FY 2011-12
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

March 17, 2011

FY 2011-12

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 2011-12 and will be updated accordingly in scope/budget.

Other Projects of Regional Significance

FY 2011-12
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, 2011 through June 30, 2012.

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 a Great 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 East Metro Connections, Southwest 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 2011-12, 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.

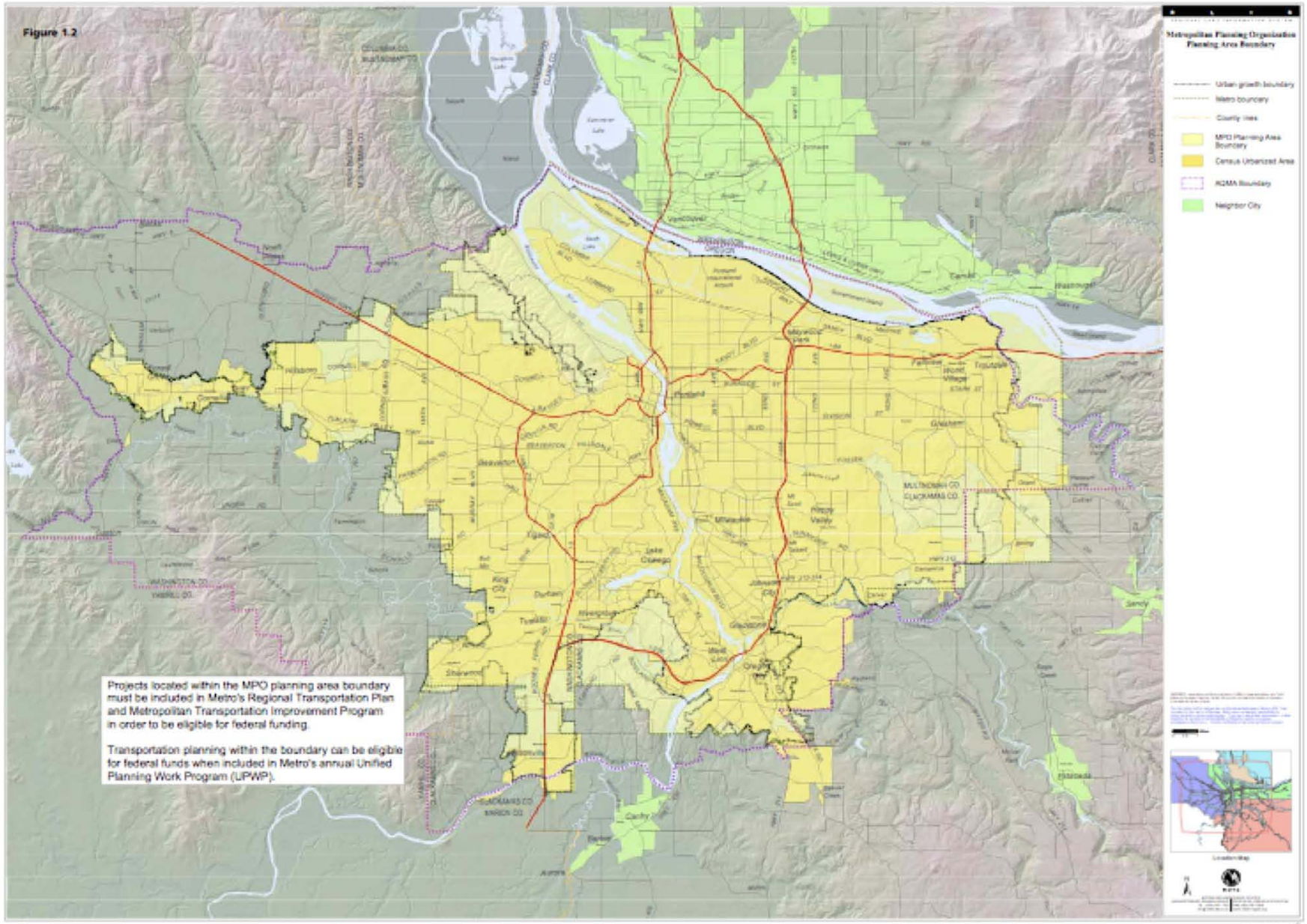
Figure 1.2
Metropolitan Planning Organization Planning Area Boundary
Urban growth boundary
Metro boundary
County lines
MPO Planning Area Boundary
Census Urbanized Area
AQMA Boundary
Neighbor City
Projects located within the MPO planning area boundary must be included in Metro's Regional Transportation Plan and Metropolitan Transportation Improvement Program in order to be eligible for federal funding.
Transportation planning within the boundary can be eligible for federal funds when included in Metro's annual Unified Planning Work Program (UPWP).

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 changes in land use, 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 greenhouse gas emissions. The most recent update was approved by the U.S. DOT on September 20, 2010.

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 through 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 development of a statewide GHG emission reduction strategy for the light-duty vehicle emissions sector, a toolkit of emission reductions actions; and GHG reduction target setting for metropolitan areas. Federal climate legislation, with targets and commensurate planning requirements to mitigate GHG emissions remain pending in Congress. Metro's Climate Smart Communities Scenarios planning effort is a multi-year project to respond to the state mandates. Preferred scenario selection and adoption would occur as part of the next RTP update. Local conformance would follow.

Objectives:

- Carry out work activities to implement and update the RTP. Continue to meet requirements of SAFETEA-LU, subsequent federal regulations and state planning goals and requirements in a manner that advances 2040 implementation and local aspirations. (ONGOING)
- Ensure that local plans and codes and corridor refinement plans are consistent with regional policies and requirements through the local transportation system plan (TSP) development and review process, and participation in corridor refinement plan teams. This technical assistance will be coordinated with other Planning and Development technical support for 2040 implementation. (ONGOING)
- Collaborate with the Metro Research Center 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, Title VI reporting, the region's Congestion Management Process (CMP), Regional Mobility Program and regional GHG emissions analysis. (ONGOING)
- Actively engage and inform the region's decision-makers, transportation system providers, public agencies, local governments, business groups, community organizations, advocacy groups, State and Federal agencies and other community stakeholders on RTP amendments and Climate Smart Communities Scenarios work program milestones. (ONGOING)
- Ensure coordination with local government staff involved in land use and transportation planning and with other relevant Metro activities, including the Climate Smart Communities Initiative, the Intertwine,

Regional Freight Program, Portland-Vancouver Regional Indicators Project, Regional Active Transportation Program, Regional Mobility Program, Community Investment Strategy, the Regional Travel Options Program, the Metropolitan Transportation Improvement Program, the Development Center and the Centers and Corridors Program. (ONGOING)

- Continue elderly and disabled transportation planning activities with the Regional Transportation Coordinating Council. (ONGOING)

Previous Work:

This is a continuing program activity in Metro's transportation planning process as the region's designated Metropolitan Planning Organization (MPO).

- Completed the 2035 RTP update, addressing Federal SAFETEA-LU requirements and Oregon Statewide Planning Goals. The updated RTP was developed in coordination 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.* The plan includes an outcomes-based framework and performance targets that shaped the plan's investment priorities - including safety, freight reliability, active transportation, public health, climate change, affordable housing and equity outcomes. The U.S. Department of Transportation approved the RTP conformity determination and related documentation on September 20, 2010. The Department of Land Conservation and Development approved the RTP on November 24, 2010.
- Provided technical assistance on local implementation of the RTP, including development of HCT System Expansion Policy (SEP) guidelines and RTP Implementation Guidelines in consultation with Metros technical and policy advisory committees.
- Maintained RTP web page to provide access to information about plan, technical reports and other documents developed during the 2035 RTP update. Materials can be downloaded at www.oregonmetro.gov/rtp.
- Provided ongoing elderly and disabled transportation planning support to ensure policies and strategies identified in the regionally-developed *Coordinated Human Services Transportation Plan* (CHSTP) were included in the RTP and Federally-funded CHSTP projects that support CHSTP implementation were included in the MTIP.
- Supported the Intertwine and Active Transportation efforts to fund a regional trails package and implement active transportation corridor demonstration projects.
- Supported development and implementation of the regional bicycle model project.
- Supported the Regional Transportation Coordinating Council (RTCC) efforts to address elderly and disabled transportation, public health and equity issues and update Federally-mandated plans.
- Developed Climate Smart Communities Scenarios work program and public participation plan, and convened monthly state coordination meetings to address HB 2001 requirements.
- Conducted research on potential GHG emissions impacts from a range of land use and transportation policies. The research also documented other benefits and impacts associated with the policies as part of a policy toolbox report. The research established policy and technical basis for new tools, such as parking pricing, tolling and other strategies needed to reduce transportation-related greenhouse gas emissions.
- Conducted stakeholder interviews and public opinion research to assess awareness of issue, values around issue, and develop "language bank" to support communication plan.
- Participated in the development of 1990 Vehicle Miles Traveled (VMT) and GHG estimates, the Statewide Transportation Strategy, Scenario Planning Guidelines and State Greenhouse Gas Emissions Targets.
- Initiated and/or completed enhancements to the regional travel demand forecasting model and MetroScope model to better analyze GHG emissions from transportation and land use alternatives that will be evaluated for selection in FY 12-13. This work will continue in FY 11-12.

- Conducted preparatory work needed to convene a regional travel model expert panel to review and endorse analytical tools and work scope for transportation model refinements to analyze plans and programs to implement a scenario for reducing light vehicle GHG emissions. This work will continue in FY 12-13.
- Developed or enhanced data and tools to establish appropriate baseline data to analyze GHG emissions impacts and allow for the evaluation of the costs, benefits, and impacts of land use and transportation choices. This work will provide adequate technical support to develop findings necessary to adopt a preferred scenario in FY 12-13, and will be coordinated with other Oregon MPOs, DEQ, ODOT, the Oregon Modeling Steering Committee and others. The tools may also be used by local governments in the Metro region and other Oregon MPOs. This work will continue in FY 11-12 and FY 12-13.
- Developed an outcomes-based evaluation framework, the scenario analysis technical approach and tools in coordination with DLCD, ODOT, other MPOs and the Oregon Modeling Steering Committee for use in Climate Smart Communities Scenarios effort.
- Conducted research on current best-practices related to equity and health assessments at the community and MPO-level to inform regional programs and planning activities, and work with the Research Center to develop criteria and methods related to analyzing equity and health impacts at the community and MPO-level. This work will also support local TSP updates, implementation of the CHSTP, Metro's corridor refinement planning efforts, the MTIP and future updates to the RTP.
- Convened policy and technical workshops to frame policy choices with sketch-planning tools and facilitate development of three scenarios designed to meet LCDC-adopted GHG targets.
- Developed and analyzed case studies, and a baseline and three scenarios to estimate emissions reductions that can be achieved through changes to land use and transportation to meet LCDC-adopted GHG targets. This work will continue in FY 11-12.

