE OSWEGO TRANSIT CORRIDOR FEIS/PE

Description:

The Lake Oswego to Portland Transit Project Final Environmental Impact Statement (FEIS) /Preliminary Engineering (PE) is a Federal Transit Administration- (FTA) sponsored major transit capital investment planning and National Environmental Policy Act (NEPA) process. The project is currently developing the Draft Environmental Impact Statement (DEIS). The Lake Oswego to Portland Corridor project completed a FTA Alternatives Analysis in December 2007. The Metro Council authorized the advancement of the project into a DEIS pursuant to the requirements of the NEPA process. 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 was completed in spring of 2009. The DEIS commenced in July 2009 and is anticipated to be published in late summer 2010.

No-Build, Streetcar, and Enhanced Bus alternatives are included in the DEIS. 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 and is now a separate but coordinated project.

Objectives:

- Complete a project DEIS that meets all Federal and FTA requirements.
- Conduct a public outreach plan that meets all NEPA requirements and the public involvement standards of TriMet and Metro.
- Coordinate with local, state and Federal agencies.
- Select Locally Preferred Alternative
- Complete and Submit Preliminary Engineering Application to FTA
- Preliminary Engineering
- Conduct FEIS

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.

Originally, the DEIS was to be funded with $4 million MTIP in 2012/2013 timeframe. In order to move the project forward earlier, TriMet, Metro, the Cities of Portland and Lake Oswego and Clackamas County executed an IGA in spring 2009. The IGA identified funding and a project organizational structure to allow the work to commence earlier. Under that IGA, TriMet became the contracting lead and Metro the NEPA lead agency. An outside project manager and other consultants were hired in spring 2009.

In winter/spring 2009, a refinement process was conducted which identified and selected design options in the John's landing area, narrowed the terminus location in Lake Oswego, and refined the enhanced bus alternative. That process was completed in June 2009 and included extensive technical and public involvement efforts. The Steering Committee recommended refined No Build, Enhanced Bus and Streetcar alternatives for study in the DEIS. The streetcar alternative includes alignment options in John's Landing, at Riverwood Road in Dunthorpe and in the Foothills in Lake Oswego. It includes a permanent terminus at the Albertson's site in Lake Oswego but also includes an MOS at the Sellwood Bridge.

Metro also led a Trail Refinement process to develop and analyze trail solutions in the constrained corridor. The Steering Committee adopted the findings and proposed next steps in August 2009.

A Citizen Advisory Committee was selected in summer 2009 and has been meeting monthly since October.

Methodology:

The project will use a combination of engineering design, public involvement, technical analysis for a series of specific environmental disciplines as directed by FTA for NEPA analysis, and documentation to develop the deliverables for this project.

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 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. The project will coordinate with that plan. It will also conduct station area planning efforts in Portland and Lake Oswego.

The DEIS will complete the analysis of alternatives and is expected to result in the adoption of a Locally Preferred Alternative (LPA) by the Metro Council in December 2010. Once the LPA is selected, the project lead is expected to transition to TriMet, which would then apply to FTA to enter Preliminary Engineering and initiate the Final Environmental Impact Statement (FEIS). At the completion of the FEIS, a Record of Decision would be issued by the FTA certifying that the requirements of NEPA have been met. The project would then move into Final Design and Construction pending FTA approvals.

Schedule for Completing Activities:

2010

March	DEIS – 1st Draft for FTA Review
April	DEIS – 2nd Draft for Federal and Local Regulatory Agency Review
August	Publish DEIS for 45-day public comment period
October	Locally Preferred Alternative (LPA) Decision
Oct/Nov	Submit New Starts application to FTA

2011

March	Begin Preliminary Engineering and FEIS

Tangible Products Expected in FY 2010-11:

Draft Environmental Impact Statement Published	August 2010
Locally Preferred Alternative Report	October 2010
New Starts Application for Preliminary Engineering	Oct/Nov 2010
Complete 15% design	2011
Commence FEIS	2011

Entity/ies Responsible for Activity:

TriMet is Co-Lead, serving as the project manager and FTA grantee.
Metro is Co-Lead, providing expertise on the Environmental Impact Statement.
City of Portland - Cooperate / Collaborate
City of Lake Oswego - Cooperate / Collaborate
Clackamas County - Cooperate / Collaborate
Multnomah County - Cooperate / Collaborate
Oregon Department of Transportation - Cooperate / Collaborate
Portland Streetcar, Inc. - Cooperate / Collaborate

Cost and Funding Sources:

Costs:		**Sources:**	
		Local	$1,546,000
Personal Services	$5,880,000	State Loan*	$2,000,000
Materials and Services	$120,000	Other	$2,454,000
Total	**$6,000,000**	**Total**	**$6,000,000**

*State infrastructure bank loan secured by future allocation of STP funds.

WASHINGTON COUNTY COMMUTER RAIL BEFORE/AFTER

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 evaluate the effectiveness of the Washington County Commuter Rail project in meeting its goal:

> 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 the remainder of FY 2010 are summarized below:

Tasks 1 & 2: Ongoing tasks through 2010 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. The methodology for analysis is described in FTA guidance that 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 guide way, 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.

The analysis will compare predictions with after conditions and prior conditions with after conditions for each of the five project characteristics to measure the effectiveness of the project in achieving its goals and objectives.

Schedule for Completing Activities:

Interim status report on pre-project implementation conditions – December 2010
On-board transit surveys for post-project implementation conditions – Spring 2011
Draft report complete – June 2012

Tangible Products Expected in FY 2010-11:

- A completed interim report of the Prior Conditions based on local and regional data assembled for each of the five project characteristics described above.
- Conduct on-board transit surveys of corridor transit service to complete the "After Conditions" dataset for analysis.

Entity/ies Responsible for Activity:

TriMet – Product Owner / Lead Agency
Metro - Cooperate / Collaborate
ODOT - Cooperate / Collaborate
FTA - Cooperate / Collaborate
Washington County - Cooperate / Collaborate
Clackamas County - Cooperate / Collaborate
South Metro Area Regional Transit - Cooperate / Collaborate
PMO Contractors - Cooperate / Collaborate

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 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 2010	$	10,000
	Tasks 6 & 7 – Proposed Analyses	
Report Writing	$	10,000
TOTAL	**$**	**140,000**

PORTLAND – MILWAUKIE LIGHT RAIL FEIS

Description:

This project (now led by TriMet after the beginning of Preliminary Engineering) involves the development of a Final Environmental Impact Statement (FEIS) for the Portland to Milwaukie Light Rail Project informed by Preliminary Engineering (PE) designs. The goal for this phase of the project is to publish the FEIS and develop a Record of Decision (ROD) in cooperation with the Federal Transit Administration (FTA) to be able to move forward with construction activities on the Portland to Milwaukie Light Rail Project (PMLR) with a planned completion and beginning of service in 2015.

Objectives:

- Receive Biological Opinion (necessary to complete FEIS) April 2010
- Complete the FEIS May 2010
- Develop the ROD July 2010
- Continue Public Involvement Ongoing
- Complete Preliminary Engineering March 2010
- Coordinate with FTA and federal and local agencies Ongoing
- Complete FTA submission for Final Design March 2010

Previous Work:

- North Draft Environmental Impact Statement and LPA including Milwaukie Light Rail segment
- 2002 Supplemental Draft Environmental Impact Statement on the Milwaukie LRT Project
- 2003 amended LPA for South Corridor Phase I and II. Phase I to include I-205/Portland Mall Project and Phase II includes the Portland-Milwaukie Project.
- January 2004 Amended SDEIS for downtown Portland and I-205 Mall Project solidifying mode, terminus/ and alignment decision on downtown Portland Mall
- December 2004 I-205/Portland Mall FEIS published
- Spring 2007 – Full Funding Grant Agreement signed with the FTA to construct I-205/Portland Mall
- April 2008 – Publication of the Supplemental Draft Environmental Impact Statement for the Portland-Milwaukie LRT Project
- July 2008 – Selection of the Locally Preferred Alternative
- The project received permission from FTA to begin PE on March 30, 2009.

Methodology:

The project will use a combination of engineering design, public involvement, technical analysis on a series of specific environmental disciplines as directed by FTA for NEPA analysis, and documentation to develop the deliverables for this project.

Schedule for Completing Activities:

- Receive Biological Opinion (necessary to complete FEIS) April 2010
- Complete the FEIS May 2010
- Develop the ROD July 2010
- Continue Public Involvement ongoing
- Complete Preliminary Engineering March 2010
- Coordinate with FTA and federal and local agencies ongoing
- Complete FTA submission for Final Design March 2010

Tangible Products Expected in FY 2010-11:

- Complete the FEIS — May 2010
- Develop the ROD — July 2010
- Complete Preliminary Engineering — March 2010

Entity/ies Responsible for Activity:

TriMet, project manager and FTA grantee – Product Owner / Lead Agency
Metro, will provide expertise on the Environmental Impact Statement – Cooperate / Collaborate

Other project partners include:
City of Portland Cooperate / Collaborate
City of Milwaukie - Cooperate / Collaborate
Clackamas County - Cooperate / Collaborate
Oregon Department of Transportation - Cooperate / Collaborate

Cost and Funding Sources:

The total project at completion is estimated to cost just over $1.4 billion. The project is requesting 60% federal match. A total of over $400 million in local match has been or will be committed before the beginning of the FY10-11 fiscal year. For a multi-year project with multiple federal, state and local reviews, the timing of expenditures and construction can vary. According to current projections, during the fiscal year from July 2010 to June 2011, the estimated costs are as follows:

Engineering, Design, Environmental and Administration	$67 million
Right of Way Acquisition	$53 million
Construction	$5 million

SOUTH CORRIDOR I-205/PORTLAND MALL LIGHT RAIL BEFORE/AFTER

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 Final Environmental Impact Statement (FEIS), and requires extensive before and after data collection to ascertain the utilization of the introduced services and the 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 evaluate the effectiveness of the South Corridor I-205/Portland Mall Light Rail Project in meeting the following goals:

- To provide transportation options for the fast-growing I-205 corridor.
- Ensure effective transit system operations in the South Corridor.
- Maximize the ability of the transit system to accommodate future growth in travel demand in the South Corridor.
- Minimize traffic congestion and traffic infiltration through neighborhoods in the South Corridor.
- Promote desired land use patterns and developments in the South Corridor.
- Provide for fiscally stable and financially efficient transit system.
- Maximize the efficiency and environmental sensitivity of the engineering design of the proposed project.

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make more 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 forecasted 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;
- 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 Alternatives Analysis (AA), Supplemental Draft Environmental Impact Statement (SDEIS), Preliminary Engineering (PE), Final Environmental Impact Statement (FEIS) and other project documents, as applicable. 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 March 2006. The FTA approved the inclusion of the study work scope into the South Corridor I-205/Portland Mall Light 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 2010 are summarized below:

Tasks 1 & 2: Ongoing tasks through 2010 include documenting changes in project scope, capital costs, and service levels following project implementation.

Task 3: Data collection for pre-project implementation will occur in two phases prior to anticipated impacts of project's construction schedule. The first phase included an origin/destination rider survey for all bus lines impacted by the transit mall construction and was conducted in spring 2006. The second phase was conducted in spring 2009 and includes all remaining data collection for pre-implementation, such as origin/destination surveys of transit riders on bus lines in the I-205 corridor, parking utilization observations, and traffic conditions at impacted intersections/roadways.

Task 4: Post-project implementation data collection is scheduled to occur in fall 2011 and will replicate all data collection methods conducted in Task 3 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 2013.

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. The methodology for analysis is described in FTA guidance that 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.

The analysis will compare predictions with after conditions and prior conditions with after conditions for each of the five project characteristics to measure the effectiveness of the project in achieving its goals and objectives.

Schedule for Completing Activities:

Interim status report on pre-project implementation conditions – June 2011
On-board transit surveys for post-project implementation conditions – Fall 2011
Draft report complete – December 2012

Tangible Products Expected in FY 2010-11:

- A completed interim report of the Prior Conditions based on local and regional data assembled for each of the five project characteristics described above.

Entity/ies Responsible for Activity:

Internal (TriMet): The Project Sponsor for the South Corridor I-205/Portland Mall Light Rail Project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The South Corridor I-205/Portland Mall Light 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 South Corridor I-205/Portland Mall Light 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, Capital Costs, Development, monitoring and reporting of the Ridership and Fare Revenue, and Recommendations sections of the plan.
- Operations – Development, monitoring and reporting of the Services Levels sections of the plan. The Traffic and Parking sections will rely heavily on assistance from the City of Portland, Clackamas County and Oregon Department of Transportation.
- Finance – Development, monitoring and reporting of the 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 South Corridor I-205/Portland Mall Light Rail project;
- Collect/assemble demographic and economic data for the South Corridor I-205/Portland Mall Light Rail corridor before project initiation and after project opening; and
- Identify and analyze potential model refinements.

Other Local Agencies:

- The Oregon Department of Transportation (ODOT) will collect and report traffic volume data for the I-205 and I-84 freeways; and
- The City of Portland Bureau of Planning and Clackamas County Department of Planning will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the communities along the South Corridor I-205/Portland Mall Light Rail Corridor.

Federal Transit Administration (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 through the South Corridor I-205/Portland Mall Light Rail Full Funding Grant Agreement in the amount of $510,000 of which 60% is Federal and 40% is from the project's matching funds. The balance of funds is from TriMet's General Fund. The entire budget for this project evaluation is summarized as follows:

	Task 2 – Documentation of Forecast
Ridership Modeling	$ 10,000
	Task 3 – Pre-Implementation Data Collection
Origin/Destination Survey	
• Mall Portion – Spring 2006	$ 170,000
• I-205 Portion – Spring 2009	$ 30,000
	Task 4 – Post-Implementation Data Collection
Origin/Destination Survey	
• New Rider Survey	$ 50,000
• Fall 2011	$ 200,000
Parking and Traffic Data Collection	
• Fall 2011	$ 15,000
	Task 5 – Proposed Analyses
Ridership Modeling	$ 20,000
	Tasks 6 & 7 – Proposed Analyses
Report Writing	$ 20,000
TOTAL	**$ 530,000**

EMPLOYER OUTREACH PROGRAM

Description:

The Tri-county Metropolitan Transportation District of Oregon (TriMet) has worked with employers in the Portland, OR Metro area since the early 1980's to establish employee transportation programs. TriMet's employer outreach program is funded by the Congestion Mitigation for Air Quality (CMAQ) grant administered through the Metro regional government. The TriMet program is designed to reduce vehicle miles traveled through transportation program assistance, outreach and marketing campaigns to employers. TriMet enhanced the program in 1996 when the Oregon DEQ Employee Commute Options (or ECO) rule went into effect to include more outreach and technical assistance for employers and partners. While the ECO rule was revised in 2007 to include only employers with more than 100 employees, instead of 50 employees, TriMet's TDM efforts continue to target employers of all sizes.

TriMet uses a custom-designed database for recording employer programs and activity including education programs and materials, individual consultations, presentations, transportation fairs, and transportation coordinator training. TriMet also offers transportation surveys, an emergency ride home program, materials, comprehensive website content and formalized fare programs, carpool maps (geocoding). TriMet staff promotes all non-SOV commute options including transit, carpooling, vanpooling, biking, walking, compressed workweeks, telecommuting and incentives.