Methodology:

This program will focus on two core RTP-related activities in FY 2011-12:

Climate Smart Communities: Scenarios (House Bill 2001): 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 and the Portland region. 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. Work activities in FY 2011-12 will lead into the 2040 RTP update and other long-range planning activities such as the next Urban Growth Report and updates to the 2010 Community Investment Strategy.

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 be scaled back from previous years due to HB 2001 scenario planning work program, but 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.
- Providing public information on the RTP via Metro's website.
- Coordination with Corridor Planning staff.

Tangible Products Expected in FY 2011-2012:

- Quarterly progress reports. (ONGOING)

Local Transportation System Plan (TSP) and Corridor Refinement Plan Support:

- RTP web page 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)
- RTP amendments, if necessary. (ONGOING)
- Written comments on proposed amendments to local plans. (ONGOING)
- Participation in Regional Transportation Coordinating Council (RTCC) efforts to address elderly and disabled transportation, public health and equity issues. (ONGOING)
- Participation in Intertwine and Active Transportation efforts to fund a regional trails package and implement active transportation corridor demonstration projects. (ONGOING)

Climate Smart Communities: Scenarios (House Bill 2001):

- Technical support and participation in the development and implementation of the regional bicycle model / trip planner project. (ONGOING)
- Participation in meetings of the Oregon Sustainable Transportation Initiative technical and policy advisory committees. (ONGOING)
- Memos and/or reports to document the tools and methods used to evaluate the effects of land use and transportation projects on GHG emissions and other performance criteria. (FIRST QUARTER)
- Memos and/or reports to document the sketch-level scenarios analysis results, key findings, policy implications and recommendations for reducing transportation-sector GHG emissions. (FIRST QUARTER)
- Report documenting a regional forum held to review sketch-level scenario evaluation results, key findings and recommendations for reducing transportation-sector GHG emissions. (SECOND QUARTER)
- Final report to the 2012 Legislature on evaluation results, key findings and recommendations for reducing transportation-sector GHG emissions. (SECOND QUARTER)
- Memos and/or reports to document research on current best-practices related to parking management and other tools to support updating regional policies, strategies and guidance for implementation of preferred scenario that reduces transportation-sector GHG emissions. (SECOND AND THIRD QUARTERS)
- Process to review sketch-level scenario evaluations and recommendations with stakeholders to seek understanding and receive input on preferred scenario alternatives. (THIRD QUARTER)
- Policy and technical workshops to develop preferred scenario alternatives for further evaluation. (FOURTH QUARTER)
- Develop and begin analyzing alternative preferred scenarios designed to meet LCDC-adopted GHG targets and region's 6 desired outcomes. The alternatives will build on recommendations from the previous analysis and include, as appropriate, recommendations from corridor refinement plans, the Community Investment Strategy and local planning efforts. This work will continue in FY 12-13. (FOURTH QUARTER)
- Continue to develop or enhance tools and models to analyze GHG emissions impacts and allow for the evaluation of the costs, benefits, and impacts of land use and transportation choices. This work will provide adequate technical support to develop findings necessary to adopt a preferred scenario, and will be coordinated with other Oregon MPOs, DEQ, ODOT, the Oregon Modeling Steering Committee and others. (ONGOING)

- Enhanced regional travel demand forecasting and MetroScope models to support GHG emissions analysis to be conducted in FY 12-13. This work will be coordinated with other Oregon MPOs, DEQ, ODOT, the Oregon Modeling Steering Committee and others. (FOURTH QUARTER)
- Draft 2040 RTP update work program and timeline. (FOURTH QUARTER)

Entities Responsible for Activity:

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

Other stakeholders:
Cities and counties in the Metro region
Regional partner agencies
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
Metro Regional Freight Technical Advisory Committee
Regional Travel Options Subcommittee to TPAC
TRANSPORT Subcommittee to TPAC
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)
Land Conservation and Development Commission (LCDC)
Department of Land Conservation and Development (DLCD)
Oregon Global Warming Commission (OGWC)
Oregon Modeling Steering Committee (OMSC)
Other Oregon MPOs
Community groups and organizations involved in climate planning, equity, land use and transportation issues
Organizations serving minority, elderly, disabled, and non-English speaking residents needs
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs
General public

Schedule for Completing Activities:

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

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	660,473		PL	$	434,340
	Interfund Transfers	*$*	192,872		STP	$	95,858
	Materials & Services	*$*	115,954		Section 5303	$	253,608
	Printing/Supplies $40,000				ODOT Support	$	76,247
	Postage $24,000				TriMet	$	59,777
	Ads & Legal Notices $20,000				Metro	$	74,373
	Miscellaneous $33,034						
	Computer	*$*	18,449				
	TOTAL	***$***	**994,203**		***TOTAL***	***$***	**994,203**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		6.596				
	TOTAL		**6.596**				
2010-11	***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				Other	$	73,163
	Computer	*$*	18,449				
	TOTAL	***$***	**914,044**		***TOTAL***	***$***	**914,044**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		6.025				
	TOTAL		**6.025**				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	1,366,459		PL	$	154,085
	Interfund Transfers	$	368,944		STP	$	165,987
	Materials & Services	$	275,614		Section 5303	$	100,242
	Consultant $151,000				ODOT Support	$	87,561
	Printing/Supplies $35,000				TriMet	$	79,559
	Ads/Legal Notices $20,000				Metro	$	398,377
	Postage $24,000				Other	$	1,124,247
	Computer Supplies $5,086						
	Temp Services $20,000						
	Miscellaneous $20,528						
	Computer	$	99,041				
	TOTAL	**$**	**2,110,058**		**TOTAL**	**$**	**2,110,058**
	Full-Time Equivalent Staffing						
	General RTP Full-Time FTE		2.134				
	HB 2001/ Greenhouse Gas Full-Time FTE		9.831				
	TOTAL FTE		**11.965**				

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. In 2009, Metro finalized a publication draft of the document.

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. (COMPLETED)
- 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 2011-12, 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 active transportation projects and other multimodal projects funded through the Metropolitan Transportation Improvement Program (MTIP). Current RTP policies require consideration of the design guidelines during project development activities and for local plans to be updated to allow for consideration of these design treatments. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

The enhanced Best Design Practices in Transportation Program will include 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 and project designs that include street trees and other design elements to reduce stormwater runoff. Emerging areas within the program include designing for safety, 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 11-12.

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 presented an opportunity to develop complementary wildlife crossings that accommodate other wildlife as well as fish.

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

Updates to the program's guidebooks are planned for FY 11-12. The planned work includes revisions to *Creating Livable Streets* including freight considerations based on recommendations of the Regional Freight Technical Advisory Committee; and updates to *Green Streets* and *Trees for Green Streets* handbooks. Additionally, Metro expects to develop design guidelines for Regional Trail and/or active transportation projects.

Tangible Products Expected in FY 2011-12:

- Mange process to update *Creating Livable Streets*, *Green Streets*, and *Trees for Green Streets* in 2011-12. Process through publication is expected to take 12-18 months. (FIRST QUARTER)
- Begin process for developing a Trail design guidelines handbook for publication. Process expected to take 12 months. (FIRST QUARTER)
    - Identify stakeholders to provide project guidance
    - Develop handbook based on regional, state, and national best practices.

  - Work with Creative Services to refine document.
- Development of walking audits in conjunction with placemaking activities. The audits would identify barriers and opportunities to walking and placemaking, and promote livable streets principles as an element of successful placemaking. Audience would be practicing professionals and interested citizens involved in local project development. (FOURTH QUARTER)

Entity/ies Responsible for Activity:

Metro – Lead Agency
Partner Agencies - Stakeholders
Oregon Department of Transportation – Cooperate / Collaborate
TriMet – Cooperate / Collaborate

Schedule for Completing Activities:

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

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	81,007		STP	$	142,626
	Interfund Transfers	*$*	23,654		ODOT Support	$	17,821
	Materials & Services	*$*	72,110		Metro	$	16,324
	TOTAL	***$***	**176,771**		***TOTAL***	***$***	**176,771**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.715				
	TOTAL		**0.715**				
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	83,959		PL	$	17,821
	Interfund Transfers	*$*	24,072		STP	$	107,327
	Materials & Services	*$*	72,145		5303	$	34,194
					Metro	$	20,833
	TOTAL	***$***	**180,175**		**TOTAL**	**$**	**180,175**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		**0.71**				
	TOTAL		**0.71**				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	85,227		PL	$	8,267
	Interfund Transfers	$	23,001		STP	$	99,860
	Materials & Services Consultant $172,168 Printing/Supplies $60,000 Miscellaneous $7,690	$	239,858		Guidebooks STP 5303 Metro		150,000 49,098 40,871
	TOTAL	**$**	**348,096**		**TOTAL**	**$**	**348,096**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.67				
	TOTAL		**0.67**				

TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS (TSMO) – REGIONAL MOBILITY PROGRAM

Description:

Regional Mobility is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Travel Options program. Together these two programs advance TSMO strategies by coordinating 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 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, traveler information, traffic incident management, and safety strategies. The program also supports the implementation of the region's congestion management process (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

- Coordinate Regional Mobility strategies and investments with Regional Transportation Plan (RTP). (ONGOING)
- Seek new opportunities for funding regional TSMO strategies. (ONGOING)
- Coordinate with Making a Great Place and Transportation Implementation activities to ensure consideration and integration of TSMO strategies. (ONGOING)
- Implement TSMO strategies that support the regional CMP. (ONGOING)
- Coordinate allocation of regional flexible funds for TSMO project priorities, as identified by the Regional TSMO Plan. (ONGOING)
- Complete the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities. (FOURTH QUARTER)
- Publish annual report to document implementation of system management and operations projects across the region. (THIRD QUARTER)
- Update Regional Mobility Corridor Atlas. (FOURTH QUARTER)
- Initiate update of Regional ITS Architecture. (FOURTH 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)
- Work with ODOT and members of the Regional Transportation Safety work group to refine existing traffic safety data to reflect conditions in the Metro boundary. (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:

In FY 2010-11, the Regional Mobility Program:

- Amended 2008-11 MTIP and STIP to sub allocate TSMO programmatic funds
- Initiated the Arterial Performance RCTO
- Agendas and meeting summaries for TransPort and its subcommittee
- Coordinated TSMO professional development and training opportunities
- Published the Regional Traffic Signal Directory
- Published the Regional Mobility Corridor Atlas to the Metro website

Methodology:

The Regional Mobility program encompasses the Federal mandates to maintain a CMP and promote TSMO, including intelligent transportation systems (ITS). 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, PORTAL development, and traffic incident management. It will also coordinated and manage the allocation of TSMO-designated regional flexible funds to partner agencies. Additionally, staff will actively seek opportunities for new TSMO funding in coordination with its regional partners.