The current 2009-2010 budget of $385,220/$429,310 supports a staff of 5.25. In addition to the CMAQ funds that are the core subsidy for the employer outreach program, TriMet dedicates general funds for services such as processing surveys for the Oregon DEQ Employee Commute Options program, an Emergency Ride Home program, 3 vanpools for employers, a carpool map service for employers, plus the design and production of marketing materials.

Objectives:

- Increase by three percent the number of worksites the TriMet staff works with on transportation programs (includes commute options planning, DEQ compliance, transit pass programs) from approximately 1,227 worksites to 1,264.
- Increase the number of transportation programs (includes transit pass programs, subsidy, reimbursement, pre-tax) at employer worksites by three percent, from 889 worksites to 916.
- Promote the Drive Less/Save More campaign messages to reduce SOV trips and VMT. (ONGOING)
- Build transit ridership and non-SOV trips among employees in the Portland-Metro area
- Assist employers with incorporating regional commute options in their transportation programs
- Build awareness among employers about new, existing and upcoming transit service

Previous Work:

In the fiscal period for 2008-2009 (July-June), TriMet staff made 5,335 contacts with 1,605 employers, of which 336 employers were first-time contacts. The nature of the contacts ranged from phone calls to contact at transportation fairs, one-on-one meetings with employers, and information provided by email. For the 2008-2009 fiscal period, 532 employers within the TriMet service area were enrolled in TriMet transit pass programs representing 883 worksites and approximately 69,646 employees. TriMet staff worked with approximately 1,227 worksites on transportation programs.

Following is a summary of the transportation programs based on the TriMet employer database as of September 2009:

- Transportation programs increased from 1,227 (08-09) to 1,239 worksites
- Transit subsidies are offered at 992 employer worksites
- TriMet's employer pass programs are offered at 889 worksites

- To help retain employers on pass programs and to continue offering non-SOV incentives, promoted the Oregon business energy tax credit to employers. Based on early, anecdotal feedback several employers indicated they applied for the tax credit.

The TriMet staff conducted a variety of outreach activities throughout the year to reach employers and colleges. Following are highlights of staff activity for 2008-2009 (July 2008 through June 2009):

- Promoted multi-modal transportation options and supported the metro region campaign-messaging, Drive Less Save More, at 79 transportation events (fairs, presentations and seminars) representing 15,090 attendees.
- Renewed contracts for annual transit-pass programs for 262 employers, a 2.3 percent decrease from the previous year. In addition, 270 employers are enrolled in monthly programs, a 1.1 percent increase over the previous year. Employers cited budget constraints as the primary reason for not renewing or discontinuing programs. The Portland metropolitan region has endured the loss of 53,400 jobs in the past 12 months according to data from Worksource Oregon. The unemployment rate as of November 2009 is 10.7 percent.
- Provided 2,375 New Employee Kits (NEK) to employers to use to promote travel options to new employees; the kits are customized with travel options information specific to the East, West and Central Business districts. As of January 2009, due to budget issues, transit day-tickets were discontinued from the kits.
- Provided 146 Emergency Rides Home (ERH) for employees participating in commute options programs. The ERH program provides an incentive for employers to offer employees a minimum subsidy of $10 per month per employee to use transit, carpool, vanpool, walk or bike to work.
- Renewed nine colleges on student term pass programs representing 6,338 students.
- Participated in 186 events and meetings with organizations, partners and employers.
- Prepared 202 transportation program surveys and delivered transportation results to employers.
- Distributed four (quarterly) To Work newsletters to more than 1,900 transportation coordinators. Transitioned from paper distribution to online-only format with the spring 2009 edition saving $2,500 in materials and postage per quarter.
- Assisted RTO develop a new employer web page section for the regional commute options web site, DriveLessSaveMore.com.
- Staffed the Drive Less/Save More booth at a Sunday Parkways event held by the City of Portland. (Two additional events held in July and August will be noted in the 2011-2012 work plan.)
- Contributed employer programs data to RTO and PSU for the bi-annual evaluation of RTO outreach programs.
- Continued granting TriMet transit passes to active TMAs to assist TriMet with outreach to employers. Currently five TMAs are active and each receives one monthly pass.

Project-Related Outreach

The staff also participated in 62 events and activities for TriMet projects including the following major events:

- The team conducted outreach during the WES Commuter Rail grand opening event on February 2, 2009; the team assisted customers at WES stations during first 11 days of service.
- The team staffed 22 shifts for construction-related events leading to the opening of the MAX Green Line light rail from August 2008 through April 2009. Outreach numbers are not counted in the above contacts for employers.

Promoted the reopening of the Bus Mall in the Central Business District in the spring of 2009 and prepared employers for the opening of the MAX Green Line in September 2009. Outreach from the MAX Green Line opening will be included in the 2009-2010 results.

- Direct mail announcing the Bus Mall reopening to more than 700 downtown employers; staff participated in an opening day event on May 22.
- Held 12 transportation fairs at employer and building sites in the Central Business District from March through May. Held 622 1:1 discussions; estimated total attendees is 1,915.
- Issued newsletter articles in the spring and summer editions of the To Work newsletter to prepare employers for Bus Mall changes, safety and opening of service; distributed to more than 1,900 subscribers for each edition.

Methodology:

- Contribute survey data and employer programs data for the bi-annual evaluation of RTO outreach programs prepared by RTO and Portland State University.
- Revenue received from employer transit pass programs
- Number of employers on programs
- Number of employees participating in programs
- Number of worksites on transportation programs
- Number of worksites on transit pass programs
- Inquiries managed per week
- Inquiry turnaround time (24 hours or less)
- Number of transportation fairs attended and number of employees reached at the fairs
- Assistance to the partners of the Regional Transportation Outreach subcommittee and transportation management associations including materials
- New proactive contacts per week

Schedule for Completing Activities:

Project Element	*Timeline – projects in effect from July 2010 through June 2011*
Collateral – To Work Newsletter and quarterly subscription drive	2010 – Sept., Dec. 2011 – Mar., June,
Reporting – Prepare 4 quarterly and 1 annual progress reports and 1 work plan to RTO for program funding.	2010 quarterly reports July, Oct. 2011 quarterly reports Jan., Apr. Work plan Jan. 2010 Annual report Dec. 2010
Outreach and promotion – Build ridership on WES Commuter Rail – Conduct proactive outreach to employers for pass programs and to build awareness about using WES and support a new WES Works promotional campaign (Feb.- Dec. 2010) by contacting employers.	Oct. 2009 – Dec. 2010
Outreach – Increase employer pass programs along the Green Line alignment – Proactive outreach to 275 Eastside employers for pass programs; build on direct mail campaigns.	Oct. 2009 – July 2010
Promotion – Alert employers about expanded bike parking facilities at transit centers and stops	May – Sept. 2010
Outreach – Contact 130 customers on monthly pass programs to increase the number of passes purchased by employees (ongoing)	June 2010 – July 2011
Collateral – Annual-pass fare instruments for employer and college transit pass programs	June 2011
Conduct employer surveys for transit-pass program contract renewals (ongoing)	Apr. – Aug. 2010 Apr. – Aug. 2011
Outreach – Total of 90 events including transportation fairs, presentations, workshops	July 2010 – June 2011
Assist employers with DEQ Survey Processing	Ongoing
Emergency Ride Home Program (TriMet General fund)	Ongoing
Vanpool shuttles (3) (TriMet General fund)	Ongoing
Outreach – Distribute 2,000 New Employee Kits annually to employees through employer contact (ongoing)	July 2010 – June 2011
Collateral – Promote pre-tax transportation benefits among employers offering the program Develop promotional poster and revise existing flyer (Jan. '10); distribute materials to employers	Ongoing

Tangible Products Expected in FY 2010-11 (July 2010-June 2011):

In addition to providing commute options outreach and transportation program assistance, TriMet staff will build on the awareness created with the openings of the new WES Commuter Rail line in February 2009 and the new MAX Light-rail Green Line in September 2009, plus promote the expansion of bike facilities to be built in 2010 with ARRA funds. Following is more detailed information.

Project Element	*Timeline – projects in effect from July 2010 through June 2011*
Employer Outreach – Increase WES Commuter Rail ridership by 200 passengers • Contact 800 employers • 30 transportation fairs and outreach events • 4 articles in the To Work newsletter	Oct. 2009 – Dec. 2010
Employer Outreach – Build ridership by employees and students on the new MAX Greenline light-rail service • Contact 275 employers • 30 transportation fairs and outreach events • 2 articles in the To Work newsletter promoting the service	Oct. 2009 – Oct. 2010
College Student Outreach – Build awareness for commute options • College orientation packets and travel options materials for new students (6 colleges) • 8 transportation fairs and outreach events	2010 – Aug., Jan. 2011 – Mar., Apr.
Employer Outreach – Promote new bike-parking facilities • To Work newsletter articles Spring and Summer issues, • Outreach to employers and colleges within 1-mile of bike facilities – number to be determined • Promotion of bike facilities at bike events including Sunday Parkways, COP and PSU. • Develop poster, update TriMet website	June 2010 – Sept. 2011
Employer Collateral – Promote pre-tax transportation benefits among employers offering the program Update promotional poster and flyer at fare change	Sept. 2010

Entity/ies Responsible for Activity:

TriMet – Staffed by 5.25 people in the marketing department. Product Owner / Lead Agency

Cost and Funding Sources:

The projected budget for 2010-2011 is $396,777 federal funds/$442,189 total project cost. In addition to the CMAQ funds that are the core subsidy for the employer outreach program, TriMet also dedicates general funds for services such as processing employer surveys, an Emergency Ride Home program incentive, three vanpools, carpool map service for employers, plus the design and production of marketing materials. In addition, TriMet funds advertising tools to promote existing and new service to reach employers and employees.

PEDESTRIAN NETWORK ANALYSIS

Description:

The pedestrian network analysis will take a macro look at pedestrian needs in the Portland Metropolitan Region and identify projects that improve access to transit stops and stations. Rough project descriptions and cost estimates will be provided. The analysis will address various types of pedestrian obstacles, including sidewalk gaps, lack of crossings, lack of crossing protection, needed refuges, opportunities for curb extensions – and even grade separated crossings, as warranted. The study will develop a framework for selecting, programming, and optimizing pedestrian-oriented projects that will deliver the greatest benefit for transit access and local pedestrian-based trip making. Benefits may be measured in several ways, including:

- improving pedestrian safety;
- addressing the needs of targeted populations to include the elderly, disabled, economically disadvantaged, or school children;
- attracting new transit trips;
- leveraging other public and private pedestrian infrastructure investments.

Objectives:

The primary objective of this project is to identify specific investments that will improve the walking environment around selected transit stops. TriMet continues to make investments in on-street transit amenities, yet these improvements often prove to be "islands", disconnected from the neighborhoods they are intended to serve. This project will leverage on-street transit investments and, more significantly, the considerable investment in the service itself – making transit accessible and useful to more people. The project will build the case for why identified investments should be incorporated into local and regional work programs and will ultimately assist TriMet and local communities with focusing attention, garnering resources, and implementing pedestrian improvements near identified transit stops.

Specifically this project will:

- Select an approach to analyze walking environments near transit stops;
- Determine approximately 10 investment focus areas in the Portland Metro Region where the potential, or actual, number of transit trips is high, but the quality of the walking environment near the transit stops is low;
- Identify a package of investments for each of the focus areas;
- Vet analysis approach and recommendations with a technical advisory committee;
- Present finding to regional stakeholders and the public.

Previous Work:

This project builds off many initiatives including:

- *The Oregon Bicycle and Pedestrian Plan, prepared by ODOT in 1995*
- *The Portland Pedestrian Access to Transit Project, prepared by the City of Portland in 1997*
- *The Portland Pedestrian Master Plan, prepared in 1998*
- *The pedestrian network inventory compiled by Metro and TriMet in 2001*
- *The safe crossings study conducted by Alta Planning and Design in 2002 in coordination with ODOT and TriMet*
- *The pedestrian access case study conducted by TriMet in 2002 using Tigard as the case study*
- *Past transit accessibility index studies prepared by Metro in coordination with TriMet.*

Each of these studies advanced the understanding of the condition and challenges of the region's pedestrian network, but none provided a framework for setting priorities, programming and optimizing potential pedestrian access to transit projects.

Methodology:

- Define Targets, Methodology, and Data Needs
- Determine Pedestrian Focus Areas
- Prioritize Investments in Pedestrian Focus Areas
- Next Steps & Outreach

Schedule for Completing Activities:

- Establishing the Technical Advisory Committee (TAC)
  - **January 2010**
- Develop initial targets, methodology, and data needs
  - **January 2010 – March 2010**
- Collect and analyze data to determine focus areas
  - **March 2010 – May 2010**
- Field visits and data collection to determine investment priorities in the focus areas
  - **May 2010 – October 2010**
- Finalization of investment priorities and outline for how to move forward with implementation.
  - **October 2010 – January 2011**

Tangible Products Expected in FY 2010-11:

- Three technical memos outlining steps taken to arrive at final recommendations. Final Report synthesizing technical memos 1,2, and 3 and describing next steps. Final Report will provide a blueprint for TriMet and local jurisdictions to seek funding for recommended pedestrian improvements near transit stops.

Entity/ies Responsible for Activity:

TriMet – Project Owner / Lead Agency
Metro – Cooperate / Collaborate
Local Jurisdictions – Cooperate / Collaborate

Cost and Funding Sources:

Requirements

Task 1: Project Management	$	9,732
Task 2: Define Targets, Methodology, and Data Needs	$	17,861
Task 3: Determine Pedestrian Focus Areas	$	33,131
Task 4: Prioritize Investments in Pedestrian Focus Areas	$	58,248
Task 5: Next Steps & Stakeholder Outreach	$	21,028
TOTAL	**$**	**140,000**

Resources

STP	$ 125,000
TriMet	$ 15,000

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 has reached 75% completion milestone and should be complete in FY 2010-11.
- The FY 2011 program investment of $238,000 will be repeated and is in the final year to complete all bus stops.

Bus Stop and Pedestrian Access 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 1,200 as of January 2010. TriMet expects to sustain the shelter expansion effort with approximately 35 new shelters in FY 2011, using primarily CMAQ funds.
- With the help of other grant funds, additional bus stop related access improvements are being made in the tri-county region. Recent completions (FY10) of Tualatin Valley Highway improvements (19 sites) have set a bench mark for improving and enhancing pedestrian safety and access. Similar "hot spot" oriented and corridor level enhancements are being proposed for FY2011.
- TriMet has expanded the use of solar lighting installations (over 300 installations) in new and existing shelters where direct power connections are difficult and/or expensive. This phase of the project is in final stages of completion. Upgrade efforts in FY2011 will shift to stand-alone poorly illuminated bus stop sites (with pole mounted solar LED lighting units) to address safety and pass up issues. 30 bus stops are targeted in FY11.

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 2010-11:

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

Entity/ies Responsible for Activity:

TriMet – Project Owner / Lead Agency
Local Jurisdictions – Cooperate / Collaborate

Cost and Funding Sources:

Reflects FY 2010 Allocation of $1,154,919. Approximately $218,000 or 19% of the program budget is devoted to planning activities. These funds support 3 FTEs doing planning and design work.

Requirements:			**Resources:**		
Bus Shelter Expansion	$	300,000	CMAQ	$	1,036,309
Pavement and ADA Improvements	$	250,000	TriMet	$	118,610
Bus Stop Signs and Poles	$	250,000			
Solar Lighting	$	150,000			
Streamline Treatments	$	204,919			
TOTAL	**$**	**1,127,365**	**TOTAL**	**$**	**1,154,919**

Full-Time Equivalent Staffing	
Planning and Design	3.0
TOTAL	**3.0**

I-5 COLUMBIA RIVER CROSSING

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

The project area - State Route 500 in Vancouver to approximately 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 Partnership recommended fixing three bottlenecks in its 2002 Strategic Plan: I-5 at Salmon Creek in Clark County, WA (completed in 2006); I-5 at Delta Park in Portland (construction began in 2008): and, I-5 at the Columbia River (this project)

The 39-member bi-state CRC Task Force was formed in early 2005 to advise the CRC project on key decisions. The final action of the Task Force in June 2008 was to make a recommendation on the Locally Preferred Alternative. 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 CRC project receives advice on project development from the Governor-appointed Project Sponsors Council and other ongoing advisory 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.
6. The I-5 bridges across the Columbia River do not meet current seismic standards, leaving them vulnerable to failure in an earthquake.

Stakeholders:

Oregon Department of Transportation (ODOT) – Co Lead
Washington Department of Transportation (WSDOT) - Co Lead

City of Vancouver – Cooperate / Collaborate
City of Portland, Metro – Cooperate / Collaborate
Southwest Washington Regional Transportation Council – Cooperate / Collaborate
C-Tran – Cooperate / Collaborate
TriMet – Cooperate / Collaborate

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
- Seismic safety of the I-5 river crossing

The Final Environmental Impact Statement is expected in mid-2010, followed by the Record of Decision in late 2010. FTA gave approval to enter Preliminary Engineering for transit in December 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: a replacement bridge, light rail transit, and a transit terminus at Clark College. The transit New Starts application was submitted to FTA in August 2008.

Work in 2009 focused on refining project designs in coordination with project advisory groups, gathering and analyzing additional data for the Final EIS, conducting a tolling study, reviewing comments on the Draft EIS and talking with communities to hear concerns and provide information. Since October 2005, CRC staff has had more than 21,000 face-to-face conversations at more than 700 events.

Funding Summary:

ODOT Funding Sources

Date	Source	Amount Committed
Prior to 2004	Federal Earmark (Pre-EIS Work)	$1.31
2005	SAFETEA-LU Federal	$5.61
2005-2007	OTIA III (State Funds)	$5.00
2006	Federal Earmark	$0.79
2007	Other (State Funds)	$4.60
2007	FY07 IMD Funds (Corridors of the Future (COF))	$7.50
2008	FY08 IMD Funds	$0.68
2009	FY09 IMD Funds	$3.33
2009	Transportation Project Account (Bill 2001)	$30.00
2010	FY10 IMD Funds	$1.00
	ODOT Total Funding before Transfer to WSDOT	$59.82
	Transfer out FY07 IMD Funds (COF) to WSDOT	($7.50)
	ODOT Total Funding after Transfer	**$52.32**

WSDOT Funding Sources

Date	Source	FED. #	PIN #	Finance Code	Amount Committed	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	$0.71
2007-2009	TPA (State Funds)	NO	400506A	AZ	$20.00	$19.94
2007	FY07 IMD Funds (COF)	IMD-0051(268)	400506A	CK	$7.50	$7.50
2009-2011	TPA (State Funds)	NO	400506A	AZ	$20.00	$20.00
2009	SAFETEA-LU Federal	HP-0051(177)	400506A	GS	$1.31	$1.31
2009	SAFETEA-LU Federal	HP-0051(254)	400506A	GS	$0.19	$0.00
2009	FY09 IMD Funds		400506A		$1.33	$0.00
2010	FY10 IMD Funds				$1.95	$0.00
	WSDOT Total Funding before Transfer from ODOT					$70.73
	Transfer FY07 IMD Funds (COF) from ODOT					$7.50
	WSDOT Total Funding after Transfer					**$78.23**
	WSDOT and ODOT Total Funding after Transfer					**$130.55**

Expenditure Summary:

ODOT Expenditures	$	4,666,276
WSDOT Expenditures	$	12,361,372
Consultant Services		65,538,534
TOTAL	**$**	**82,566,182**

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 transportation 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.

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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, regional 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 transportation system plans and facility plans that identify needs, functions, modes, performance measures and management objectives, and the general location of planned 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. The results of ODOT's participation, cooperation, and collaboration are reflected in the Federal and State elements 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 2010-11:

We anticipate completion of deliverables of the following projects in FY 2010-2011: I-5/I-84 Subarea Analysis, I-5/I-405 Subarea Analysis, and the following 2009 TGM grants: City of Forest Grove: Transit-Oriented Development Plan and Implementation Strategy; City of Portland - Outer Powell Blvd ROW Corridor and Implementation Plan; Clackamas County - Park Avenue Light Rail Station Area Planning, and Washington County – Implementation of Washington County TSP and Updating System Characteristics.

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 Refinement 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
Modal Advocates
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:	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 the adoption and implementation of Metro's Regional Transportation Plan, Regional Transportation Functional Plan, Modal Plans, Urban/Rural Reserves, and other Making the Greatest Place projects. This includes continued work on alternative mobility standards.	Ongoing though June 2011
Mobility Corridors: ODOT, Metro, TriMet and other appropriate regional and local governments are working together on developing Multimodal, Multi-facility Mobility Corridor Strategies as part of the State RTP. Upon adoption of the RTP, ODOT may develop Mobility Corridor Facility Plans for adoption by the OTC, determining the needs, functions, modes, performance standards, management strategies, and general locations of needed improvements of State Highways, as well as of local facilities and services within the Corridor that help maintain the performance of the State highway.	Jun 2011
Next Mobility Corridor Refinement Plans: ODOT will 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. Priority candidates for refinement plans are the Southwest Corridor which includes I-5 and OR 99W, and the "East Multnomah Cities to Damascus" Corridor which includes one or more connections between I-84 to US 26.	Ongoing through June 2011
Local Jurisdictions' Transportation System Plans: ODOT coordinates with and provides technical assistance and policy direction to local jurisdictions as they develop or update their transportation system plans or refinement plans.	Ongoing
Local Jurisdictions Legislative Plan Amendments: ODOT coordinates with and provides technical assistance and policy direction to local jurisdictions as they develop concept plans, sub-area land use plans, and other legislative plan amendments. Current examples include Concept Plans in Tualatin and Sherwood.	Ongoing
Oregon Highway 212 Corridor Refinement Plan and Damascus TSP: ODOT is working with the 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.	Dec 2011
Interchange Area Management Plans: ODOT is working with local jurisdictions to develop coordinated plans for local streets systems, improvements, access management and land use in the vicinity of interchanges. Candidates areas include: • I-5/I-405/Ross Island Bridge Subarea Refinement Plan • I-5/I-84 Subarea Refinement Plan • US26 @ Shute Road IAMP • I-84 Troutdale Subarea Refinement Plan and/or IAMP • US 26: NW 185th Interchange and 173rd Overcrossing Subarea Refinement Plan	Dec 2011

TGM grants with regional significance: June 2011

City of Forest Grove: Transit-Oriented Development Plan and Implementation Strategy

City of Hillsboro - Tualatin Valley Highway Corridor Refinement Plan

City of Portland - Outer Powell Blvd ROW Corridor and Implementation Plan

Clackamas County - Park Avenue Light Rail Station Area Planning

Washington County – Implementation of Washington County TSP and Updating System Characteristics

ODOT Region 1's estimated SPR program budget for the 2010 fiscal year is $ 2.34 million.

METRO
FY 2010-11 Unified Planning Work Program Funding Summary

03/25/10

	11 PL ODOT[1]	11 STP* (FFY 10) Metro	09 STP* (FFY 08) Metro	STP Household Survey -	11 ODOT Support Funds	11 Sec 5303*	10 Sec 5303*	11 TriMet Support	FTA Streetcar OR-39-0002	Next Corridor STP c/o	11 Next Corridor STP (FFY 10)	CMAQ RTO OR95-X010 14441, 14442, 14443	Other Anticipated Funds	Metro/Local Match	Total
ODOT Key #		15544	14386	TBD					14570	14564, 14565	15546				
METRO															
Transportation Planning															
1 Regional Transportation Plan	294,931	69,808	5,389	-	77,173	200,359	60,467	58,941	-			-	73,163	73,813	914,044
2 Best Design Practices in Transportation	17,821	90,554	16,773	-	-	26,950	7,244	-	-			-	-	20,833	180,175
3 Making the Greatest Place - Transportation Support	2,267	-	-	-	-	32,607	12,000	16,792	-			-	-	11,152	74,818
4 Transportation System Management	144,301	9,701	-	-	36,230			11,206	-			-	-	1,110	202,548
5 Regional Travel Options	-	-	-	-	-							1,888,422		153,104	2,041,526
6 Metropolitan Transportation Improvement Prog	357,666	96,101	4,058	-	7,035	24,081	57,995	90,478	-			-	35,000	31,983	704,397
7 Environmental Justice and Title VI	31,403	-	-	-	-	-	-	-	-			-	-	-	31,403
8 Regional Transportation Plan Financing	44,885	-	-	-	-	-	-	-	-			-	41,113		85,998
9 Regional Freight Plan	-	77,250	-	-	-	-	-	-	-			-		8,842	86,092
Research & Modeling															
1 Model Development Program	441,582 [2]	122,499	2,053	350,000	3,228	31,201	-	4,325	-			-	430,690	78,318	1,463,898
2 System Monitoring	142,678	-	-	-	-	-	-	-	-			-	-	-	142,678
3 Technical Assistance	-	31,265	-	-	21,369	-	-	5,758	-			-		7,609	66,001
4 Economic, Demographic and Land Use Forecasting	145,972	14,509	-	-	-	19,336	17,443	-	-			-	201,987	129,653	528,900
5 GIS Mapping and Land Information	32,929			-	15,000	68,505		37,500	-			-	845,183	719,150	1,718,267
Administrative Services															
1 Grants Management and MPO Coordination	534,233	447,223	105,799	-	16,681	48,938	10,667	-	-			-	89,150	218,796	1,471,487
Corridor Planning & Development															
1 Streetcar Methods for Station Planning & Access	-	-	-	-	-	-	-	-	132,914			-		33,229	166,143
2 Bi-State Coordination	-	22,679	5,488	-	-	-	-	-	-			-	-	3,224	31,391
3 Project Initiatives	74,684		13,484	-	13,284	29,775	693	-	-			-		9,160	141,080
4 Southwest Corridor Refinement Plan					35,000										TBD
5 East Metro Corridor Refinement Plan															TBD
Metro Subtotal	2,265,352	981,589	153,044	350,000	225,000	481,752	166,509	225,000	132,914	-	-	1,888,422	1,716,286	1,499,976	10,050,846
GRAND TOTAL	2,265,352	981,589	153,044	350,000	225,000	481,752	166,509	225,000	132,914			1,888,422	1,716,286	1,499,976	10,085,844

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

[1] **PL funds include $499,441 carryover from FY09.**

[2] **In FY 2008-09, ODOT provided $241,500 of STP for the Household Survey to allow Metro to carryover the equal amount of PL funds in FY 2010-11.**

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

FY 2010-11 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

03/15/10

Project	ODOT Key	Jurisdiction	STP	CMAQ	ODOT TGM	JARC	TriMet	Federal/ Earmark	Other Funds/ Match(1)	TOTAL
Fanno Creek Trail: Hall Boulevard Crossing	*15588*	*Tualatin Hills Park & Rec*	359,817						41,183	401,000
Damascus Area Land Use and Trans Plng	*15375*	*Damascus*			250,000			1,000,000	154,454	1,404,454
OR-99 Bridge at Kellogg Lake	*15598*	*Milwaukie*	332,350						38,074	370,424
SW Capitol Hwy, Multnomah-Taylors Ferry	*14440*	*Portland*	342,769						39,231	382,000
Sullivan's Gulch Trail Master Plan	*15587*	*Portland*	224,000						25,640	249,640
SMART	*16684*	*Wilsonville*		64,184					6,592	70,776
SE 172nd Ave: Foster Rd. - Sunnyside Rd.	*15389*	*Clackamas County*	1,797,545						205,738	2,003,283
Sellwood Bridge Project FEIS	*13762*	*Multnomah County*								TBD
I-5/99W Connector Study	*13301*	*Washington Co*								TBD
OR10:SW Oleson Rd/Scholls Fwy Rd	*11436*	*Washington Co*	1,000,000					3,000,000	2,000,000	6,000,000
Tonquin Trail Master Plan	*14339*	*Metro*	188,000						31,517	219,517
LO to Milw Trail Master Plan	*14397*	*Metro*	100,000						10,450	110,450
Mt. Scott-Scouter's Mt. Loop Trail Master Plan	*14398*	*Metro*	100,000						12,000	112,000
Westside Trail Master Plan: Willamette-Tualatin	*15586*	*Metro*						300,000	35,000	335,000
LO Transit Corridor FEIS/PE		*TriMet*							6,000,000	6,000,000
Wa Cty Commuter Rail Before/ After Evaluation	*TBD*	*TriMet*						70,000	70,000	140,000
Portland-Milwaukie Light Rail FEIS	*15554*	*TriMet*								TBD
South Corridor I-205/Ptld Mall LR Before/After Evaluation	*TBD*	*TriMet*						318,000	212,000	530,000
Reg Job Access/Reverse Commute Program	*15626*	*TriMet*				709,187	20,000	413,512	275,675	1,418,374
Employer Outreach Program	*TBD*	*TriMet*		396,777			45412.00			442,189
Pedestrian Network Analysis	*15585*	*TriMet*	125,000				15,000			140,000
Bus Stop Development Program	*15552*	*TriMet*		1,036,309			118,610			1,154,919
I-5 Columbia River Crossing		*ODOT*							130,550,000	130,550,000
ODOT Planning Program		*ODOT*								TBD
GRAND TOTAL			4,569,481	1,497,270	250,000	709,187	199,022	5,101,512	139,707,554	152,034,026

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2011

(July 1, 2010 to June 30, 2011)

DRAFT

January 30, 2010

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
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RTC's Website: http://www.rtc.wa.gov

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

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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.

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Southwest Washington Regional Transportation Council (RTC)

(360) 397-6067 or info@rtc.wa.gov
Relay Service: #711 or (800) 833-6388

FY 2011 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 2011 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 2011 UPWP runs from July 1, 2010 through June 30, 2011.

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 2011, 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.

Planning Emphasis Areas

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.

Federal

Pending federal transportation act reauthorization, federal emphasis areas remain unchanged from previous years. FHWA and FTA suggest MPOs continue to focus on compliance with SAFETEA-LU including addressing planning factors, coordination with tribal and federal land management agencies, planning agreements, periodic review of the effectiveness of the MPOs public participation process, carrying out coordinated transportation planning studies, MTP and MTIP development, a Congestion Management Process that reflects multimodal system performance measures and strategies and self-certification that the transportation planning process is being carried out in accordance with the applicable laws. 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.