The development of the Arterial Performance RCTO is the most significant activity for the fiscal year. In collaboration with TransPort, the Regional Mobility program will prepare 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 publish an annual report to highlight regional implementation of TSMO investments. The report is a means for tracking progress in implementing the Regional TSMO Refinement Plan.

The program will begin scoping the update of the Regional ITS Architecture to be initiated in FY 2012-13. The architecture will be updated to the most recent version of Turbo, the software platform; conformed to the national and Oregon State ITS architectures; and incorporate changes identified by the Regional TSMO Plan and TransPort.

The Regional Mobility Corridor Atlas provides the documentation for CMP system conditions. As directed by the RTP performance management system, the atlas will be updated to provide existing conditions data to support development of local TSPs and MTIP programming.

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 will include:

- Continuing to collect and aggregate ODOT safety data specific to the Metro region.
- Develop safety performance measures to track on a regular basis through the Congestion Management Process in addition to the performance target in the 2035 RTP.
- Draft State of Safety in the Region report.
- Develop a transportation safety plan for the Portland Metropolitan region.
- Adding the Regional Safety Workgroup as an official subcommittee of TPAC.
- Present the regional safety plan for a discussion with TPAC and JPACT about resources to fund additional safety program work.

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.

Tangible Products Expected in FY 2011-12:

- Amendment(s) to FY2010-2013 MTIP to advance funding of priority projects as identified in the Regional TSMO Refinement Plan (ONGOING)
- Arterial Performance RCTO (FOURTH QUARTER)
- Regional ITS Architecture Update scope of work (FOURTH QUARTER)
- Annual report for TSMO plan implementation. (THIRD QUARTER)
- Agendas and meeting summaries for TransPort and its subcommittees(ONGOING)
- Regional Mobility Corridor Atlas v.2 (FOURTH QUARTER)
- Agendas and meeting summaries for the Regional Transportation Safety work group. (ONGOING)
- State of Safety in the Region report (THIRD QUARTER)
- Establish Regional Safety Workgroup as TPAC Subcommittee (FIRST QUARTER)
- Complete a regional transportation safety plan and present findings to TPAC and JPACT for discussion. (DECEMBER 2011)

Entities Responsible for TSMO Activity:

- 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
- City of Portland – Grant Recipient
- City of Gresham – Grant Recipient
- City of Tigard – 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

Schedule for Completing Activities:

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

Funding History:

	Requirements:				***Resources:***		
	Personal Services	$	67,124		PL	$	24,502
	Interfund Transfers	$	19,601		STP	$	26,981
	Materials & Services	$	1,859		Section 5303	$	2,500
					ODOT Support	$	19,637
2009-10					TriMet Support	$	11,251
					Metro	$	3,713
	TOTAL	***$***	**88,584**		**TOTAL**	**$**	**88,584**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.620				
	TOTAL		**0.620**				
	Requirements:				***Resources:***		
	Personal Services	*$*	546,648		PL	$	144,301
	Interfund Transfers	*$*	141,913		STP	$	9,701
	Materials & Services	*$*	1,352,966		ODOT Support	$	36,230
					TriMet Support	$	11,206
2010-11					Metro	$	1,110
	TOTAL	***$***	**2,041,526**		**TOTAL**	**$**	**2,041,526**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		1.34				
	TOTAL		**1.34**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	144,414		PL	$	72,018
	Interfund Transfers	$	38,992		STP	$	72,838
	Materials & Services	$	3,216		ODOT Support	$	27,815
	Printing/Supplies $1,000				TriMet	$	11,216
	Miscellaneous $2,216				Metro	$	8,338
2011-12	Computer	$	5,603				
	TOTAL	**$**	**192,225**		**TOTAL**	**$**	**192,225**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		1.13				
	TOTAL		**1.13**				

TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS (TSMO) PROGRAM – REGIONAL TRAVEL OPTIONS (RTO)

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 six area TMAs to support local trip reduction activities;
- Grant program that provides support to local and regional travel options projects through a competitive project solicitation process, including grants to support large-scale residential individualized marketing projects (like 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.

Objectives

- Continued implementation of the 2008-2013 RTO Strategic Plan; begin development of 2013-2018 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)
- 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)
- Continued administration of ridematching services to region, including participation in multi-state online ridematching system and vanpool program. (ONGOING)
- Distribute the eighth edition 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 and distribute a publication featuring walk and bike maps focused on and designed for families, particularly Latino families in Hillsboro, Cornelius and Forest Grove. The pieces will be printed in both Spanish and English and will include pedestrian and bicycle safety information as well as suggested walking and biking routes.
- 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 corridors, and local downtowns and centers to make progress toward regional mobility targets defined in the RTP. (ONGOING)
- Develop regional policies that support travel options strategies. (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 2010-11, the Regional Travel Options Program:

- Completed seventeen grant projects to be carried out in Fiscal Years 09-10 and 10-11, totaling $1.525 million. Initiated eleven new grant projects to be carried out in Fiscal Years 11-12 and 12-13 totaling $533,000.
- Completed a regional survey to assess the level of recognition and effectiveness of RTO programs.
- Continued 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. The Walk There! outreach program completed a summer Walk There! event series with seven walking tours. In total, the event series taught 237 participants about routes in their area. Metro and Kaiser Permanente received the 2009 Exemplary Human Environment Initiatives from FHWA for encouraging non-motorized, active transportation.
- Continued distribution of the regional Bike There! map. The map was updated in 2010 to include information about new and improved bike infrastructure and bicycle safety information.
- Enhanced coordination between regional partners engaged in employer outreach activities. Continued Drive Less/Save More outreach at community events and conducted outreach to media and local employers to disseminate information about travel options and pedestrian and bicycle safety messages.,
- Developed successful grant proposal with Kaiser Permanente for co-developing a publication featuring walk and bike maps focused on and designed for the Latino community in Hillsboro, Cornelius and Forest Grove. The piece will be printed in both Spanish and English so it can be used for several different audiences. Work will begin on this project in the first half of 2011.

Methodology:

The RTO program implements regional policies to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces pollution by carrying out the 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 30,000,000 vehicle miles of travel annually by 2013. The expected VMT reductions are based upon past program performance, expected revenues, and improving measurement and cost-effective investments. Based on Oregon DEQ emission factors for light-duty, passenger vehicles, reducing 30,000,000 vehicle miles will result in 85 thousand pounds of volatile organic compounds, 72 thousand pounds of nitrogen oxides, nearly 1 million pounds of carbon monoxide and 29.5 million pounds of carbon dioxide (greenhouse gas). The same vehicle-mile reduction will also reduce emissions of unhealthy particulate matter and air toxics.

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.

Tangible Products Expected in FY 2011-12:

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)
- Develop bi-lingual English-Spanish walk and bike map publication for Hillsboro, Cornelius and Forest Grove and conduct outreach to engage the community in the project (publication development will be completed in FY 11-12 with maps distributed the following year). Update local travel options guides and other print and web-based information about travel options. (ONGOING)

- Support coordination of commuter services and employer outreach activities carried out by partner agencies, develop shared marketing materials and employer recognition program. (ONGOING) Implement marketing activities for new ridematching system and complete agreements with regional and statewide partners related to the administration, training, maintenance and marketing of the new system. (FIRST QUARTER)
- TMA Policy Study and policy update. (SECOND QUARTER)
- Complete TMA work plans and agreements for FY 2012-13. (FOURTH QUARTER)
- Monitor and report progress on programs and projects carried out by Metro, TMAs, and RTO grant recipients. (ONGOING)

Entities Responsible for RTO Activity:

- Metro Council – Policy making
- Joint Policy Advisory Committee on Transportation (JPACT) – Policy making
- Transportation Policy Alternatives Committee (TPAC) – Policy making
- RTO Subcommittee – 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
- 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
- South Waterfront TMA – Grant Recipient
- Community Cycling Center – Grant Recipient
- Bicycle Transportation Alliance – Grant Recipient
- City of Portland – Grant Recipient
- City of Forest Grove – Grant Recipient
- City of Gresham – Grant Recipient
- City of Tigard – Grant Recipient
- City of Wilsonville/Wilsonville SMART – Grant Recipient
- Housing Authority of Portland – Grant Recipient
- OPAL – Grant Recipient
- Tualatin Hills Parks and Recreation District – 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

Schedule for Completing Activities:

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

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	506,090		CMAQ RTO	$	1,903,893
	Interfund Transfers	*$*	147,806		Other Grants	$	950,000
	Materials & Services	*$*	2,261,732		Metro	$	61,735
	TOTAL	***$***	**2,915,628**		**TOTAL**	**$**	**2,915,628**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		6.390				
	TOTAL		**6.390**				
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	546,648		CMAQ RTO	$	1,888,422
	Interfund Transfers	*$*	141,913		Metro	$	153,104
	Materials & Services	*$*	1,352,966				
	TOTAL	***$***	**2,041,526**		**TOTAL**	**$**	**2,041,526**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		6.2				
	TOTAL		**6.2**				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	645,168		CMAQ	$	1,606,237
	Interfund Transfers	$	174,195		Metro	$	155,030
	Materials & Services Consultant $821,725 Computer Supplies $1,600 Marketing $76,901 Sponsorships $20,600 Miscellaneous $21,078	$	941,904				
	TOTAL	**$**	**1,791,267**		**TOTAL**	**$**	**1,761,267**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		6.46				
	TOTAL		**6.46**				

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:

Manage 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 (Urban-STP and CMAQ) and funds administered by ODOT, TriMet and SMART. (Fall 2011)

Database Maintenance: Metro will track essential project programming, amendment, and obligation information as well as revenue information to track 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:

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 and 2010-11. 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. This resulted in the delay of activities and products in the those fiscal years, including implementation of an updated database and local implementation of an updated financial planning agreement between ODOT, Metro and the public transportation agencies.

With completion of the 2035 RTP update, another update of MTIP policies is underway in preparation for the allocation of 2014-15 regional flexible funds and the adoption of the 2012-15 MTIP.

For the allocation of regional flexible funds, JPACT has provided initial policy direction to continue funding support of the existing regional programs of Transit Oriented Development, Regional Travel Options

(demand management activities), Regional Mobility Program (system management and operations support), Metropolitan Planning (MPO support), Corridor Planning, and High Capacity Transit capital support. JPACT also endorsed the creation of a task force of community stakeholders to recommend methods to achieve more coordinated and significant impacts with the remaining funding that will be directed to two project areas: Active Transportation & Complete Streets and Green Economy & Freight Initiatives. The task force recommendation is scheduled for release in January 2011. JPACT also supported creation of a working group of stakeholders from groups representing environmental justice and transportation underserved communities to advise the region on the unique transportation needs of and how to most effectively engage these communities.

ODOT Region 1 was not allocated funding by the Oregon Transportation Commission for modernization projects in the 2014-15 funding cycle. This has reduced the amount of coordination and MPO input to development of the project selection and programming of ODOT administered funds. Metro is working with ODOT on the programming of state funding to several large capital projects in the region provided by the Oregon Jobs & Transportation Act. Additionally, regional staff supports local input on the ODOT operations program through the TRANSPORT sub-committee of TPAC and the ODOT Safety program through a local safety work group.

Metro coordinates programming of transit administered funding with TriMet and the South Metro Area Region Transit (SMART). Capital improvements are coordinated at the regional/MPO level through the annual review and update of the TriMet Capital Improvement Program, the High Capacity Transit plan, and the allocation of regional flexible funds to priority transit project development and construction activities.

Metro continues to work with ODOT and local agencies 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. 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. Improvements to the communication methods between ODOT, implementing agencies and Metro to track and manage local project delivery will be pursued if resources are available. 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. Further work on implementing this agreement during the year may be instigated by ODOT and would require MPO and local agency staff resources.

Metro also provides support to ODOT and local agencies on the planning phase of local project delivery to help prepare local projects for successful implementation during the preliminary engineering through construction phases. This support is in the form of review and recommendations for approval of scope, schedule and budget of agency and consultant work and review of invoices for reasonable progress. Metro and ODOT are updating the regional planning agreement to document this support role. Roles and responsibilities for administering these project development activities are summarized below in the "Entities Responsible for Activity" section. This language applies to all project development planning activities included in the "Corridor Plans and Projects of Regional Significance" unless superseded by an Intergovernmental Agreement that specifies different administrative responsibilities.

Metro is investigating the feasibility of becoming certified by ODOT for ~~consultant selection~~ administration of federal aid contracts. If implemented, this has the potential to decrease the time needed to hire and process transportation planning and project development activities associated with local projects. Metro and ODOT will assess Metro's administrative and technical capacity, risks and benefits, and financial impacts and funding options to become and maintain certification for administering federal aid planning projects.

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.

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.

All of these activities will continue into the 2011-12 fiscal year as either on-going activities or with products as defined below.

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.

Tangible Products Expected in FY 2011-12:

- Update 2012-15 MTIP Policy Report to reflect new financial strategies and policies from the 2035 Regional Transportation Plan.
- Collaborate with ODOT, TriMet and SMART on the selection of projects and programs with funding authority from FFY 2014 and 2015. (SUMMER 2011)
- Allocate regional flexible funds (Urban-STP and CMAQ funds) to local projects and programs with funding authority from FFY 2014 and 2015 whose process utilizes policies and procedures summarized in the Environmental Justice & Title VI section. (FALL 2011)
-
- Publish an air quality conformity report on the 2012-15 MTIP and submit to FHWA/FTA for approval (FALL 2011).
- Publish an annual obligation report utilizing visualization techniques. (DECEMBER 2011)
- Report on CMAQ project progress and resultant emission reduction benefits. (DECEMBER 2011)
- Publish the 2012-15 MTIP and submit to ODOT for inclusion in the 2012-15 STIP (WINTER 2012)

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)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- US Environmental Protection Agency (EPA)
- Regional Flexible Fund Task Force
- Environmental Justice and Underserved work group and organizations involved with minority and non-English speaking residents

For project development planning activities summarized in the "Corridor Plans and Projects of Regional Significance" section of the UPWP, the following administrative roles and responsibilities apply.

Metro Planning & Development shall:

- Ensure project development planning activity is properly included in the UPWP
- Ensure the scope and budget addresses relevant contingencies of the project development award
- Assign a Project Manager to all project development plans
- Coordinate with ODOT project development manager on the programming of project development plan funding and assignment of work to ODOT project manager.

Metro Project Manager shall:

- Participate in meetings as necessary for development of plan scope, schedule and budget.
- Organize Metro staff participation in project development planning activities as defined in the scope and budget.
- Communicate to ODOT project manager:
  - Recommendation of approval of the Local Agency's scope, schedule, and budget
  - Recommendation of approval of the Consultant scope, schedule, and budget
  - Review of tasks/work invoiced for payment is consistent with scope, schedule and budget and provide recommendation of payment based on consistency
  - Approval of all amendments/change orders
  - Approval of the Quarterly Reports as submitted by the local agency project manager

ODOT shall:

- Assign a Project Manager from Local Agency Liaison Section to be lead project manager on all project development plans
- Ensure all project development plans have a consistent administrative process at ODOT

ODOT Project Manager shall:

- Carry-out the project development plans in a process similar to that which already exists for capital projects, with the exception of the following:
  - Approve billing invoices upon Metro recommendation and review of eligibility and ODOT contract rules
  - Include Metro project manager on all project related correspondence and meetings
  - Ensure Metro project manager approves Local Agencies scope, schedule, and budget
  - Ensure Metro project manager verifies adequacy of implementing scope, schedule, and budget and recommends payment of billing invoices
  - Ensure Metro project manager approves all amendments/change orders
  - Ensure Metro project manager receives a copy of Quarterly Report

Lead Agency/Product Owner shall:

- Assign a Project Manager
- Enter into an intergovernmental agreement with ODOT for administration of the project

Lead Agency/Product Owner Project Manager shall:

- Propose a project scope, schedule and budget consistent with the original application for project funds
- If using consultant services, propose a project scope, schedule and budget for those services and comply with state and federal procurement rules
- Manage consultant services for completion of tasks within scope, schedule, budget and eligible expenses
- Submit invoices for payment (agency and consultant) to Metro and ODOT project managers
- Submit Quarterly reports on time to Metro and ODOT project managers
- Submit change orders to Metro and ODOT project managers
- Include Metro project manager on all project related correspondence and meeting announcements

Schedule for Completing Activities:

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

Funding History:

	Requirements:				***Resources:***		
	Personal Services	*$*	456,328		PL	$	358,643
	Interfund Transfers	*$*	133,262		STP	$	33,366
	Materials & Services	*$*	32,794		*Metro*	$	22,892
	Computer	$	1,301		Section 5303	$	76,293
2009-10					ODOT Support	$	42,016
					TriMet	$	90,475
	TOTAL	***$***	**623,685**		***TOTAL***	***$***	**623,685**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		4.750				
	TOTAL		**4.750**				
	Requirements:				***Resources:***		
	Personal Services	*$*	525,690		PL	$	357,6664
	Interfund Transfers	*$*	142,835		STP	$	100,159
	Materials & Services	*$*	34,535		Section 5303	$	82,076
					ODOT Support	$	7,035
					TriMet	$	90,478
2010-11					Metro	$	31,938
					Other		35,000
	TOTAL	***$***	**709,397**		**TOTAL**	**$**	**704,397**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		5.07				
	TOTAL		**5.07**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	512,528		PL	$	129,896
	Interfund Transfers	$	138,383		STP	$	137,541
	Materials & Services	$	37,028		Section 5303	$	241,640
	Printing/Supplies $17,000				ODOT Support	$	13,768
	Ads/Legal Notices $6,000				TriMet	$	90,481
	Computer Supplies $1,100				Metro	$	76,153
2011-12	Miscellaneous $12,928						
	Computer	$	1,540				
	TOTAL	**$**	**689,479**		**TOTAL**	**$**	**689,479**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		4.75				
	TOTAL		**4.75**				

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 Statewide Planning Goals and Guidelines.

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

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

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 addressed 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 2010-11:

- Metro greatly improved public involvement in policymaking for allocation of Regional Flexible Funds (Congestion Mitigation Air Quality and Surface Transportation Program). JPACT outlined topic areas for spending and asked that a task force comprised of citizen experts from across the three-county region set policy direction, priorities and criteria within those topic areas. Two environmental justice advocates were included on that panel, which also considered EJ concerns among all regional priorities.
- Also in the Flexible Funds allocation process, Metro convened an environmental justice working group to help inform staff of EJ needs and priorities that the program could address. The group helped Metro revise its analysis of environmental justice and underserved populations and consider ways transportation facilities could improve access to relevant services.
- Environmental justice manager monitored Metro's Diversity Action Team (DAT) activities as they relate to diversity issues in public involvement activities and Metro committees.
- Metro developed procedures for contracting with language translation services and distributed them to communications/public involvement staff for use agency-wide.
- Metro helped organize a conference on climate change, Nov. 19 in Eugene, to help inform other Oregon MPOs of Metro and state policymaking for land use and transportation solutions for greenhouse gas emission reduction goals.
- Environmental justice manager led efforts to recruit citizens for seats on the Transportation Policy Alternatives Committee, which advises JPACT. EJ manager solicited applications from community groups representing minorities. This resulted in a more diverse applicant pool than ever and two Latino members appointed to the committee.
- Metro convened an interdepartmental working group of communications staff to assess and coordinate the agency's environmental justice outreach activities across different departments.
- Metro launched Opt-in, an online public opinion panel intended to provide ongoing public opinion data to inform the agency's decision making.
- Environmental justice manager developed a communication plan for Climate Smart Communities: Climate Scenarios, a project of the regional transportation planning function. The scenarios project will devise land use and transportation policies for the region to adopt to meet greenhouse gas emission reduction goals. The plan calls for engagement of social justice, health and environmental community groups in the planning process.

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, which promotes 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.

Tangible Products Expected in FY 2011-12:

- Engage minority and underrepresented communities in the comment period before final JPACT approval of projects to be funded in the Regional Flexible Funds program. (ONGOING)
- Meet with leaders of community groups and service providers for environmental justice populations to inform them of the climate change scenario modeling process and gain their suggestions for the needs and concerns of EJ communities in that project. (ONGOING)
- Share EJ findings, methodology and data developed for flexible funds program with other departments in Metro to enhance agency analyses of EJ community needs and priorities. (ONGOING)
- Share EJ findings, methodology and data developed for flexible funds program with other transportation planning programs including the Regional Transportation Plan (and related climate change scenarios project), Regional Travel Options, Southwest Corridor Plan and East Metro Connections Plan.
- Use findings and methodology from the Greater Portland-Vancouver Indicators project, transportation corridor projects and other agency projects to identify potential improvements to EJ population analysis methodology and data gathering for the climate change scenarios project, the next flexible funds allocation process and the next Regional Transportation Plan. (ONGOING)
- Prepare and submit annual Title VI compliance report to ODOT to meet FHWA requirements. (ONGOING)
- Implement Metro's diversity action plan to promote diverse representation of citizen representatives on Metro advisory committees. (ONGOING)
- Reach out to community groups to ensure that the Opt-in online panel includes representation from environmental justice populations. (ONGOING)

Entities Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

	Requirements:				***Resources:***		
	Personal Services	*$*	21,095		*PL*	*$*	27,484
	Interfund Transfers	*$*	6,161		*STP*	*$*	
	Materials & Services	*$*	228		*Metro*		
2009-10	***TOTAL***	***$***	**27,484**		***TOTAL***	***$***	**27,484**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.210				
	TOTAL		**0.210**				
	Requirements:				***Resources:***		
	Personal Services	*$*	26,896		PL	$	31,403
	Interfund Transfers	*$*	4,302				
	Materials & Services	*$*	205				
2010-11	***TOTAL***	***$***	**31,403**		**TOTAL**	**$**	**31,403**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.26				
	TOTAL		**0.26**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	48,682		PL	$	62,182
	Interfund Transfers	$	13,144			$	
	Materials & Services	$	356				
2011-12	**TOTAL**	**$**	**62,182**		**TOTAL**	**$**	**62,182**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.45				
	TOTAL		**0.45**				

REGIONAL TRANSPORTATION PLAN FINANCING*

Description:

The Regional Transportation Plan Financing program works with 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. (DECEMBER 2011)
- Develop regional priorities for funding from Federal sources. (FEBRUARY 2012)
- 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 2009, staff worked on the development of the updated state transportation revenue assumptions that are used by all six of Oregon's MPOs to develop long-range transportation plans. The report should be released in spring 2011. Staff continues to provide 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.
- Begin developing finance data collection framework and potential revenue forecasting tool to assist climate change scenarios and 2014 RTP.