MPOs are also expected to use new federal guidance on greenhouse gas calculations and gain more knowledge about transportation and the environment through the Center for Transportation and the Environment's (CTE's) forum series about emerging issues in policies, research applications, and best practices.

State

WSDOT guidance for the FY 2011 UPWPs requests that RTPOs reflect general Regional Transportation Planning Organization (RTPO) duties, work with local jurisdictions on Growth Management Act/Comprehensive Plan including certification of local Comprehensive Plan transportation elements, implementation of State transportation policy goals, and address top statewide issues including energy independence and climate change, economic vitality, federal surface transportation act renewal, statewide plans such as Moving Washington, and freight needs. UPWP work elements should support and address the five legislative transportation system policy goals of RCW 47.04.280: 1) Preservation, 2) Safety, 3) Mobility, 4) Environment and 5) Stewardship. RTPOs should also keep informed on and/or be active partners in shaping the statewide themes:

a) **Involvement in Statewide Planning Activities** such as the Washington State Transportation Commission's Washington Transportation Plan 2011-2030 Policy Plan update due December 2010, the Statewide Multimodal Transportation Plan, modal and freight plans, and incorporating aspects of these into regional Metropolitan Transportation Plan updates.

b) **Involvement in WSDOT Region Planning Activities** such as transportation corridor plans.

c) **Involvement in State and National Legislative Activity**

d) **Involvement in Climate Change**, including collaboration with WSDOT to implement Sections 2a and 2b of the Governor's Executive Order 09-05 – Washington's Leadership on Climate Change, meeting the requirements in RCW 47.01.440 related to statewide reductions in vehicle miles traveled (VMT), and RCW

70.235.020 and proposed chapter 173-441 WAC relating to the limiting and reporting of greenhouse gas (GHG) emissions.

Local

In addition to the continuation of fundamental program activities such as the Clark County Metropolitan Transportation Plan, the Regional Transportation Planning Organization planning in Klickitat and Skamania counties, the Metropolitan Transportation Improvement Program and project grant request coordination, 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 2011 UPWP provides for development of a new Transportation System Management and Operations (TSMO) Study, SR-35 Columbia River Crossing Study, Columba River Crossing Project Final Environmental Impact Statement, I-205 Bi-State Corridor Study, and, dependent on funding, a Fourth Plain Federal Transit Administration Alternatives Analysis.

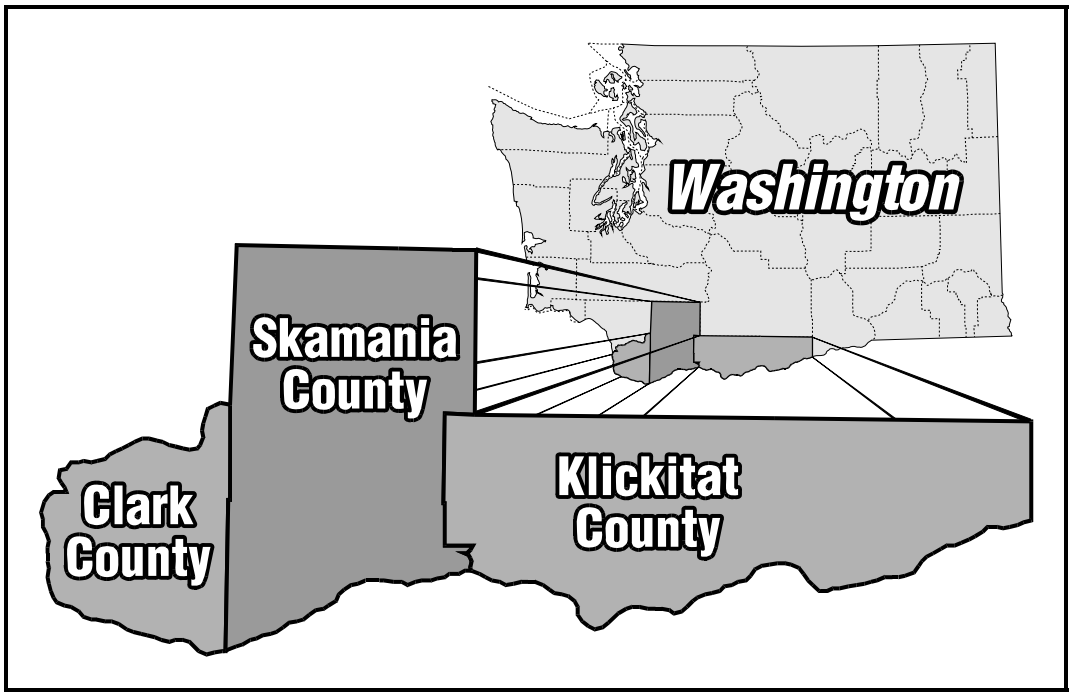
The Region's Key Transportation Issues:

The economic downturn adds to the region's pressing transportation issues that will make FY 2011 a very challenging year for RTC and its partner agencies. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic recovery. The recommendations of two new planning studies can guide the region to make transportation decisions to help the economy and maximize the performance of existing infrastructure. The Freight Mobility Study (due spring 2010) will identify policies and system investments to improve the flow of freight. The region's first ever Transportation System Management and Operations Plan will identify where low capital investments can significantly improve the performance of existing transportation facilities. The Columbia River Crossing project moves toward another major decision point with the anticipated publication of the Final Environmental Impact Statement in fall 2010. If FTA New Starts funding for an Alternatives Analysis becomes available, the region will be provided the opportunity to envision its long-term transit future via the development of High Capacity Transit corridor, possibly a bus rapid transit project, in the Fourth Plain Corridor.

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2009, Clark County's population grew by 81% from 238,053 to 431,200.
- Providing a safe transportation system for both vehicle and non-vehicle travel.
- Investing in transportation infrastructure to support the economic and land use goals of our region. An example of where new infrastructure is needed is Vancouver's Waterfront development. In FY 2011, RTC will also continue to monitor and report on transportation projects funded through the American Recovery and Reinvestment Act of 2009.
- 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.
- Planning for transit service to provide for mobility of the growing Clark County community. C-TRAN anticipates adoption of its 20-Year Transit Development Plan, C-TRAN 2030, in mid-2010. The Plan outlines how C-TRAN intends to work toward the region's longer-term transit future. Following publication of the Clark County High Capacity Transit System Study (RTC, 2009), which identified opportunities for implementing Bus Rapid Transit (BRT) in the Highway 99, Fourth Plain, Mill Plain and I-205 corridors, C-TRAN's Plan includes pursuing Alternatives Analysis for the first HCT priority corridor on Fourth Plain. The HCT study process demonstrated that any HCT project takes collaboration, community support, and will require new transit revenues. Shorter-term plans include service performance analysis for fixed route, demand response and vanpool, park & ride planning and engineering as well as traffic signal priority.
- 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, the CRC continues to work toward publication of a Final Environmental Impact Statement. Work continues on bridge type and aesthetics; number of add/drop lanes on the bridge; interchange design and layout, light-rail alignment in downtown Vancouver; and 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 makes key project decisions leading to the publication of 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 and to complete an update to the Human Services Transportation Plan.
- Maintaining Level of Service and concurrency standards within the constraints of revenues available for transportation "mobility/capacity" projects.

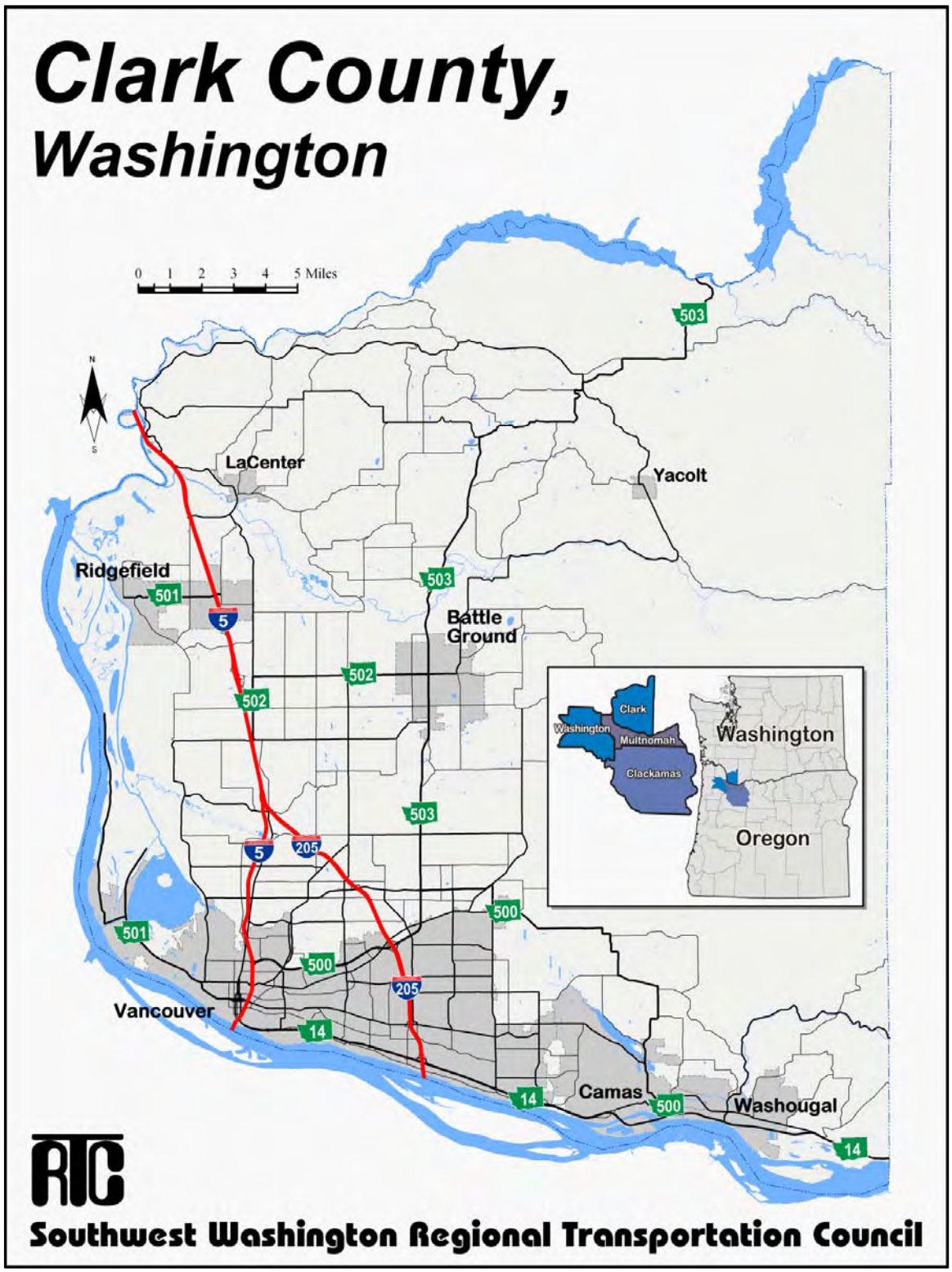
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" should funds become available.
- Implementation of regional and local Commute Trip Reduction (CTR) plans, adopted in October 2007, as well as planning for downtown Vancouver's Growth and Transportation Efficiency Center (GTEC), its Destination Downtown program, to allow the region to make the most efficient use of existing transportation systems through 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 and the new Transportation System Management and Operations program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee. In FY 2011, RTC proposes beginning an I-205 Bi-State Corridor Study.
- 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. An increased level of coordination with resources agencies at an earlier stage of the planning process is now required to meet federal transportation laws.
- Work on implementing Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. .
- 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.
- Continuing the work of the Regional Transportation Planning Organization in Skamania and Klickitat counties including the SR-35 Columbia River Crossing Study and update of Human Services Transportation Plans.
- Involving the public in identifying transportation needs, issues and solutions in the region. In FY 2011, the challenge will be to gain community support for to move the Columbia River Crossing project and High Capacity Transit corridor planning forward.

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



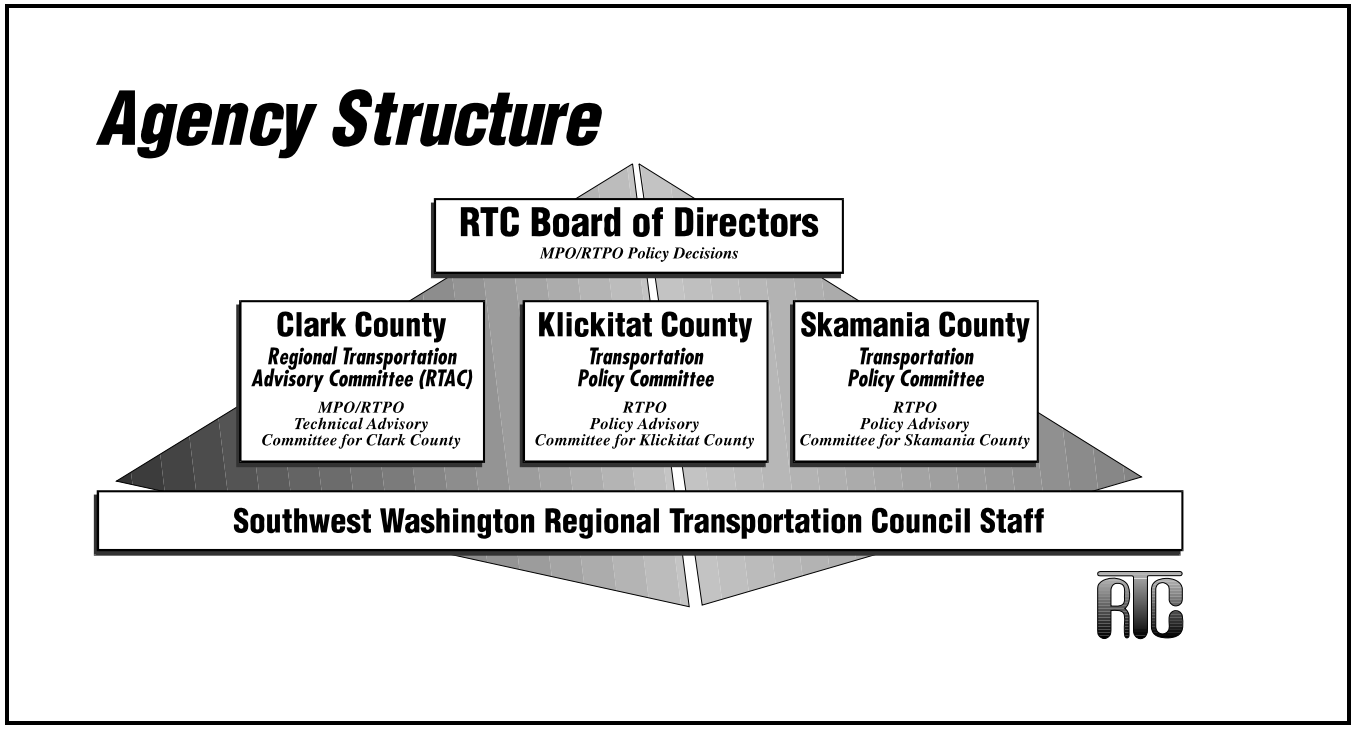
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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), Transportation System Management and Operations (TSMO), Intelligent Transportation System (ITS), Columbia River Crossing Project, I-205 Bi-State Corridor Study
Sr. Transportation Planner	MTP, UPWP, Human Services Transportation Plan, Commute Trip Reduction Plans, Freight Planning, Active Community Environments.
Sr. Transportation Planner	Metropolitan Transportation Improvement Program (MTIP), Project Programming, RTPO, Skamania and Klickitat Counties, Congestion Management Process, Traffic Counts, Fourth Plain Alternatives Analysis
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data, Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Air Quality, Travel Survey
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 viii). 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 x through xii.

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 shorter-term 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 xii.

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). RTC has established a review and update cycle for the MOUs consistent with the RTC/Metro MOU. The next update will be developed along with the FY 2013 UPWP in April 2012.

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 2010 UPWP in April 2009 (RTC Board Resolution 04-09-13, April 7, 2009).

Southwest Washington Regional Transportation Council: Membership 2010

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	Representative To Be Determined
City of Vancouver	Council Member Jeanne Harris
Cities East	Council Member Molly Coston (Washougal) [Chair]
Cities North	Council Member Bill Ganley (Battle Ground)
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart
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 Betty Barnes (City of Bingen)
Washington State Legislative Members:	
15th District Senator	Jim Honeyford
15th District Representative	Bruce Chandler
15th District Representative	David Taylor
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	Ross Kelvin
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. RTC Staff chairs the meeting.

Skamania County Transportation Policy Committee

Skamania County	Commissioner Paul Pearce
City of Stevenson	Eric Hansen, Public Works Director
City of North Bonneville	Mayor Don Stevens
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. RTC Staff chairs the meeting.

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor David Poucher
City of Bingen	Mayor Betty Barnes
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. The 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 for 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 same area encompassed by the Metropolitan Area Boundary. The MTP covers a planning horizon of at least 20-years. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2007 to support Clark County's Comprehensive Plan update (September 2007). The MTP was then amended in July 2008 to incorporate the Columbia River Crossing Project's Locally Preferred Alternative. A technical amendment followed in December 2008 which added an Appendix F to the Plan providing further detail on Year of Expenditure issues relating to the MTP's forecast of estimated costs and revenues. An additional technical amendment was carried out in January 2010 to reinforce the information provided on environmental mitigation and to incorporate environmental mitigation strategies into the Plan. The 2007 MTP 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 2011, amendment of the MTP is anticipated to incorporate the results and recommendations of three interrelated transit elements; the overall High Capacity Transit System (RTC, December 2008), the HCT priority corridor, and C-TRAN's 20-Year Transit Development Plan. In FY 2011, work will also be underway on preparation for the next update to the MTP anticipated for adoption in late 2011. The next MTP update will result in strengthening the MTP sections relating to safety, pedestrian and bicycling modes along with environmental protection, including greenhouse gas reduction and Commute Trip Reduction (CTR) strategies. The recommendations of the Clark County Freight Mobility Study and Transportation System Management and Operations strategies will also be incorporated into the MTP at its next update.

Work Element Objectives

- Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic conditions, financial trends, 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 Plan 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), Statewide Multimodal Transportation Plan (SMTP), Highway System Plan (HSP), and Route Development Plans (RDPs). At each MTP 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.
- Develop an MTP that complies 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.

The five legislative transportation system policy goals of RCW 47.04.280 will be supported in the MTP. These goals are 1) Preservation, 2) Safety, 3) Mobility, 4) Environment, and 5) Stewardship. Regarding implementation of the Growth Management Act, the Department of Commerce has filed proposed rule changes to Chapter 365-190 WAC, Chapter 365-195 WAC, and created a new Chapter 365-196 WAC that RTC will need to address as part of the transportation planning process.

- 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.

- Involve the public in MTP development.

- Reflect updated results from the Congestion Management Process. The latest report on the region's congestion management is the *2008 Congestion Management Report (June 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 incorporate the Clark County Freight Mobility Study into the MTP. The Freight Plan is scheduled for RTC Board adoption in summer 2010.
- 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.
- Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by SAFETEA-LU, the Clean Air Act and State law.
- 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 into the MTP.
- 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 2011 Products

- Over the course of 2008/09, work was underway on three interrelated transit elements; the overall High Capacity Transit System (RTC, December 2008), the HCT priority corridor, and C-TRAN's 20-Year Transit Development Plan. Once the C-TRAN Board has taken action to interrelate the three elements through adoption of C-TRAN's 20-Year Transit Development Plan, RTC will move forward with an MTP amendment process to integrate the recommendations into the MTP. The MTP amendment process would also include technical recommendations of the staff-led Regional Transportation Advisory Committee, public participation, and final action by the RTC Board. *(Amendment anticipated in fall 2010)*
- Continued consultation process with state and federal environmental agencies to address environmental mitigation strategies as part of the MTP process. *(Ongoing)*

- Certification of the transportation elements of local Growth Management Plans. *(as needed)*
- 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 later in 2010 with adoption anticipated in fall 2011. *(Ongoing)*
- Other metropolitan transportation planning elements to be addressed in the next MTP update include:
  - A flow chart depicting the metropolitan transportation planning process and relationship between the major planning products such as the MTP, the MTIP, the Congestion Management Process and the Transportation System Management and Operations process.
  - Human Services Transportation Plan (HSTP) - The process to develop the region's HSTP and human services transportation project priorities 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 will begin in spring 2010 in preparation for the next project funding cycle for WSDOT's consolidated public transportation grant program. 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. The state requires update to the project lists every two years. (See separate HSTP UPWP work element).
  - 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 and Operations, Transportation System Management (TSM) and Intelligent Transportation System (ITS) – Incorporate 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 to plan for pedestrian and bicycle policies and transportation needs and to support the health of the community. 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.
  - Freight Transportation – The Clark County Freight Mobility Study (anticipated summer 2010) will be incorporated into the MTP ensuring that the significance of freight transportation and its importance to the local economy is documented as well as the key elements of freight movement in the region including various freight transportation modes. Freight corridors of regional significance will be highlighted, freight transportation deficiencies and needs will be noted.
  - Planning Studies – Incorporate results and recommendations from recent and ongoing transportation planning studies into the MTP that affect the regional transportation system.
  - Strengthen the MTP section on transportation safety by incorporating transportation crash and safety data and information. RTC will work with WSDOT and partner agencies to compile, categorize, analyze and evaluate crash data and address transportation safety issues.
  - Climate Change – The updated MTP will need to reflect strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions.

- Public Participation - Continue to reach out to the public to involved them in the metropolitan transportation planning process and to gain the public's participation ion the 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. An MTP amendment in anticipated in 2010 and the next MTP update is anticipated for fall 2011)

FY 2011 Expenses:	$	**FY 2011 Revenues:**	$
RTC	$180,084	• Federal FHWA	$80,000
		• Federal FTA	$36,000
		• Federal STP	$10,000
		• State RTPO	$34,345
		• MPO Funds	$19,739
Total	**$180,084**		**$180,084**
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	$23,046

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.
- 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 2011 Products

- The 2011-2014 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 2010)*
- 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 2011 Expenses:	$	**FY 2011 Revenues:**	$
RTC	$68,034	• Federal FHWA	$32,000
		• Federal FTA	$14,400
		• State RTPO	$13,738
		• MPO Funds	$7,896
Total	**$68,034**		**$68,034**

Note: Federal $ are matched by state and local MPO $.
Minimum required match: $8,594

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 process that provides for effective management and operation of the Congestion Management System. 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 combinations of 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 2011 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. *(Ongoing)*
- 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 2011)*
- 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 2011)*
- 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 2011)*
- In FY 2011, 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. *(2010 Congestion Management Process – 2010 Monitoring Report anticipated in Spring 2011)*

- 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 2011 Expenses:		**FY 2011 Revenues:**	
	$		$
RTC	$90,607	CM/AQ	$100,000
Consultant	$25,000	Local	$15,607
Total	**$115,607**		**$115,607**

Assumes use of 2010/2011 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 2011, 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 funds for: regional corridor operations planning, coordinated traveler information improvements, transit priority implementation, and freeway and arterial management projects.

RTC has worked with regional partners to deliver projects, monitor project development and project integration, develop the communications system, and efficiently share resources. The VAST Program addresses the sharing, maintenance, and standards for ITS communications infrastructure and equipment.

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) upgrade of the central signal system software for better coordination between ITS devices and traffic signals, and 4) management of the VAST program led by RTC.

- The freeway operations improvements will fill a gap at the north end of I-205 to the junction with I-5 at Salmon Creek Interchange; the arterial operational improvements will provide additional detection, arterial cameras along 99th Street; central system software upgrade will allow use of arterial Variable Message Signs (VMS), ease data retrieval, and signal timing updates. It will also result in development of arterial congestion maps for use by traffic operators and the public.

- 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.

- 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 through execution of 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.

- Coordinate the VAST ITS technical and communications element with the Transportation Systems Management and Operations Program (UPWP element 1E) which include: developing a regional vision and plan to implement TSMO strategies; identifying priority corridors for TSMO implementation; implementing a high-priority transportation corridor improvement pilot project; developing transportation system performance measurement tools and a transportation data warehouse.
- Manage and facilitate the development of strategies to secure funding for ITS projects contained in the VAST 20-year Plan. Assist Steering Committee members on funding applications for individual ITS projects. Continue process of Steering Committee partnership for joint project funding applications.
- Coordinate with the Steering Committee, WSDOT Southwest Region and HQ staff to implement and deploy Phase II traveler information 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 executed Regional Communication Interoperability and Fiber Interlocal Agreement. This includes ongoing development and execution of additional fiber sharing permits between the VAST agencies.
- Update and maintain the shared communications assets management database and mapping system for use by the VAST partner agencies. Utilize the database software (OSPInSight) for ongoing effort 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.
- Work to "institutionalize" the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. This will include identifying areas of mutual need, institutional issues, institutional opportunities, developing 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. The VAST work element will be coordinated with the TSMO element.

FY 2011 Products

- Coordination of ITS activities within Clark County and with Oregon. *(Ongoing)*

- Report on the overall effectiveness of the VAST Program. *(Ongoing)*
- 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)*
- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Fall 2010)*
- Additional executed communications and fiber sharing permits and other activities between VAST agencies. *(Ongoing)*
- Identify additional needs for shared ITS network including infrastructure, network transport, and data elements.
- Update, maintain and utilize the shared communications assets management database and mapping system as new fiber projects are completed.
- 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 2011 Funding: RTC

FY 2011 Expenses:		**FY 2011 Revenues:**	
	$		$
RTC: VAST Program Coordination/Management	$73,600	CM/AQ	$63,664
		MPO Local Match (13.5%)	$9,936
Total	**$73,600**		**$73,600**

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

Note that $428,000 in federal transportation management system high priority funds are already programmed in the MTIP to be for VAST Plan update, data archive implementation and implementation of corridor management recommendations.

1E. TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS WORK PROGRAM (TSMO)

Southwest Washington faces complex transportation challenges including congestion, provision of viable transportation choices, freight mobility, and the impact of transportation on the changing climate. Transportation Systems Management & Operations (TSMO) focuses on low-cost, quickly implemented transportation improvements that aim to utilize existing transportation facilities. TSMO benefits include a more reliable transportation system, reduced delay, and better incident response.

It is important that the region address its transportation challenges by planning for and investing in TSMO strategies as part of a comprehensive approach. TSMO offers agencies in our region new tools and strategies to address causes of congestion and delay due to unpredictable and real-time phenomena like traffic incidents, weather, and special events. It is an alternative to solve these problems without expanding roadway capacity.

TSMO makes use of intelligent transportation system (ITS) initiatives and devices and combines advanced technologies, operational policies and procedures, and existing resources to improve coordination and operation of the multimodal transportation network. TSMO is one of the tools that apply ITS technologies to manage congestion, and improve the safety, security and efficiency of our transportation system. Examples include traffic signal integration, ramp metering, access management, traveler information, smart transit management, and coordinated incident response to make the transportation system work better.

In FY 2011, RTC will be leading a multi-agency initiative to explore and implement TSMO strategies in Southwest Washington. A long range Transportation System Management and Operations plan for the region will be developed and will formulate the first ever set of transportation system management goals and objectives, strategies, and performance measures for the Clark County region. The plan will be used to inform investment in ITS technology, along with operational and capital transportation system management investments, over the next 10 to 20 years. The Plan will also link active system management to transportation goals and performance measures.

Work Element Objectives

- Update the VAST ITS plan and the federally required ITS regional architecture. This plan will work to achieve consistency with new federal transportation legislation and serve as a basis for implementing ITS technologies.
- Develop a Corridor Operations Improvement Plan that will focus the overall TSMO plan down to a set of transportation operational improvements for an arterial corridor, including development of evaluation criteria to screen and prioritize all corridors.
- Manage TSMO Steering Committee and other stakeholders to develop the recommendation on a preferred corridor for short term improvements to be carried into a TSMO implementation project.
- Implementation of the preferred TSMO corridor consisting of a series of low cost improvements that could include such elements as signal interconnects, integrated timing plans, or new signal controllers.
- Work with consultant team and VAST agency partners to implement a shared transportation data warehouse to monitor and evaluate transportation operations performance.
- Coordinate data warehouse needs and capabilities with Congestion Management Process to ensure both efforts complement each other.
- Work to increase the profile and importance of Management and Operations (M&O) to regional stakeholders and policy makers.

- Plan and conduct workshops and other meetings with management and staff from the VAST agencies and other stakeholders affected by transportation operations to provide understanding, consensus, and support on the benefits TSMO strategies and planning process.
- Management of the consultant and TSMO stakeholders including the TSMO Steering Committee.
- Reassess and consider changes to the structure and roles of the VAST Committees as the TSMO work program gets underway.

Relationship To Other Work Elements

The TSMO work program relates to the MTP as the operations element of the long range plan. The TSMO Plan can serve to define operational improvement strategies and develop the metrics for measuring performance. The transportation data archive element will also feed into the Congestion Management Process and will supplement or replace the CMP data.

FY 2011 Products

- Documentation including definition, description, summary and flow diagram of Congestion Management Process, Metropolitan Transportation Plan, Transportation Improvement Program and the TSMO relationship to support federal planning and CMP requirements.
- Development of Regional TSMO Plan document including goals, objectives and strategies and a project implementation plan.
- Regional ITS Architecture Update for the VAST Region. Update will be based on most recent National Architecture and use Turbo Architecture. It will include documentation of functions, subsystems, and information and data flow connections.
- Documentation and inventory of regional ITS devices, signal systems, and programmed and planned projects to support corridor improvement plan assessment, evaluation and selection.
- Evaluation Technical Memorandum and Corridor Operations Improvement Plan.
- Technical paper on the planning, concept of operations, and/or design documentation for the selected priority corridor to define the specific corridor improvement.
- Implement selected ITS technologies on the priority corridor(s), within the budget available.
- Technical memorandum on regional goals, objectives, and measures for VAST data archiving.
- Documentation of technical design specifications for data interface.
- Development of interagency memorandum of understanding to define agency responsibilities and agreements for sharing, merging, and transfer of data.
- Updates and expansion of PORTAL to include VAST partner agencies.