Tangible Products Expected in FY 2011-12:

- 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. (SECOND AND THIRD QUARTERS)

- Policy paper of recommended finance data collection framework and forecasting tool for climate change scenarios and 2014 RTP. (THIRD AND FOURTH QUARTER)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	65,404		*PL*	*$*	84,775
	Interfund Transfers	*$*	19,096		*Metro*	*$*	28,000
	Materials & Services	*$*	28,275				
	TOTAL	***$***	**112,775**		***TOTAL***	***$***	**112,775**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.340				
	TOTAL		**0.340**				
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	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**				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	44,134		PL	$	56,630
	Interfund Transfers	$	11,916				
	Materials & Services	$	579				
	TOTAL	**$**	**56,630**		**TOTAL**	**$**	**56,630**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.24				
	TOTAL		**0.24**				

REGIONAL FREIGHT PROGRAM

Description:

The safe and efficient movement of freight is critical to the region's continued economic health. The Regional Freight Program manages updates to, and 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, 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)
- If funding is obtained, conduct regional rail freight study.
- 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 project needs and seek support for funding of priorities. (ONGOING)
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting 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 significant implications for freight movement such as the I-5 Columbia Crossing, I-205, and the Sunrise Corridor projects. (ONGOING)
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials. (ONGOING)
- Participate in state, regional and City of Portland efforts to define and implement a "sustainable freight" strategy. (ONGOING)

Previous Work:

In FY 2009-10, Metro finalized 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.

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. In spring 2010, staff completed work required for the adoption of the Regional Freight Plan, including ensuring that adopted revisions and technical clarifications were incorporated into the final adopted plan in June 2010.

Also during spring 2010, Metro freight staff reviewed and rated projects for *Connect Oregon* III, and later in the spring supported Councilmember Collette as she participated on the Region 1 review committee, representing Metro.

In 2010-2011, the focus of the freight program was implementation of the regional freight plan. In addition, 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.

Freight Program tasks completed, and anticipated to be completed, in the FY 2010-2011 included:

- In participation with the Port of Portland and ODOT, the Regional Freight Data Users regrouped to work on implementation of a freight data program.
- Review and comment on the National Rail Plan, and participation in an all day public event sponsored by the Federal Rail Administration to obtain stakeholder input.
- Discussion with Regional Freight TAC of specific near-term priorities within the Regional Freight Plan Action Items identified in Chapter 10.
- Preparation and submission of a TGM pre-application (DECEMBER 2010) for a regional freight rail strategy.
- Reviewed and provided significant comments on various drafts of the Oregon Freight Plan. This effort included providing support to senior management sitting on the plan's Steering Committee.
- Substantial support for the MTIP allocation process, including the generation of ideas and technical support for the Green Economy/Freight elements of the proposed program and the freight members on the Joint Task Force that will make recommendations to JPACT on program direction.
- Participation in a two-day conference sponsored by the West Coast Corridor Coalition on clean energy and transportation.(SEPT 2010)
- Participate in advisory committees in development of the draft Oregon Freight Plan (SUMMER-FALL 2010)
- Support TPAC and JPACT review and comments on the public draft Oregon Freight Plan.(JANUARY-FEBRUARY 2011).
- Prepare and submit full TGM grant application for a regional freight rail strategy. (MARCH 2011)
- Worked with regional partners to revisit and develop and refine a scope of work for a regional truck count program. This work, conducted primarily by Portland State University, will be administered and overseen through the TSMO program, but progress updates and final results will be reported out to the Regional Freight TAC.(JUNE 2011)

Methodology:

The regional freight program is part of Metro's MPO function, and the Regional Freight Plan was adopted in June 2010 as part of the Regional Transportation Plan. During the last two quarters of FY 2010-11, staff will focus on continuing an extensive collaboration/coordination role with regional partners, and continue efforts to secure additional program funding via MTIP and TGM, and other sources, for regional freight priorities.

After June 30, 2011, work in FY 2011-2012 will focus on coordinating with regional freight stakeholders, local jurisdictions and partners, as well as implementing parts of the plan by developing elements of a regional freight program, as appropriate based on levels of funding available for more robust efforts.

Tangible Products Expected in FY 2011-12:

- Coordinate regional freight activities through TAC with a focus on obtaining funding for and otherwise implementing key elements of regional freight plan (ON-GOING)
- If funding is obtained, complete scope and funding agreements for regional freight rail study (FALL 2011)
- Participate and comment on ODOT efforts underway, including a statewide rail plan (scheduled to follow the completed Oregon Rail Study) (SUMMER-FALL 2011)
- Enter into contract for regional freight rail study (WINTER 2011)
- Complete initial work products for regional rail freight study (SPRING 2011)
- Continue to participate in monthly Portland Freight Committee and other local projects (ON-GOING)
- Participate in quarterly State Oregon Freight Advisory Committee and possible Connect Oregon committees (ON-GOING).
- Participate in quarterly West Coast Corridor Coalition meetings (ON-GOING).

Entity/ies Responsible for Activity:

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Regional Freight and Goods Movement Task Force (expired)
- Regional Freight Technical Advisory Committee (ongoing staff-level coordination on freight issues)
- Cities and counties within the region including Clark County, Washington
- Federal Highway Administration (FHWA)
- Oregon Department of Transportation (ODOT)
- 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

Schedule for Completing Activities:

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

Funding History:

This program receives $74,000, which supports approximately 0.5 FTE for staff resources.

	Requirements:				***Resources:***		
	Personal Services	*$*	68,027		*PL*	*$*	6,169
	Interfund Transfers	*$*	19,867		*STP*	*$*	75,000
	Materials & Services	*$*	1,859		*Metro*		8,584
2009-10	***TOTAL***	***$***	**89,753**		***TOTAL***	***$***	**89,753**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.785				
	TOTAL		**0.785**				
	Requirements:				***Resources:***		
	Personal Services	*$*	65,799		*STP*	*$*	77,250
	Interfund Transfers	*$*	18,865		*Metro*	*$*	8,842
	Materials & Services	*$*	1,427				
2010-11	***TOTAL***	***$***	**86,092**		**TOTAL**	**$**	**86,092**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.607				
	TOTAL		**0.607**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	108,884		STP - Freight	$	79,568
	Interfund Transfers	$	29,399		Metro	$	66,574
	Materials & Services	$	7,859				
2011-12	**TOTAL**	**$**	**146,142**		**TOTAL**	**$**	**146,142**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.795				
	TOTAL		**0.795**				

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;
- Coordinate the two state mandated climate change analyses and actions;
- Coordination, as needed, with I-5 Columbia River Crossing and other bi-state issues;
- 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 ODOT's I-5/Delta Park Project (HOV/Managed Lane or General Purpose lane), where the results of the analysis were presented and discussed;

- Reviewed CRC Project and an analysis of the increased transportation capacity and land use implications. The analysis forecast that the transportation changes would not induce land use changes in SW Washington;
- A comparison of the greenhouse gas mandates for Oregon and Washington was presented and ideas discussed about how to share data, analysis methods, results and possible actions was had.

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.

Tangible Products Expected in FY 2011-12:

- Coordination of I-205 investments (February – November 2011)
- Coordination of new Metro job, housing forecasts and land use implications (May 2011)
- Coordination of bi-state economic development as it relates to transportation projects of bi-state significance (May 2011)
- Discussion and review of Oregon and Washington climate change initiatives and how to coordinate in the bi-state area. (April 2011)
- Review of plans for trail additions for each MPO and provide recommendations. (February 2011)
- Coordination of freight planning efforts – state and each MPO. (July 2011)
- Discussion of heavy rail and coordination (freight and passenger). (November 2011)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

	Requirements:				***Resources:***		
	Personal Services	*$*	*24,604*		*PL*	*$*	
	Interfund Transfers	*$*	*7,184*		*STP*	*$*	*28,826*
	Materials & Services	*$*	*337*		*Metro*		*3,299*
2009-10	***TOTAL***	***$***	***32,125***		***TOTAL***	***$***	***32,125***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*0.230*				
	TOTAL		***0.230***				
	Requirements:				***Resources:***		
	Personal Services	*$*	*24,140*		*STP*	*$*	*28,167*
	Interfund Transfers	*$*	*6,921*		*Metro*	*$*	*3,224*
	Materials & Services	*$*	*329*				
2010-11	***TOTAL***	***$***	***31391***		***TOTAL***	***$***	***31,391***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*0.2*				
	TOTAL		***0.2***				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	25,746		Metro	$	33,209
	Interfund Transfers	$	6,952				
	Materials & Services	$	510				
2011-12	**TOTAL**	**$**	**33,209**		**TOTAL**	**$**	**33,209**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.225				
	TOTAL		**0.225**				

CORRIDOR REFINEMENT AND PROJECT DEVELOPMENT

Description:

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

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

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 provide formal comment on proposed projects. (ONGOING)
- Implement the Mobility Corridor Initiatives 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 be to define a "parkway", better define the alignment of the Sunrise Parkway, determine an appropriate parkway cross-section and identify 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)
- Secure funding for SW Corridor Plan (2010)
- Secure funding for East Metro Corridor Plan (2010)

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.

In 2010, Metro worked with local jurisdictions to gain consensus on the generalized scope of work for the East Metro plan, then sought regional funding for the plan and developed IGA's with local jurisdictions to provide the local match.

In 2010, Metro worked with local jurisdictions to gain consensus and seek regional MTIP funding for the SW Corridor Plan. Additionally, Metro sought several federal grants to pursue the transit Alternatives Analysis element of the SW Corridor Plan.