FY 2011 Funding: RTC

FY 2011 Expenses:		**FY 2011 Revenues:**	
	$		$
TSMO Program	$ 375,000	Federal High Priority Funds	$375,000
Total	**$375,000**		**$375,000**

1F. 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 early 2010 followed by the Record of Decision in late 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 refinement of the highway element of the project, final transit design options and park and ride locations and capacity, 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 requested permission to enter into the next phase of FTA project development – preliminary engineering. Permission to enter PE was granted by FTA in December 2009. 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 and final definition of tolling methodologies and assumptions. RTC will provide oversight and review of the financial plan and the toll revenue forecasts. RTC will work with the sponsor agencies to continue optimization of 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 goes through 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 meetings to provide input and guidance to the project team, and will assist in development of submittals, identify project issues, and develop solutions. RTC may act as a liaison to local Clark County agencies and for regional coordination and feedback as needed. RTC will assist and participate in an ongoing basis in project team coordination meetings with the Federal Highway Administration and the Federal Transit Administration to ensure that the overall CRC project meets the differing NEPA and New Starts requirements.
- RTC will also 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 including CRC response to the PE permission letter. Through the NSSG, RTC will work with other partner agencies to address changes to the FTA New Starts requirement and their impact on the transit element of the CRC project.
- RTC will provide key assistance to the CRC project team on the review and development of required New Starts submittals for the Federal Transit Administration and preliminary engineering issues identified by FTA. These efforts will focus on refinements to the alternatives to maximize the cost effectiveness of the project, and modifications to the transit design options based impacts and community input
- RTC will have key activities in the CRC transportation planning work element. RTC will act as the lead Clark County agency to review and assist in developing travel forecasts and conducting the transportation analysis needed for the PE phase of the project. RTC will also provide support for other work, including the environmental and design tasks.
- RTC will continue participation and technical support for expert panels that may be required for bridges, traffic analysis, transit, tolling and financing, performance measures, or other disciplines as identified throughout this phase of the project.
- RTC will provide quality assurance and review of the travel forecasting process and will provide oversight to insure use and accuracy of all Clark County network and land use inputs for transportation analysis.
- 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 in the PE permission letter and prepare documentation for FTA as requested during the preliminary engineering; assist in the development of and completion of the record of decision for the multimodal transportation project.

- Work with the other project sponsors to develop transportation demand management, transportation system management strategies as well as a sustainability plan 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 2010/11 is to work cooperatively with regional partners on all elements of the FEIS, mitigations in the ROD, and to specifically assist with the refinement of travel demand networks and analysis of model results, included using performance measures to assess the short and long term operation of the project. RTC will also assist in traffic analysis associated with tolling options
- RTC will attend and contribute to public participation activities relating to the CRCP.
- RTC participation will continue through the record of decision in late 2010. RTC may also assist to the completion of PE, but would amend the UPWP if the CRC contract is extended beyond the ROD.

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 2010-11 Unified Work Program (UWP).

FY 2011 Products

- FEIS and record of decision for the multimodal transportation project.
- Record of Decision
- FTA New Starts documentation.

FY 2011 Funding: RTC

FY 2011 Expenses:		**FY 2011 Revenues:**	
RTC	$20,000	WSDOT	$20,000
Total	**$20,000**		**$20,000**

The work element is led by ODOT/WSDOT.

Budget above is estimated balance of funding in current RTC contract for RTC's work on the CRC project.

Further details of the work and funding can be found in the ODOT section of Metro's UPWP

1G. I-205 BI-STATE CORRIDOR STUDY

Extensive planning and project development work has focused on the I-5 corridor in the last several years. The last significant effort in the I-205 corridor was in 2002, with the completion of the I-2-5 Corridor Study. Recommendations included: additional capacity on the I-205 mainline, new access to I-205 at 18th/Burton Road, and other interchange modifications. One of the recommendations, the new I-205 ramp to 112th, was opened in December 2009. Since the I-205 Study, there have been a number of change and activities that could affect the I-205 corridor and therefore need to reassess the recommendations. The region has continued to grow rapidly with an increase in travel in the corridor, financial constraints may limit the ability for new large scale capital construction, and Oregon is initiating a least cost planning effort on the Oregon portion of the I-205 corridor. In addition, earlier corridor recommendations included in the I-205 Strategic Corridor Pre-Design Study; Access Point Decision Report (February 2002) were based on a 2025 travel forecast.

The I-205 Bi-State Corridor Study will interrelate the currently funded set of improvements on I-205 along with a wide range of multi modal projects identified for the corridor through various planning studies into one overall I-205 bi-state corridor strategic plan. All of the projects and planned projects would be re-analyzed per the 2030 safety and travel demand needs.

The refined bi-state, multi modal set of improvements will be developed from a "least cost" transportation system management perspective. This study would address the future safety and travel demand needs of the I-205 corridor with a priority given to addressing them from a transportation management and operations approach and then assessing the need to add capacity related projects.

The I-205 Bi-State Corridor Study's project area would extend from I-5/179th to I-205/I-84. The process would involve Washington and Oregon partner agencies.

Work Element Objectives

- Summarize I-205 Study corridor recommendations contained in the I-205 Corridor Study from 2002.
- Communicate with other agency staff to compile past studies, analysis and other work on the I-205 corridor.
- Identify I-205 recommendations completed, funded, or underway since 2002.
- Work with Oregon transportation agencies to identify studies and other transportation planning activities in the Portland portion of the I-205 corridor.
- Review surrounding roadway infrastructure and changes to local transportation plans and policies with potential impact to I-205 recommendations or operations.
- Consider Clark County HCT recommendations for the I-205 corridor and the relationship with I-205 capacity and operations.
- Evaluate I-205 projects and plans using updated 2030 travel forecasts.
- Coordinate with WSDOT, ODOT, Metro and other transportation agencies.
- Form technical committee of key bi-state transportation agencies for study coordination.

Relationship To Other Work Elements

The I-205 Bi-state Corridor Study will inform the next update of the MTP and supports goals for the efficiency, safety, and performance of the multimodal transportation system. It also relates to the TSMO Work Program in that it will first consider transportation management and operations strategies to address system performance.

FY 2011 Products

- Draft technical memorandum with updated 2030 analysis, a summary of key findings and identification of outstanding issues.

- Develop a refined set of bi-state, multi modal improvements into a single I-205 bi-state corridor strategic plan that could include management and operations strategies as well as projects that add capacity.

FY 2011 Funding: RTC

FY 2011 Expenses:	$	**FY 2011 Revenues:**	$
I-205 Bi-state Study	$??	TBD	$??
Total	**$??**		**$??**

1H. FOURTH PLAIN HIGH CAPACITY TRANSIT ALTERNATIVES ANALYSIS

This work element is a place holder and depends upon decisions by C-TRAN regarding how they plan to conduct the proposed FTA Alternative Analysis (AA).

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. In addition, the Plan recommends a number of general and land use policies to support the development of high capacity transit. 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 draft C-TRAN 20-year Transit Plan has recommended the Fourth Plain corridor as the priority HCT corridor and C-TRAN received a $1,448,825 federal earmark to conduct an Alternative Analysis. The purpose of the Alternative Analysis (AA) would be to move the Fourth Plain Corridor, as identified in the Clark County HCT System, forward into project development. As defined by federal law, Alternative Analysis is the first step of the FTA New Starts process required to implement a fixed guideway project. While Alternative Analysis is a locally managed study process, it involves a major amount of work to evaluate the cost, benefits, and impacts of comparing several alternatives designed to address the mobility problems and other locally-defined objectives in a transportation corridor. At its core, the AA process would be designed to serve a local decision making process for the development of a high capacity transit facility in the Fourth Plain Corridor.

Work Element Objectives

- Implement the Clark County High Capacity Transit System Study's recommendations.
- Coordinate with the C-TRAN Board as they complete adoption of C-TRAN's Transit Development Plan and select Fourth Plain as the priority HCT corridor.
- Complete AA for the Fourth Plain corridor, and move the project forward into project development.

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 2011 Products

- Metropolitan Transportation Plan amendment to include the recommended High Capacity Transit corridors. *(Fall 2010)*
- Coordinate with C-TRAN on the HCT Priority Corridor decision-making process. *(Ongoing)*
- Conduct an alternative analysis for the Fourth Plain corridor. *(Ongoing)*

FY 2011 Expenses:		**FY 2011 Revenues:**	
	$		$
RTC	$ 0	TBD	$xx
			$xx
Total	**$ 0**		**$ 0**

II. 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, February 2006, and May 2009. 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.
- Continue to develop and update the Skamania County transportation database.
- 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 coordinating 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 special services transportation needs, 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 moving 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 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 2011 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 2011-2014 Regional Transportation Improvement Program. *(Fall 2010)*
- An updated Regional Transportation Plan if warranted after review of existing Plan. *(Spring 2011)*
- An updated Human Services Transportation Plan. *(late summer 2010)*

FY 2011 Expenses:		**FY 2011 Revenues:**	
	$		$
RTC	$17,733	• State RTPO	$17,733
Total	**$17,733**		**$17,733**

1J. 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, February 2006, and May 2009. 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 moving forward with preliminary design and seeking funding to complete 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 2011 Products

- Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2011-2014 Regional Transportation Improvement Program. *(Fall 2010)*
- An updated Regional Transportation Plan if warranted after review of existing Plan. *(Spring 2011)*
- An updated Human Services Transportation Plan. *(completion in late summer 2010)*

FY 2011 Expenses:		**FY 2011 Revenues:**	
	$		$
RTC	$19,887	• State RTPO	$19,887
Total	**$19,887**		**$19,887**

1K. STATE ROUTE 35 COLUMBIA RIVER CROSSING STUDY

The SR-35 Columbia River Crossing Study 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 current phase of the SR-35 Columbia River Crossing Study will focus on completing engineering elements that will further the project and provide benefit for completion of the Final Environmental Impact Statement (FEIS).

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 current phase of the SR-35 Columbia River Crossing phase began in FY 2010 and should be completed by June 30, 2011. The SR-35 Columbia River Crossing Study will be funded with $547,500 in federal funding. The SR-35 Columbia River Crossing Study will be managed by RTC and will be carried out in close coordination with WSDOT, ODOT, and 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

- Complete engineering elements that will further the project and provide benefit for completion of NEPA requirements and produce a Final Environmental Impact Statement (FEIS). Including the completion of a Final Type, Size, and Location Study.

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 2011 Products

- Final Type, Size, and Location Report.
- Artist Rendering.
- Cost Estimate.
- Economic Analysis.
- FEIS Scope of Work.

FY 2011 Expenses:	$	**FY 2011 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.

IL. HUMAN SERVICES TRANSPORTATION PLAN UPDATE

One of the new requirements of the federal transportation act, SAFETEA-LU (2005), was that a Coordinated Human Services Transportation Plan (HSTP) be developed. The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for people with disabilities, seniors, and individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves. The RTC Board adopted the region's first Human Services Transportation Plan for Clark, Skamania and Klickitat Counties in January 2007. From the needs identified in the HSTP, human services transportation providers can then develop projects to submit to WSDOT for funding consideration through the consolidated public transportation grant program. Development of an HSTP is a condition for receiving formula funding under three Federal Transit Administration (FTA) programs: 1) Section 5310, Special Needs of Elderly & Individuals with Disabilities, 2) Section 5316(g), Job Access and Reverse Commute, and 3) Section 5317(f), New Freedom. The JARC program is to fill gaps in employment transportation to provide access to jobs for previous welfare recipients and low-income workers and to provide transportation for those who may live in the city core and work in suburban locations. New Freedom funds are to support new public transportation services and transportation alternatives for individuals with disabilities. New Freedom funds should be used for transportation services beyond those required by the Americans with Disabilities Act. Furthermore, within Washington state the consolidated grant program combines applications for these three federal FTA programs as well as FTA Section 5311, General Public Transportation for Non-urbanized Areas, and state transit funds for paratransit and special needs and rural mobility competitive programs. Projects funded under this program must be derived from a locally developed public transit-human services transportation plan. The MPO/RTPO must work with the local stakeholders and human service transportation providers to develop the Plan and prioritize projects.

Work Element Objectives

- Develop an update to the consolidated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. A Coordinated plan can help to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation possible. Development of the Human Services Transportation Plan brings together service providers, agencies that distribute funds, riders, and the community at-large to improve special needs transportation throughout the region. Following the template provided by the Agency Council on Coordinated Transportation, the Plan should include the following elements:
    - Stakeholder collaboration
    - Data and information on common trip origins and destination, and existing transportation services. This may require collaboration and sub-contract with County GIS departments to update Plan maps.
    - Identification of unmet transportation needs including technology.
    - Development of strategies to meet public transportation needs including coordination and community priorities.
- Engage and coordinate with stakeholders because stakeholder involvement is the key to successful human service transportation planning. Stakeholders may include Area Agency on Aging, assisted living communities, city councils, community action programs, community colleges, County Commissioners, disability organizations, DSHS, foundations, group homes, hospitals and other health care providers, local Medicaid brokers and/or providers, local school districts, major employers or employer organization, non-profit transportation providers, organizations that service low income people, other non-profit organizations, nursing homes, private bus operators, public transit districts, Retired Senior Volunteer Program, senior centers, student/teen organizations, taxicab operators, tribal governments and work-first local planning area representatives. Within this region, there will be coordination through the Human Services Council,

through the Klickitat County Transportation Policy Committee, the Skamania County Transportation Policy Committee and the Regional Transportation Advisory Committee in Clark County. Within the Gorge area, there will be coordination with Gorge Translink.

- Continue to coordinate with the Washington State's Agency Council on Coordinated Transportation (ACCT).

Relationship To Other Work Elements

The HSTP work element is related to the Metropolitan Transportation Plan for Clark County, the Metropolitan Transportation Improvement Program for project programming, Coordination and Management, the Skamania County RTPO and Klickitat County RTPO work elements.

FY 2011 Product

- An updated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. *(late summer 2010)*

FY 2010/11 Expenses:		**FY 2010/11 Revenues:**	
	$		$
RTC and GIS Depts.	$20,000	FTA 5310	$20,000
Total	**$20,000**		**$20,000**

The full budget for this activity is $20,000. Work began in FY 2010.

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. EPA is considering changes to ground level ozone standards which could impact the existing attainment designation and conformity requirement for the AQMA. 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, 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 including maintaining GIS layers for the designated regional transportation system, federal functional classification system of highways and freight routes. Clark County's Maps Online, GIS Workbench is used as a resource by RTC for layers of information on zoning, comprehensive plan information, service district boundaries and geophysical and environmental layers of information. These layers include stream channels, floodplains, hydric soils, shoreline buffers, watersheds, and groundwater protection areas as well as slopes and geologic hazards.
- 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 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.
- Assist state and local agencies in developing and use of the regional travel forecasting model expanding model applications for use in regional plans, local plans, transportation demand management planning and transit planning.

- 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 because the RTC regional travel model is a part of the Portland-Vancouver regional travel forecast model with a finer grained level of detail for the Clark County transportation network and zone system.

- 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 2011. 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.

- Participate in the development of Metro's "Dynamic Traffic Assignment (DTA)" tool and "Tour-base Modeling Framework" by providing the Clark County data and information to Metro. DTA modeling will eventually be a regional level mezzo-scopic modeling practice and provide better results and understanding of intersection analysis, peak spread analysis, incident or event analysis, and other traffic operational analyses.

- Participate in Metro's modeling research including development of a "park-n-ride lot choice" model, "central city hotel guest behavior" model, "event and entertainment venue" model, etc. These models will be integrated into the travel demand forecast process when they are completed.

- Analyze data from the most recent household travel survey conducted in Clark County in fall 2009. A geographically stratified sample of Clark County households were recruited to participate in the fall 2009 survey with all household members completing a 24-hour travel diary. Trip-making data and demographic data were collected for each person residing in the households surveyed. Also, work with Metro as Metro prepares to field its household travel survey in fall 2010 and work with Metro to integrate the Clark County survey results into the regional travel forecast model. The travel survey data is used to reset travel patterns and modes as part of recalibrating the regional travel forecasting model.

- Further develop procedures to carry out post-processing of results from traffic assignments. RTC will continue to consider use of a multiple hour peaking factor for highway assignments. Currently, a 2-hour peaking factor is being considered for the Clark County region.

- 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 2011, 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 concurrency management programs by providing analysis of travel model assignments in defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation needs.
- Continue participation in the CRC Project including providing travel demand model data and analysis for Clark County. 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 proposed Clark County High Capacity Transportation (HCT) corridors.

Air Quality Planning

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2011, 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 existing 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.
- EPA is considering changes to ground level ozone to a range of 0.060 to 0.070 parts per million (ppm). RTC will monitor the progress of the EPA federal regulatory process and requirements for the new ozone standard and potential changes to the current "attainment" designation of the Vancouver/Portland Air Quality Maintenance Area (AQMA. Staff will also coordinate with the Southwest Clean Air Agency, the Washington State Department of Ecology, EPA and other MPOs in the state on any changes or new conformity requirements and may affect transportation agencies as a result of the new of the new standard.
- 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 research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled 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, if necessary, conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. The MOU also 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 use of the Mobile 6 emissions model and the new Motor Vehicle Emissions Simulator (MOVES). RTC will consult with the agencies in the review, update, testing, and use of the MOVES emissions model to ensure accuracy and validity of 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 2011, 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 2011 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 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 2005. 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 2010)*
- Use information and data from the 2009 Clark County household travel survey to update the travel characteristics of Clark County households and integrate this information into the regional travel forecast model. While RTC completed the Clark County travel survey in fall 2009, the Metro survey will follow in FY 2011 (fall 2010).
- Re-calibration and validation of model as necessary. *(As needed)*
- 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)*
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. *(As needed)*
- Update the traffic count database. *(Ongoing)*
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. *(Ongoing)*
- Technical assistance to local jurisdictions. *(Ongoing)*
- Transportation data analysis provided to assist C-TRAN in planning for future transit service. *(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)*
- 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)*
- Review and update of model transportation system networks, including highway and transit. *(Ongoing)*
- Host Transportation Model Users' Group (TMUG) meetings. *(As needed)*
- 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 to support MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP and support for corridor planning studies and environmental analyses, such as the I-205 Corridor environmental process, I-5 Columbia River Crossing Project, the Transportation System Management and Operation (TSMO) Study, Fourth Plain FTA Alternative Analysis, etc. *(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 2010, MTP anticipated in Fall 2011)*
- Testing and use of the new MOVES emissions model
- 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. RTC as one of the four affected RTPOs throughout Washington State, will collaborate and engage with WSDOT to implement Sections 2a and 2b of the Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. The requirements in RCW 47.01.440 related to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and proposed chapter 173-441 WAC relating to the limiting and reporting of greenhouse gas (GHG) emissions, and subsequent policy directives in state and federal requirements will also be addressed. *(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 2011 Expenses:	$	**FY 2011 Revenues:**	$
RTC	$352,152	• 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	35,531
Total	**$358,152**	**Total**	**$358,152**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$51,160

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 by participating on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: 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.
- Respond to requests for involvement from the Transportation Commission in development of their Washington Transportation Plan 2011-2030 Policy Plan update, due in December 2010.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation to promote regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: 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) and on development of the Statewide Multimodal Transportation Plan which is to be published following reauthorization of the Federal Transportation Act.
- 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 a draft update to the Plan completed by September 2010 prior to submittal of grant applications for WSDOT's 2011/2012 consolidated public transportation grant program (see separate HSTP work element).

- 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 stakeholders to work on pedestrian and bicycle policies, identify transportation needs and improvements. RTC staff will continue to collaborate with statewide ACE stakeholders. These stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the 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.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation. Facilitate early environmental decisions in the planning process through work with resource agencies, possibly including the Signatory Agency Committee (SAC) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon, the State Historic Preservation Office and local partners.
- Represent the MPO at EIS scoping meetings relating to transportation projects and plans.
- Provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gases and Vehicle Miles Traveled reduction.
- Monitor new legislative activities as they relate to regional transportation planning requirements and provide comments if asked. This is particularly relevant with the reauthorization of the new Federal Transportation Act still in process. Federal transportation, livability, climate change and performance measures legislation and planning regulations as well as funding situations will be tracked by RTC.
- 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 2011 this will include continuation of the I-5 Columbia River Crossing Project and construction of the Delta Park Widening Project.
- Liaison with Metro and Oregon Department of Environmental Quality on 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

- RTC and Metro serve as staff of the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. 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 2010/2011, the Committee can be expected to address bi-state elements of: the Columbia River Crossing Project, air quality planning, freight mobility issues, and federal earmark requests. The two interstates now serve business, commercial, freight and personal travel needs, including around 60,000 daily Clark County to Portland commuters.

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 the effectiveness of RTC's public participation process and update the Plan 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 was due in 2009 but in lieu of an updated Act, SAFETEA-LU is continued for the meantime.

- 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 RTC'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. Review and update are scheduled triennially with the next updates due in 2012.

- Gather, analyze data and assist C-TRAN and local jurisdictions' implementation of the federal Americans with Disabilities Act (ADA, 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. Update to C-TRAN's Title VI documentation follows after release of the decennial Census data.

- Compliance with related regulations to Title VI, 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 program and project development phases. 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 relates to all UPWP work elements. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2011 Products

Program Coordination and Management

- Prepared meeting minutes and presentation materials organized by RTC. *(Ongoing)*
- Year 2011 Budget and Indirect Cost Proposal. *(Fall 2010)*
- 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

- Participate in public outreach activities related to regional transportation planning program and projects. *(Ongoing)*
- Document RTC's public participation activities as part of the annual UPWP report. *(Ongoing)*
- Media communication through press releases and press conferences as well as through regular update to RTC's website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations. *(Ongoing)*
- Update 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 give examples of public involvement relating to the planning processes such as MTIP amendments. Work will include liaison with WSDOT's Tribal Liaison Office as part of the consultation process. *(Summer 2010)*

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, in matrix format, on RTC's work to follow-up from the MPO Certification process carried out in October 2008. *(Summer 2010)*
- An adopted FY 2012 UPWP, annual report on the FY 2010 UPWP and, if needed, amendments to the FY 2011 UPWP. *(FY 2010 Annual Report in Summer 2010; FY 2012 UPWP in Winter 2010/11)*
- Begin to prepare updates to the intergovernmental agreements/Memoranda of Understanding between RTC and WSDOT, RTC and C-TRAN, RTC and Metro and RTC and Southwest Clean Air Agency as part of a regular triennial review process with next updates anticipated in 2012. *(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 2011 Expenses:		**FY 2011 Revenues:**	
	$		$
RTC	$174,067	• Federal FHWA	$64,000
		• Federal FTA	$28,800
		• Federal STP	$38,000
		• State RTPO	$27,476
		• MPO Funds	$15,791
Total	**$174,067**		**$174,067**
	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 2011 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), Statewide Multimodal Transportation Plan (SMTP), 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. Continue to integrate Transportation Demand Management Planning Strategies.
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 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)
Congestion Relief/High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
Non-Motorized (Bike & Pedestrian) Planning/Coordination
Freight Mobility Planning/Coordination
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 2011 (July 2010 through June 2011):

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 2011:

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. Advancing all work associated with Preliminary Engineering.
    b. Conducting public outreach.
    c. Completion of the CRC Final Environmental Impact Statement (FEIS).
    d. Decision on the north/south and east/west Vancouver LRT alignment, and
    e. IGA negotiations with City of Vancouver, TriMet and WSDOT
        i. Parking Management Plan
        ii. Operating Cost Agreement with TriMet.
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, environmental analysis and design of the initial HCT corridor.
5. Participate in regional Transportation System Management and Operations project led by RTC.

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 system planning, facilities and route development consistent with C-TRAN's 20-Year Transit Development Plan, C-TRAN 2030.

Fourth Plain BRT Corridor: C-TRAN will complete an Alternatives Analysis (AA) Study and continue environmental and design work in anticipation of a Small Starts project in the Fourth Plain corridor. The study will build on the foundation laid with RTC's HCT System Study. C-TRAN will actively work to secure funding for successive project phases.

Short-Range Planning: *Following public review and input, the published 2011-2016 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.

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 implement traffic signal priority systems during FY 2011. This project is a collaborative effort between C-TRAN, RTC, and local jurisdictions, though the initial project is expected to encompass the Fourth Plain corridor between downtown Vancouver and Westfield Vancouver Mall in the city of Vancouver.

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 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 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

- 2011-2016 Transportation Improvement Program.
- Year 2010 Transportation Impact Fee Program – inflation update to fees.
- Vancouver Transportation System Plan (TSP), ongoing / plan implementation.
- 2010 Concurrency Program – Program Assessment, Multi-modal concurrency program policy development.
- ADA Program – Transition Plan implementation.
- 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 CTR program. Contract directly with WSDOT in the provision of those services.
- 2011 City of Vancouver GMA Comprehensive Plan Update.

Sub-Area Studies

- Columbia River Crossing, City of Vancouver Coordination & Project Involvement.
- High Capacity Transit; support to HCT Alternatives Analysis study.
- Fruit Valley Subarea Transportation Plan.
- Vancouver Waterfront Access Improvement Project.
- 112th Avenue Traffic Safety Corridor – Engineering/Enforcement/Education planning.

Capital Improvement Program – Projects and Planning Support

- CDBG Program – project planning and implementation.
- Year 2010 NTS REET Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.
    - TSMO planning and coordination

Transportation Demand Management

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

CITY OF CAMAS has identified the following planning studies:

- ADA Inventory Study.
- 2011-2016 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.
- 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.
- East Main Street Revitalization Study.
- 2011 GMA Update including Airpark Plan

CITY OF RIDGEFIELD has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Continue construction for Phase 1 of the Interstate 5 and State Route 501 (Pioneer Street) Interchange Project. Continue design, permitting and right-of-way acquisition activities, as necessary, and begin construction on Phase 2 of the Interstate 5 and State Route 501 (Pioneer Street) Interchange Project.
- 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.
- Continue to work with WSDOT on the improvement of the SR 501 corridor and future access points onto the highway.

CITY OF LA CENTER has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.
- Complete planning, right of way acquisition, and design for 5th and Aspen Realignment Project. Construction would occur in 2010 if the design is completed in time. Otherwise construction would be done in 2011.
- Complete the La Center Junction Sub-Area Plan. This sub-area plan discusses the transportation, zoning, utilities, housing, and other improvements needed for the area within La Center's Urban Growth Area around I-5 Exit 16, more commonly called the La Center Junction Area. This plan includes a transportation impact analysis that looks at improvement alternatives for the I-5 interchange and possible arterial road layouts within the junction area once it is developed. This area includes most of the commercial and all of the industrial lands that are undeveloped within La Center's UGA and is very important to the economic well being of the city for the future.

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. Continuing its multi-year construction, the West Vancouver Freight Access Project will provide competitive, efficient rail service to existing customers, and help achieve plans to nearly double port jobs and capacity. The port completed the purchased of 218 acres of shovel-ready maritime and industrial property in 2009, and is currently constructing a unit train facility on the site, considerably adding to the port's capacity. Additional construction to add internal capacity will begin in spring, 2010.

- The Port will participate in the completion of a Clark County-wide freight mobility study.
- The West Vancouver Freight Access Project will be completed in 2017 or sooner depending upon funding, and will include the following transportation benefits:
  - Improves mainline velocity and capacity by removing a major chokepoint at the Vancouver Wye.
  - Enables the WSDOT Vancouver Bypass Project to function as designed.
  - Allows for unit-train access into the Port, and improves rail infrastructure to existing Port facilities and tenants.
  - Allows the port to serve new tenants on newly-developing maritime and industrial property.
  - Helps the Port of Vancouver USA to maintain its competitive advantage as a premier state of the art rail-served, international trade facility that has outstanding connectivity to US West Coast, Midwest and Western Canada locations via two rail corridors of national significance.
  - Provides for dual rail carrier access to the all of the port's facilities and customers.

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
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
GTF	Governors' Task Force

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
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
M&O	Management and Operations
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
TSMO	Transportation System Management and Operations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
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)
VMS	Variable Message Signs
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 2011 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2011 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	1. FY 2011 Federal FHWA PL	2. FY 2011 Federal FTA	State RTPO	Federal STP	Federal CM/AQ	Federal Sec. 5316/17	Federal High Priority	State (WSDOT/ ODOT)	MPO Funds	Local Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**												
	A	Metropolitan Transportation Plan	80,000	36,000	34,345	10,000					19,739		180,084
	B	Metropolitan Transportation Improvement Program	32,000	14,400	13,738						7,896		68,034
	C	Congestion Management Process 3.					100,000				15,607		115,607
	D	Vancouver Area Smart Trek					63,664				9,936		73,600
	E	Transportation System Mgt & Ops (TSMO)							375,000				375,000
	F	I-5 Columbia River Crossing 4.								20,000			20,000
	G	I-205 Bi-state Corridor Study 5.											
	H	Fourth Plain High Capacity Transit AA 6.											
	I	Skamania County RTPO			17,733								17,733
	J	Klickitat County RTPO			19,887								19,887
	K	SR-35 Columbia River Crossing FEIS 7.							273,500	68,375			341,875
	L	Human Services Transportation Plan Update						20,000					20,000
		Sub-Total	112,000	50,400	85,703	10,000	163,664	20,000	648,500	88,375	53,178		1,231,820
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					35,531		358,152
		Sub-Total	144,000	64,800	61,821	52,000					35,531		358,152
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**												
	A	Reg. Transp. Program Coord. & Management	64,000	28,800	27,476	38,000					15,791		174,067
		TOTALS	**320,000**	**144,000**	**175,000**	**100,000**	**163,664**	**20,000**	**648,500**	**88,375**	**104,500**		**1,764,039**

2/1/10

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. Estimated balance of funds from current RTC/CRC contract remaining at Jul 1. 2010
5. Placeholder. Budget is to be determined and will be addressed in an anticipated UPWP amendment.
6. Placeholder. Budget is to be determined and will be addressed in an anticipated UPWP amendment.
7. $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.