Tangible Products Expected in FY 2011-12:

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

Entities Responsible for Activity:

Metro – Lead agency
TriMet – cooperate/collaborate
ODOT – cooperate/collaborate
Multnomah, Clackamas and Washington Counties – cooperate/collaborate
Other Local Cities – cooperate/collaborate

Schedule for Completing Activities:

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

Funding History:

	Requirements:				***Resources:***		
	Personal Services	*$*	42,109		PL	$	23,031
	Interfund Transfers	*$*	12,297		STP	$	15,990
	Materials & Services	*$*	577		Section 5303	$	693
					ODOT Support		13,266
2009-10					Metro	$	2,003
	TOTAL	***$***	**54,983**		**TOTAL**	***$***	**54,983**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.335				
	TOTAL		**0.335**				
	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
2010-11					Metro	$	9,160
	TOTAL	***$***	**141,080**		*TOTAL*	**$**	**141,080**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.89				
	TOTAL		**0.89**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	118,032		PL	$	50,230
	Interfund Transfers	$	35,703		ODOT	$	54,530
	Materials & Services	$	1,946		5303	$	94,902
2011-12					**Metro**	$	10,549
	TOTAL	***$***	***155,681***		**TOTAL**	***$***	***155,681***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.865				
	TOTAL		**0.865**				

MODEL DEVELOPMENT PROGRAM*

The Model Development Program includes work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. The major subject areas within this activity include surveys and research, 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: The Portland survey began in March 2011. As data is being collected, it is being reviewed for reasonableness.

New Models

- Personal Transport Model: Metro continued its partnership with Portland State University (PSU) to complete the next development stage of a dynamic tour based model. The modules of the model have been defined, the variables specified, and the parameters estimated. Key elements of the application code have been prepared.

- Transit Model Enhancement: Results from the transit travel time and park-ride lot choice research were integrated into the demand model.

- Dynamic Traffic Assignment: The development of the DTA capabilities continued at Metro. A corridor proto-type study was conducted. In addition, the first phase of the regional calibration was completed.

Model Maintenance

- Modeling Network Attributes: Metro 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.
- Modeling Zone Structure: The transportation analysis zone boundaries were modified to better reflect changes in development patterns.

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 and service as co-chair of the Travel Forecasting Resource Committee..

Methodology:

Survey and Research

A travel behavior survey for this region began in the spring of 2011. The data capture elements will continue through the fall of 2011. Over 4500 households will be surveyed during these time periods.

New Models

The dynamic tour based model (DASH) will be thoroughly tested and made ready for 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.

Tangible Products Expected in FY 2011-12:

Survey and Research

Metro will collect demographic and travel data for approximately 1500 households in the fall of 2011. (Second Quarter)

New Models

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

Model Maintenance

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

Statewide and National Professional Involvement

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

Entity/ies Responsible for Activity:

Survey and Research

Metro will collect demographic and travel data for approximately 1500 households in the fall of 2011. The data will be used to summarize travel characteristics and to update the demand models used in project analysis. (Second Quarter).

New Models

Documentation summarizing the latest implementation and sensitivity work for the new dynamic tour based model will be prepared. Once the new model has been thoroughly tested, it will replace the current model used in project analysis. (Fourth Quarter)

Documentation will be prepared with regard to the integration of the EPA MOVES emission model into air quality analysis. The MOVES model will be used in the GHG scenario planning work.

Model Maintenance

New network and zonal input files will be created that capture the current infrastructure and demographic attributes. The network updates will be incorporated into future project analysis. (Ongoing)

Statewide and National Professional Involvement

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

Schedule for Completing Activities:

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

Funding History:

The travel demand model must be kept current and robust to remain a viable tool for analyzing future travel conditions. The confidence level of the model must be such that it can ensure the provision of sound information for policy and investment decisions. Thus, the Model Development program is funded each year to meet that need. Key areas within the program include the collection and analysis of data (Survey and Research), the development of new modeling tools (New Models), the maintenance of the model input data (Model Maintenance), and the staff participation on local and national research and model implementation committees (Statewide and Professional Involvement).

	Requirements:				***Resources:***		
	Personal Services	$	462,957		PL	$	337,131
	Interfund Transfers	$	135,194		STP	$	210,288
	Materials & Services	$	9,638		Section 5303	$	60,581
	Computer	$	111,332		ODOT Support	$	3,020
2009-10					TriMet Support	$	4,262
					Metro	$	103,839
	TOTAL	***$***	**719,121**		***TOTAL***	***$***	**719,121**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		4.670				
	TOTAL		**4.670**				
	Requirements:				***Resources:***		
	Personal Services	*$*	573,770		PL	$	441,582*
	Interfund Transfers	*$*	164,508		STP	$	124,552
	Materials & Services	*$*	592,600		STP – Household Survey	$	350,000
	Computer-Reserve/Replacement	$	133,020		Section 5303	$	31,201
					ODOT Support	$	3,228
2010-11					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**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	338,163		PL	$	442,604
	Interfund Transfers	$	91,304		STP	$	31,949
	Materials & Services	$	351,100		Section 5303	$	4,338
	Consultant $350,000				ODOT Support	$	3,279
	Subscriptions/Dues $1,100				Metro	$	11,066
2011-12	Computer	$	62,669		Other	$	350,000
	TOTAL	**$**	**843,236**		**TOTAL**	**$**	**843,236**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		2.9				
	TOTAL		**2.9**				

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. In addition, collect non-cutline counts that are available.
- 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 was 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 was 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.

Tangible Products Expected in FY 2011-12:

- Collect auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) (ONGOING)
- Compile Highway Performance Monitoring System (HPMS) vehicle counts from Oregon Department of Transportation (ODOT) (ONGOING)
- 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 of traffic count data, VMT information, transit patronage data, and other data elements (ONGOING)

Entity/ies Responsible for Activity:

Metro – Lead Agency

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

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

Schedule for Completing Activities:

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

Funding History:

	Requirements:				***Resources:***		
	Personal Services	*$*	97,889		*PL*	*$*	119,548
	Interfund Transfers	*$*	28,587		*STP*	*$*	19,506
	Materials & Services	*$*	17,455		*Metro*		4,877
2009-10	***TOTAL***	***$***	**143,931**		***TOTAL***	***$***	**143,931**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		1.000				
	TOTAL		**1.000**				
	Requirements:				***Resources:***		
	Personal Services	*$*	99,660		PL	$	142,678
	Interfund Transfers	*$*	28,574			*$*	
	Materials & Services	*$*	14,445				
2010-11	***TOTAL***	***$***	**142,678**		**TOTAL**	**$**	**142,678**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		1.0				
	TOTAL		**1.0**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	108,331		PL	$	157,657
	Interfund Transfers	$	29,249				
	Computer	$	20,076				
2011-12	**TOTAL**	**$**	**157,657**		**TOTAL**	**$**	**157,657**
	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 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., assisted the Port of Portland in determining the traffic impacts from a potential employment increase near the Troutdale Airport, data were provided to ODOT (TPAU) for use in the development of GreenStep).
- 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 jurisdictions, regional agencies, and the private sector 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.

Tangible Products Expected in FY 2011-12:

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

Entity/ies Responsible for Activity:

Metro - in collaboration with clients.

Schedule for Completing Activities:

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

Funding History:

This program is an on-going service provided to the region. The methodology as described above is consistently applied.

	Requirements:				***Resources:***		
	Personal Services	$	33,386		STP	$	23,987
	Interfund Transfers	$	9,750		ODOT Support	$	19,079
	Materials & Services	$	7,400		TriMet Support	$	4,964
	Computer	$	3,637		Metro	$	2,745
2009-10					Other	$	3,398
	TOTAL	***$***	**54,173**		**TOTAL**	**$**	**54,173**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						
	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
2010-11	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**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	104,454		STP	$	33,382
	Interfund Transfers	$	28,202		ODOT	$	23,047
	Materials & Services	$	8,424		TriMet	$	6,244
	Computer	$	19,357		Metro	$	3,821
2011-12					Other	$	93,944
	TOTAL	**$**	**160,438**		**TOTAL**	**$**	**160,438**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.9				
	TOTAL		**0.9**				

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 to help calibrate the travel demand model and provide 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 model 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 (10-50 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.

In 2010, our research section contributed significant effort to studying the land use impacts of the Columbia River Crossing, impact of Urban/Rural reserves, and Regional Investments. We utilized MetroScope in assessing the economic and land use impacts of several Columbia River Crossing alternatives. This analysis entailed running a no build scenario and several build alternatives to estimate the impact of induced growth of employment and housing in and around the project area. As part of Metro's periodic review of its Urban Growth Boundary, we utilized MetroScope to study the land use impacts of various urban/rural reserve alternatives and researched the economic and land use impact of regional investments.

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).

When more detailed transportation statistics are required for analyzing project performance criteria, MetroScope – instead of utilizing its embedded transportation model – will operate in tandem with the more detailed standalone transportation model run by Metro's travel forecasting section. The main difference between the embedded transportation model and the detailed transportation model is within the mode split calculations. The embedded transportation model utilized previous fixed mode split shares while the detailed traditional transport model operates with its mode splits calculated.)

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.

In 2010, Metro Council and the region worked towards defining urban and rural reserves. This work was not completed. Consequently, plans to complete Metro's review of its urban growth boundary capacity have been delayed into 2011. Urban reserves have not been adopted; UGB amendments have not been enacted because urban reserves have yet to be resolved. As a result major inputs and key policy assumptions that were to be decided and incorporated into a final technical growth forecast are not yet available. Thus next steps which were to be taken in 2011 are likely to be further delayed. Ultimately, were unable to.

Despite policy and political delays, the technical research staff was able to still accomplish the following:

- Identified which land use metrics will be predominately used to evaluate scenario alternatives
- Developed 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
- Tested alternatives using MetroScope to simulate potential market responses and results given proposed policy alternatives
- Prepared preliminary land use allocation results from a preferred scenario alternative (Sep. 2010 Chief Operating Officers growth recommendation strategy)
- Developed a new method for estimating future potential residential redevelopment – this is a key land supply element in land use planning in the Metro region and as such a reasonably accurate model filter needs to be reflected in the MetroScope residential supply module. The new approach replaces the traditional improvement-to-land value ratio method of selecting potential redevelopment sites with a stochastic land selection filter that utilizes logit-based estimation equation.
- Completed the first phase of converting the MetroScope parameters from SIC employment equations to NAICS-based employment parameters.