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, and operates in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose governments" as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and Federal functional classification in January 2005 as recommended in Metro's 2004 Federal Review.

3. Agreements

a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2006, the update to this Agreement was executed in April 2009.

b. In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.

c. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.

d. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.

e. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed in July 2007, to be updated in July 2010.

f. A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was effective July 1, 2008, to be updated in June 2011.

4. Responsibilities, Cooperation and Coordination

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

JPACT

This committee is comprised of three Metro Councilors; seven locally elected officials representing cities and counties, and appointed officials from ODOT, TriMet, the Port of Portland, and 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 item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee.

In FY 2007-08, JPACT completed the bylaw review recommended in Metro's 2004 Federal Review and clarified representation of South Metro Area Regional Transit representation on the committee.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. 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, RTC, Clark County, C-Tran, 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."

MPAC

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

The Regional Framework Plan was adopted on December 11, 1997 and updated December 28, 2005 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Nature in Neighborhoods
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet Federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

JPACT, the Metro Council, and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes Federally funded major

projects being planned by member jurisdictions. These projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2004 Federal Review, Congestion Management Process (CMP) and RTP update tasks were expanded in the UPWP narratives. Also, Metro identified environmental justice tasks in the UPWP in the Environmental Justice and Title VI narrative and individual program narratives; elderly and disabled planning tasks have been identified in the Elderly & Disabled Transportation Planning program narrative.

b. Regional Transportation Plan

JPACT and the Metro Council approved the 2035 Federal RTP in December 2007. This update was limited in scope and did not attempt to revisit the requirements of the Oregon Transportation Planning Rule. However, the 2035 Federal RTP included new policies for the purpose of transportation planning and project funding to address SAFETEA-LU provisions and key issues facing the region.

As required by Metro's 2004 Federal Review, the 2035 update addressed operating and maintenance costs paid by member jurisdictions. The 2035 RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections (2035 RTP Sections 5.1 through 5.3). The financially constrained system described in Chapter 6 of the 2035 RTP was specifically developed to comply with SAFETEA-LU planning requirements. The system was developed based on a forecast of expected revenues that was formulated in partnership with ODOT, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district. A background research report was also developed to document current funding trends and sources. The subsequent financial analyses are included in Appendix 4.1 and 4.2. A separate background report is available to download from Metro's website at http://library.oregonmetro.gov/files/rtp_preliminary_financial_analysisfinal.pdf.

The projects and programs recommended in the financially constrained system were developed cooperatively with local jurisdictions, ODOT, and port and transit districts, and through workshops sponsored by TPAC. Projects and programs came from plans and studies adopted through a previous public process. The financially constrained system is intended as the "Federal" system for purposes of demonstrating air quality conformity and allocating Federal funds through the MTIP process (2035 RTP Sections 7.1 and 7.5). The RTP financial plan and revenue forecast assumptions are described in Chapter 5 of the 2035 RTP. The total reasonably expected revenue base assumed in the 2035 RTP for the road system is approximately $ 9.07 billion.

In addition to the financially constrained system, the 2035 Federal Update identifies a larger set of projects and programs for the "2035 RTP Investment Pool," which is illustrative and nearly double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan and is being refined as part of the "State" component of the RTP update.

Staff also prepared a systems level environmental analysis of the 2035 RTP project lists. Analysis was done for the projects in both the 2035 RTP Investment Pool and the 2035 RTP Financially Constrained System. A separate background report complements this analysis, documenting key environmental issues and trends in the Portland metropolitan region and specific federal and state environmental requirements that must be addressed through the RTP. The analysis responds to federal SAFETEA-LU requirements for the RTP to discuss potential environmental mitigation activities and potential areas to carry out these activities, and to consult with appropriate resource agencies. The analysis was the basis for consultation with Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) on October 16, 2007 and can be downloaded from Metro's website at http://library.oregonmetro.gov/files/environmentalmemowithmapsweb.pdf. The background report is available to download from Metro's website at http://library.oregonmetro.gov/files/rtp_environmental_profilefinal.pdf.

A new map was been added to Chapter 1 of the RTP that identifies the MPO Planning Boundary and the Air Quality Maintenance Area Boundary. This boundary defines the area that the RTP applies to for Federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2008 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. FHWA and FTA approved the 2035 RTP and the associated air quality conformity determination on February 29, 2008. Documentation of compliance with specific Federal planning requirements is summarized in subsequent sections of this document, and Appendix 4.1 of the 2035 RTP.

Work is continuing on the State component of the RTP update in 2008-09. Tasks related to the update were outlined in the FY 2007-08 UPWP and FY 2008-09 UPWP.

c. Metropolitan Transportation Improvement Program

The MTIP was updated in Summer 2007 and incorporated into the 2008-11 State Transportation Improvement Program (STIP). The 2007 update included the allocation of $63 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) funding, programming of projects for the ODOT Modernization, Bridge, Safety, Preservation, Operations, OTIA III, Enhancements, and Immediate Opportunity Fund projects and programming of transit funding. The first year of programming is considered the priority project funding for the region. Should any of these projects be delayed, projects of equivalent dollar value may be advanced from the second, third or fourth years of the program without processing formal Transportation Improvement Program (TIP) amendments.

After a delay in implementation of the Statewide TIP, Metro is in the process of updating the 2010-13 MTIP in the current fiscal year, with adoption of an updated program scheduled for August 2010. As recommended in Metro's 2008 Federal Review, the 2010-13 MTIP will include total project costs and cost estimates that may go beyond the 4-year programming cycle.

6. Planning Factors

Currently, Metro's planning process addresses the SAFETEA-LU planning factors in all projects and policies. Table 1 below describes the relationship of the planning factors to Metro's activities and Table 2 outlines Metro's response to how the factors have been incorporated into the planning process. The SAFETEA-LU planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations; and
8. Emphasize the preservation of the existing transportation system.

As noted in Tables 1 and 2, Metro has reviewed and updated both the RTP and MTIP, and revised both documents to be compliant with SAFETEA-LU planning requirements.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period. • Highway Level of Service (LOS) policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for industrial and employment lands access calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). • The RTP includes a number of investments and actions aimed at further improving safety in the region, including: ◦ Investments targeted to address known safety deficiencies and high-crash locations. ◦ Completing gaps in regional bicycle and pedestrian systems. ◦ Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits. ◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards. ◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of government. ◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.	• All projects evaluated according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
3. Increase Security	• System security was incorporated into the 2035 Federal RTP. • Security and emergency management activities are summarized in Section 2.4.7.4 of the 2035 RTP. • Policy framework in Section 3.3 of the 2035 RTP includes, "Goal 5: Enhance Safety and Security," and specific security objectives and potential actions to increase security of the transportation system for all users. • Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system. • Actions direct Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. • Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure.	• Transportation security will be factored into the next MTIP update, following completion of the new RTP.	• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: SAFETEA-LU Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, cost-effective technologies to improve safety, optimize the existing system, and ensure freight transporters and commuters have a broad range of travel options in each corridor.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.

Table 1: SAFETEA-LU Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. • Many new transit, bicycle, pedestrian and Transportation Demand Management (TDM) projects have been added to the plan to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. • The region's parking policies (Title 2 of the Urban Growth Management Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts.	• The MTIP conforms to the Clean Air Act and continues to comply with the air quality maintenance plan in accordance with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7605 (c) and (d)) and 40 CFR part 93. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: SAFETEA-LU Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. System Integration/ Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region.	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes. • Projects are scored according to addressing system gaps and deficiencies.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.
7. Efficient Management & Operations	• The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 3.17) to optimize the existing and planned transportation system. • Proposed RTP projects include many system management improvements along regional corridors. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority residents and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan that meets or exceeds adopted public involvement policies. PIPs are designed to both support the technical scope and objectives of Metro studies and programs and provide for innovative, effective and inclusive opportunities for engagement. Metro consults with the Metro Committee for Citizen Involvement in the development of individual PIPs. PIPs include strategies and methods for public involvement. Examples include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, advisory committees, special task forces, web instruments, public information material, hearings, workshops, open houses and design charrettes.

The work program and PIP for the 2035 RTP update was developed with input from Metro's technical and policy advisory committees and MCCI. Public involvement in the 2035 RTP update included workshops, informal and formal input opportunities as well as two 30-day comment periods and one 45-day comment period. Public involvement opportunities and key decision points were promoted in all community newspapers in the region, ethnic newspapers and the *Oregonian*, posted on Metro's web site and e-mailed to more than 4,500 individuals and organizations on Metro's "interested parties" electronic database. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the schedule of major milestones and decisions, other explanatory materials and public comment reports.

The Metro Transportation Improvement Program (MTIP) lists projects to be funded over the next four years with federal transportation dollars. The MTIP lists projects administered by the Oregon Department of Transportation, TriMet and the South Metro Area Transit, and Metro through its regional flexible funding allocation. The PIP for the MTIP presents specifics on how jurisdictional and community stakeholders will be engaged to help develop guiding policies for selecting projects, establishing funding categories, and prioritizing projects as well as specific processes that Metro will use to allocate regional flexible fund (from federal Congestion Management/Air Quality funds and the Surface Transportation Program). Involvement mechanisms include workshops, informal and formal feedback opportunities, a formal 30-day comment period, formal public hearings and an active web site with an online comment tool.

Metro's transportation decision-making process includes the Transportation Policy Advisory Committee, a technical committee made up primarily of professionals from local planning and transportation agencies and six community positions. The six community positions are recruited through an open, advertised application and interview process from across the region and designed to represent diverse areas of interest. TPAC's function is to make recommendations to the Joint Policy Advisory on Transportation, which in turn makes a recommendation to the Metro Council. Metro Council adopted Metro's Transportation Public Involvement Policy on June 10, 2004 by Resolution Number 04-3450.

Title VI – In April 2007, Metro completed and submitted its first formal Title VI Plan. The plan was updated in March 2010 to reflect major changes in Metro's organizational structure. Metro has also submitted annual Title VI compliance reports to the Oregon Department of Transportation. Public involvement principles put forth in the Title VI plan are implemented through Metro's RTP and MTIP public involvement activities, and through corridor planning activities in the region.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered as an important component of transportation planning and project implementation, and that the relative benefits/impacts of those projects and plans are equitably distributed. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development

activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. Metro has recently focused on developing procedures and policies for determining when language services are needed for persons with limited English proficiency, and has identified a pool of qualified service providers as potential contractors.

Supplementing Metro's Title VI and EJ work in the transportation arena is an active Diversity Action Team that serves the entire agency. The DAT sets long- and short-term diversity goals and seeks opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999. Metro currently piggybacks on ODOT's DBE program.

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

10. Affirmative Action

In accordance with 49 U.S.C. 5331, 42 U.S.C. 6101, Section 324 of title 23 U.S.C. and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, Metro states as its policy a commitment to provide equal employment opportunities without regard to race, color, religion, national origin, sex, age, disability, sexual orientation, or marital or familial status, except where a bona fide occupational qualification exists. Compliance with this policy is administered by Metro's Human Resources Department.

11. Construction Contracts

Provisions of 23 CFR part 230 do not apply to Metro as Metro does not administer Federal and Federal-aid highway construction contracts.

12. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

Table 2: Metro's Response to SAFTETEA-LU Provisions

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.	Metro's transportation planning and land-use planning functions are within the same department and coordinate internally. • Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Metro consults MPAC on land-use activities. • Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS). • Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives. • Metro has a standing committee to coordinate with public agencies with environmental protection responsibility. • The Port of Portland manages the airport and is represented on both TPAC and JPACT. • Metro also coordinates with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee.
Promote consistency between transportation improvements and State and local planned growth and economic development.	Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.
Give safety and security due emphasis as separate planning factors.	Metro addressed security and safety as individual factors in the update to the RTP in 2007. • Separate background research papers were developed during Phase 2 of the update to document current safety issues and planning efforts, and current security planning efforts in the region. This research is included Appendix 6.0 was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. Additionally, Metro staffs the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet's responsibility for transit security plans, ODOT's responsibility for coordination of state security plans, Port of Portland's responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). The group brings together local emergency managers to plan responses to security concerns and natural hazards.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 6.0.
Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, historic, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 3 and investment priorities in Chapter 6 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 6.0.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.	• System management policies in the RTP (2035 RTP Section 3.4.4) and resulting projects and programs are intended to maximize the use of existing facilities to address congestion, safety and mobility. • The regional CMP also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system (2035 RTP Section 7.6.3). These provisions are implemented through potential actions included in Section 3.3 (particularly Goals 4 and 5), and a number of projects and programs recommended in the updated plan, and are listed in Chapter 6 of the 2035 RTP. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. • RTP projects in Chapter 6 include many system management improvements along regional mobility corridors and the supporting arterial system. Work will continue in the state component of the RTP update to further expand implementation of these strategies. • Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations.

Table 2: Metro's Response to SAFTETEA-LU Provisions (continued)

SAFTETEA-LU Provision for all MPOs	**Metro Response**
Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.	Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro's transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2004. The work program and public participation plan (PPP) for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. Approval of the 2035 RTP, Resolution No. 07-3831B, followed JPACT and Metro Council consideration of approximately 300 comments received during the public comment period. The comments were summarized into a comment log and Public Comment Summary Report. Refinements were recommended to respond to the comments received. The comment period for the Air Quality Conformity Determination provided an opportunity for public review and comment on the air quality conformity methodology and results. *Section 1.5 in the 2035 RTP and Appendix 4.5 describe the public process in more detail.*
Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.	On a regular basis, Metro employs visualization techniques. Examples include: • RTP document is available on Metro's website • RTP newsletters and maps • MTIP document is available on Metro's website • GIS maps to illustrate planning activities • Participation in FHWA GIS Web Training Video simulation of light rail on the Portland Mall and I-205 Corridor.
Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.	2035 Federal RTP update was completed by March 5, 2008.
Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.	Initiated MTIP and STIP update for August 2010, within 3 years of previous update.
SAFETEA-LU includes a new requirement for a "locally developed, coordinated public transit/human services transportation plan" to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.	Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan is under development by those committees and has been integrated into the 2008 RTP update. Additional work will be completed during the state component of the RTP update in 2008.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4136, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2011 UNIFIED PLANNING WORK PROGRAM

Date: March 11, 2010

Prepared by: Robin McArthur
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BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require that Metro coordinate federally funded planning activities as the region's Metropolitan Planning Organization (MPO). The FY 2011 Unified Planning Work Program (UPWP) describes these planning activities in the metropolitan region during the fiscal year beginning July 1, 2010. Included in the document are federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities of Damascus, Milwaukie, Portland, and Wilsonville, Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation.

The federal transportation agencies also require a self-certification that Metro's planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI (civil rights)
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 10-4136.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

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

   This resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so planning work can commence on July 1, 2010, in accordance with established Metro priorities.

   Budget Impacts – Approval of this resolution is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches the projects and studies reflected in the proposed Metro FY 2010-11 budget submitted by the Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

RECOMMENDED ACTION

Approve Resolution No. 10-4136 which certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements and adopts the UPWP continuing the transportation planning work program for FY 2011. This resolution also authorizes submittal of grant applications to the appropriate funding agencies.