Next steps:

In 2011

- Finalize land use assumptions with Metro policy makers and stakeholders for the next TAZ regional forecast allocation; review land use and transportation input assumptions including future zoning densities, urban reserves, UGB expansion plans, urban reinvestment development assumptions and redevelopment and vacant land assumptions.
- Produce a draft land use allocation by TAZ for employment and housing using the MetroScope embedded model version for discussion purposes (to be replace at the end of 2011 with a final TAZ forecast allocation)
- Prepare a Final TAZ allocation for housing and employment using the tandem MetroScope and detailed travel demand model.
- Complete stakeholder reviews of the final TAZ forecast allocation and incorporate reasonable TAZ adjustments as deemed appropriate.
- Publish final TAZ allocations results
- Research elements planned for 2011 include
    - in conjunction with ODOT, developing a sketch land use tool to operate with GreenStep for modeling GHG emissions in the Portland region
    - with ODOT develop a metropolitan version of GreenStep that includes sub-county geographic refinement of GHG calculations
    - research and development of a land use sketch tool to operate in conjunction with ODOT's metropolitan GreenStep model version
    - additional refinement of GHG calculator to be used in conjunction with the land use sketch tool and the MetroScope integrated land use and transportation model.
    - developing a more refined and detailed post-processor green GHG calculator to be used with MetroScope output in order to estimate future GHG emissions
    - research and update the neighborhood score assumptions in MetroScope
    - develop a replacement to the non-residential refill filter (if technically feasible);
    - improve travel time consistency between MetroScope's embedded travel demand model and the more detailed TRMS travel model;
    - begin updating / calibrating MetroScope demographic data inputs with newly released 2010 Census estimates and census figures (this will be ongoing as Census information gets released by federal authorities)
    - complete the second phase of conversion of MetroScope parameters from SIC to NAICS based employment data

Tangible Products Expected in FY 2009-10:

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

Entity/ies Responsible for Activity:

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

Funding History:

	Requirements:				***Resources:***		
	Personal Services	$	254,373		PL	$	145,687
	Interfund Transfers	$	74,558		STP	$	9,074
	Materials & Services	$	20,260		Section 5303	$	17,401
2009-10	Computer	$	16,378		Metro	$	193,407
	TOTAL	**$**	**365,569**		**TOTAL**	**$**	**365,569**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		2.675				
	TOTAL		**2.675**				
	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
2010-11					Other	$	201,987
	TOTAL	***$***	**528,900**		**TOTAL**	**$**	**528,900**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	383,122		PL	$	253,513
	Interfund Transfers	$	103,443		5303	$	43,551
	Materials & Services	$	6,040		Metro	$	220,276
2011-12	Computer	$	24,734				
	TOTAL	**$**	**517,340**		**TOTAL**	**$**	**517,340**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		3.415				
	TOTAL		**3.415**				

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 external customers (private-sector businesses and the general public). The DRC provides services and products to local government partners and RLIS subscribers.
- 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
- GIS derived land information required by the land use simulation model (MetroScope)
- GIS display and spatial analytical services for Metro's programs

Previous Work:

- Launched the RLIS Discovery site, a first step in modernizing DRC core services
- Made 2010 aerial photos available for peer review via web service
- Published building footprint data to RLIS Live
- Published regional trails data to RLIS Live
- Completed the first draft of a multi-modal transportation data inventory
- Began scoping new vacant lands inventory project

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
- 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.

Tangible Products Expected in FY 2011-12:

- Fulfill the needs of Metro Planning and Development, including 2040 Concept and Title Map updates (ONGOING)
- Fulfill the needs of Metro Sustainability Center including The Intertwine, trails improvement and parks inventory update (ONGOING)
- Continue modernizing DRC core services (ONGOING)
- Deliver RLIS Live quarterly updates (ONGOING)

- Complete 2011 aerial photo contract (March, 2012)
- Update vacant land inventory (March, 2012)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	1,123,616		*PL*	*$*	115,303
	Interfund Transfers	*$*	395,596		*STP*	*$*	93,134
	Materials & Services	*$*	616,334		Section 5303		96,967
	Computer/Reserve & Replace	$	40,000		ODOT Support		15,000
					TriMet		37,500
					Metro		761,177
					Other		1,056,465
	TOTAL	***$***	**2,175,546**		**TOTAL**	**$**	**2,175,546**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		11.210				
	TOTAL		**11.210**				
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	1,105,185		PL	*$*	32,929
	Interfund Transfers	*$*	316,872		Section 5303	*$*	68,505
	Materials & Services	*$*	256,210		ODOT Support TriMet Metro Other		15,000 37,500 719,150 845,183
	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**				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	1,056,345		PL	$	34,285
	Interfund Transfers	$	285,213		Section 5303	$	76,345
	Materials & Services Consultant $152,000	$	205,443		ODOT Support TriMet	$ $	15,000 37,500

	Postage $2,683 Computer Supplies $33,900 Subscriptions/Dues $1,860 Miscellaneous $15,000 Computer	$	53,931		Metro Other	$ $ $	983,668 454,134
	TOTAL	**$**	**1,600,932**		**TOTAL**	**$**	**1,600,932**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		9.74				
	TOTAL		**9.74**				

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 preparation and administration of the Unified Planning Work Program (UPWP), procurement, contract administration, grants administration, internal and external reporting, and human resource management. 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)
- Metropolitan Policy Advisory Committee (MPAC)
- 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 2012-13 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 2010-11, 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 2011-12.

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 2011-12 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.

Tangible Products Expected in FY 2011-12:

- Adopted Budget (JUNE 2011)
- Approved FY 2012-13 UPWP (FOURTH QUARTER)
- Narrative and Financial Reports on UPWP activities (QUARTERLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- 2012-13 Federal Self-Certification (FOURTH QUARTER)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

	Requirements:				***Resources:***		
	Personal Services	*$*	680,758		*PL*	*$*	531,671
	Interfund Transfers	*$*	348,470		*STP*	*$*	403,341
	Materials & Services	*$*	100,903		Section 5303		86,534
	Computer/Reserve & Replace	$	13,302		ODOT Support		16,673
2009-10					Metro		105,214
	TOTAL	***$***	**1,143,433**		**TOTAL**	**$**	**1,143,433**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		7.625				
	TOTAL		**7.625**				
	Requirements:				***Resources:***		
	Personal Services	*$*	985,613		PL	$	534,233
	Interfund Transfers	*$*	362,966		STP	$	553,022
	Materials & Services	*$*	118,675		Section 5303 ODOT Support Metro Other	$ $ $ $	59,605 16,681 218,796 89,150
2010-11							
	Computer	$	4,234				
	TOTAL	***$***	**1,471,487**		**TOTAL**	**$**	**1,471,487**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		8.99				
	TOTAL		**8.99**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	920,678		PL	$	608,656
	Interfund Transfers	$	365,594		STP	$	512,637
	Materials & Services	$	123,982		Section 5303	$	88,041
	Printing/Supplies $11,000 Ads/Legal Notices $8,500 Postage $100 Temp Services $47,950 Subscriptions/Dues $12,500 Miscellaneous $43,932				Metro	$	203,792
2011-12	Computer	$	2,872				
	TOTAL	**$**	**1,413,126**		**TOTAL**	**$**	**1,413,126**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		8.4				
	TOTAL		**8.4**				

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 2008-2010, Metro staff coordinated with City of Portland Office of Transportation staff in the development of the Portland Streetcar System Plan.
- In FY 2009/2010, 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.
- Also, in FY 2009/2010, 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. This was accomplished through:
  - Travel Time Perceptions of Transit Riders
  - Central City Hotel Guest Survey and Model Development
  - Park and Ride Lot Choice Model
- In FY 2010-2011:
  - Developed generic model to estimate economic development impacts of various streetcar lines for the City of Portland.
  - Finalized work program for, and commenced analysis of, priority bike/ped connections and regional trail in Lake Oswego to Portland transit corridor.
  - Developed scope for station area planning location refinement which will be conducted in conjunction with the Lake Oswego to Portland Transit project LPA.

Methodology:

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

Tangible Products Expected in FY 2011-12:

Bike/ped and trail connections products will be integrated with the Lake Oswego to Portland Trail Master Plan. Station location and access plans will be integrated with the Lake Oswego Transit Corridor FEIS/PE project.

- Establish regional advisory committee to coordinate the implementation of trail recommendations in the Lake Oswego to Portland corridor. (September 2011)
- With regional advisory committee, review opportunities for bike/ped and trail connections to the Lake Oswego to Portland transit project (Fall-Winter 2011).
- Coordinate efforts refine and optimize the station area locations in the Lake Oswego to Portland transit project (Fall 2012).
- Develop station area plans for Lake Oswego to Portland Transit Project (June 2012).
- Finalize station area access plans for Lake Oswego to Portland Transit Project (June 2012).

Entity/ies Responsible for Activity:

Metro – Product owner/lead agency
TriMet – cooperate/collaborate
City of Portland – cooperate/collaborate
City of Lake Oswego – coordinate/collaborate

Funding History:

	Requirements:				***Resources:***		
	Personal Services	*$*	35,834		Streetcar Earmark	$	38,534
	Interfund Transfers	*$*	10,463		FTA 5339 Grant	$	48,000
	Materials & Services	*$*	60,376		Local Match	$	9,633
2009-10					Metro	$	12,000
	TOTAL	***$***	**108,167**		**TOTAL**	**$**	**108,167**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.272				
	TOTAL		**0.272**				
	Requirements:				***Resources:***		
	Personal Services	*$*	81,624		Streetcar Earmark	$	132,914
	Interfund Transfers	*$*	23,403		Metro	$	33,229
	Materials & Services	*$*	61,115				
2010-11	***TOTAL***	***$***	**166,143**		**TOTAL**	**$**	**166,143**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.95				
	TOTAL		**0.95**				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	148,943		Streetcar OR-39-0002	$	201,688
	Interfund Transfers	$	40,215		Metro	$	50,422
	Materials & Services	$	62,952				
	Consultant $60,000						
2011-12	Miscellaneous $2,952						
	TOTAL	**$**	**252,110**		**TOTAL**	**$**	**252,110**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		1.265				
	TOTAL		**1.265**				

SOUTHWEST CORRIDOR PLAN

Description:

The Southwest Corridor Plan coordinates land use and transportation planning efforts to develop an investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development. The Southwest Corridor plan includes:

- Local land use planning to identify land use actions and investments to support livable communities. Outcomes of these plans will be implemented by local jurisdictions;
- Southwest Corridor Transportation Plan (Corridor Refinement) to examine the function, mode, and general location of transportation improvements. Outcomes of this plan will be implemented by the appropriate jurisdiction (ODOT Facility Plan, Metro RTP amendment, TriMet TIP, Local TSP amendments); and
- Transit Alternatives Analysis (AA). Outcome of the AA will define the best mode and alignment of major transit improvement to serve the corridor.

Objectives:

- Develop a Southwest Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development.
- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- In accordance with Metro's regional mobility corridor strategy, 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.
- Develop multiple, multi-modal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes
- Incorporate refined transportation planning into RTP
- Conduct Transit Alternatives Analysis to determine the best mode and alignment of a major transit improvement.

Previous Work:

Corridor Refinement (Transportation). 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 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.

The 2035 RTP identifies five corridors where more analysis is needed through a future corridor refinement 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. The Southwest Corridor Transportation Plan (Corridor Refinement Plan) is identified in the 2035 Regional Transportation Plan – RTP **(**Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the "Tigard Triangle"). The plan will 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.

High Capacity Transit. In fall/winter2009/10, Metro and regional partners applied the HCT System Expansion Policy to advance one of the three Near Term Regional Priority corridors as defined in the 2035 RTP. The Southwest HCT Corridor (HCT Corridor #11, Portland to Sherwood in the vicinity of Barbur Blvd/OR 99W) has been evaluated through a rigorous prioritization process and emerged as the top Near Term Regional Priority by JPACT and Metro Council based on the System Expansion Policy targets measurable at the time.

Southwest Corridor Transportation Plan and High Capacity Transit Alternatives Analysis. The adoption of the Southwest Mobility Corridor and Southwest HCT Corridor by JPACT and Metro Council as top priorities for advancement effectively established the Southwest Corridor Plan as a single, integrated planning effort.

The Southwest Corridor Plan tasks through the end of FY 2010-2011 are (June 30, 2011):

- Established framework for integrated planning and decision-making for community investment strategy:
- Entered into scoping and chartering processes with stakeholders (FEBRUARY 2011)
- Developed scope and budget, including local match. (FEBRUARY-APRIL 2011)
- Worked with TriMet, City of Portland, City of Tualatin, City of Tigard and City of Sherwood to identify and provide technical support to their separate planning efforts in the Southwest Corridor, including those related to the Transit Alternatives Analysis and related station area planning and land use analysis (JANUARY – JUNE 2011)
- Developed a detailed work plan, including technical work and public information and engagement plans, as appropriate. (FEBRUARY - MARCH 2011)
- Identified project advisory committees. (APRIL-JUNE 2011)
- Developed drafts of Requests for Proposals for consultant services. (MAY-JUNE 2011)

Methodology:

Project partners will work collaboratively to improve the land use and transportation conditions and mobility in the Southwest Corridor to support vibrant communities with transportation that help to sustain economic prosperity, clean ecosystems, and community assets; minimize contributions to global warming; and enhance quality of life.

This work program will commence with local jurisdictions identifying land uses and economic development strategies. The transportation analyses will identify measures to support the land use strategies and improve mobility in the corridor. Transportation analysis will be completed by Metro on the I-5/Barbur 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”). In addition, needs for the Transit Alternatives Analysis will be developed by Metro for the top priority High Capacity Transit Corridor (Southwest HCT Corridor), between Portland Central City and Sherwood.

Tangible Products Expected in FY 2011-12:

Develop draft integrated transportation and land use community investment strategies:

- Define the problems, opportunities and constraints (July – December 2011)
- Establish decision-making structure, including Steering Committee (July 2011)
- Complete evaluation of existing conditions and develop evaluation criteria (July - December 2011)
- Conceptual Definition of Alternatives for Transit AA (December 2011)
- Define draft integrated transportation and land use investment strategies to achieve local and regional goals (June 2012)
- Prioritize projects from the 2035 RTP based on evaluation criteria (June 2012)
- Define mode, alignment and location of major transportation improvements (June 2012)

Tangible Products Expected in FY 2012-13

Adopt community investment strategy:

- Selection and refinement of preferred integrated transportation and land use investment strategies (September-November 2012)
- Development of draft Community Investment Strategy (December 2012)
- Detailed Draft Definition of Alternatives for Transit AA (December 2012)
- Project Steering Committee recommends investment strategy to JPACT and Metro Council (December 2012)
- Local jurisdictions review strategy and adopt resolutions in support of investment strategy (January-March 2013)
- JPACT and Metro Council adopt community investment strategy and amend RTP (April-May 2013)

Note: At this point a regional decision will be made whether to advance the transit AA into further NEPA and New Starts project development.

Entities Responsible for Activity: [to be finalized as part of scoping/chartering]

Metro – Lead Agency
Oregon Department of Transportation – Co-lead or cooperate/collaborate (TBD)
TriMet – cooperate/collaborate
Corridor Jurisdictions – cooperate/collaborate

Schedule for Completing Activities:

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

Funding History:

	Requirements (Resolution No. 10-4179):		*Estimated by year end*		***Resources (Resolution No. 10-4179):***		
	Personal Services	*$*	*450,000*		*STP- 17141, 15669, 13301*	*$*	*850,746*
	Interfund Transfers	*$*	*5,000*		*ODOT*	*$*	*35,000*
2010-11	*Materials & Services*	*$*	*35,000*		*Metro*		*97,372*
	TOTAL	***$***	***490,000***		***TOTAL***	***$***	***983,118***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*3.00*				
	TOTAL		***3.00***				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	836,224		TriMet – Bond	$	
	Interfund Transfers	$	225,780		Federal FTA Grant	$	2,000,000
	Materials & Services Consultant $1,370158 Printing/Supplies $1,000 Ads & Legal Notices $200 Postage $1,000 Comp. Supplies $2,700 Subscription/Dues $250 Miscellaneous $14,237	$	1,389,545		SW C/O 13301, 15669	$	476,000
2011-12	Computer	$	24,451				
	TOTAL	**$**	**2,476,000**		**TOTAL**	**$**	**2,476,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		7.615				
	TOTAL		**7.615**				

EAST METRO CONNECTIONS PLAN

Description:

The East Metro Connections Plan (EMCP) (previously known as the East Multnomah County Corridor Refinement Plan work program) is intended to complete one corridor refinement plan that was prioritized by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council.

The public review 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 project projects for each corridor. In order to focus and leverage limited resources, the final product will include agreements on transportation and other infrastructure investments and actions needed to activate key land uses.

Objectives:

- To develop an East Metro community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development.
- In accordance with Metro's regional mobility corridor strategy, to 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.
- To develop multiple, multi-modal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.

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 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.

In 2010, Metro accomplished the following work as part of the EMCP:

- Developed preliminary scope and budget, including local match. (MARCH - JUNE 2010)
- Established project technical advisory committee. (MAY 2010)
- Work with partners to secure funding needed for the desired scope (JUNE-OCTOBER 2010)

- Developed detailed work plan, including technical work and public information and engagement plans. (JULY - DECEMBER 2010)
- Established steering committee and initiated chartering processes with stakeholders (SEPTEMBER-DECEMBER 2010)
- Execute intergovernmental agreements with cities of Troutdale, Wood Village, Fairview, Gresham and Multnomah County for local match (JANUARY – APRIL 2011)
- Complete Steering Committee Chartering Process (JANUARY-APRIL 2011)
- Advisory committees adopt goals and objectives for corridor plan. (FEBRUARY-MARCH 2011)
- Issue Request for Proposals for consultant services. (MARCH2011)
- Execute consultant contracts. (MAY 2011)
- Develop and approve existing conditions/future baseline analysis and report (JANUARY – APRIL, 2011)
- Update regional model and conduct necessary test runs (NOVEMBER 2010- MARCH 2011)
- Assess candidate strategies (ideas for solutions that address identified problems and meet agreed-upon objectives) (APRIL-MAY 2011)
- Build test scenarios for further analysis (JUNE 2011)

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 Connections 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 commenced on the highest priority corridors, including Mobility Corridor #15, as identified in the RTP, in spring 2010. Within the new RTP framework—the mobility corridor strategy—the EMCP strategies and scenarios to be tested will focus on support and activation of locally and regionally adopted land use plans. An implementation strategy will identify reciprocal agreements between Metro and local jurisdictions with respect to land use commitments and transportation investments in the community.

Tangible Products Expected in FY 2011-12:

The two year work program started in summer of 2010 and will be complete by June 30, 2012. Findings from on-going TSMO, GHG and Best Design Practices projects will be integrated into products. The overall product is the Community Investment Strategy for the East Metro study area and interim products will include:

- Quantitative and qualitative analysis of test scenarios (JULY-OCTOBER 2011)
- Selection and refinement of preferred scenario (NOVEMBER 2011)
- Development of draft and final “East Metro Community Investment Strategy” (DECEMBER 2011-JANUARY 2011)
- Implementation blueprint (JANUARY-FEBRUARY 2012)
- Project Steering Committee recommends investment strategy to JPACT and Metro Council (FEBRUARY 2012)
- Local jurisdictions review strategy and adopt resolutions in support of investment strategy (MARCH-APRIL 2012)
- JPACT and Metro Council adopt community investment strategy and amend RTP (MAY-JUNE 2012)

Entity/ies Responsible for Activity:
Metro – Lead agency
Oregon Department of Transportation – cooperate/collaborate
TriMet – cooperate/collaborate
Corridor Jurisdictions including the Cities of Gresham, Fairview, Wood Village, Troutdale, Damascus and Happy Valley, the Port of Portland and Multnomah and Clackamas Counties – cooperate/collaborate

Schedule for Completing Activities:

This two year work program commenced in Summer 2010 and will be completed by June 30, 2012. Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description for specific product due dates.

Funding History:

Funding for a preliminary budget was identified in 2010, as shown in the table below. Local match was confirmed with the local jurisdictions in September 2010. IGAs will be executed in early 2011.

2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*			*Next Corridor STP c/o*	*$*	*470,098*
	Interfund Transfers	*$*			*FY 11 Next Corridor (FFY10)*	*$*	*150,746*
	Materials & Services	*$*			*Metro/Local Match*	*$*	*71,058*
	TOTAL	***$***			***TOTAL***	***$***	***691,902***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	351,470		Next Corridor STP	$	386,824
	Interfund Transfers	$	94,897		Metro/Local Match	$	44,274
	Materials & Services Consultant $100,000 Printing/Supplies $3,000 Ads/Legal Notices $1,700 Postage $5,000 Computer Supplies $2,700 Subscriptions/Dues $250 Miscellaneous $21,706	$	134,356		Other	$	130,118
	Computer	$	8,898				
	TOTAL	**$**	**561,216**		**TOTAL**	**$**	**561,216**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		3.18				
	TOTAL		**3.18**				

MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS

Description:

The Multimodal Arterial Performance Management Regional Concept of Operations (RCTO) is one of the first steps in realizing the 10-year strategic vision laid out in the Regional TSMO plan. The RCTO will guide the region on deployment of solutions that will result in improved multimodal arterial performance measurement that can be used to:

- Facilitate the transportation choices of travelers;
- Improve operations of the system by transportation managers (especially for considering the multimodal environment);
- Enhance emergency response by public safety officials;
- Inform transportation modeling tools; and
- Support investment decisions.

While the Regional TSMO Plan provides general guidance on the location and types of ITS investments, it lacks detail regarding how to implement multimodal arterial performance measurement on a regional scale. The intent of the RCTO is to provide the "how-to" guide for implementation of a regional arterial performance management system. The RCTO is a critical precursor to continued investment in the ability to measure performance and learn from implementation of other applications like transit or freight priority, adaptive or responsive control, and other signal timing changes. The RCTO is intended to gain regional agreement on operational objectives, physical improvements, procedures, and resource arrangements. Examples of questions that need answers include:

- What are the agreed upon outcomes and performance measures?
- What are the best technologies to collect the information necessary?
- How do we leverage existing infrastructure and mainstream the collection of data?
- How do we fuse data from different sources (transit, freeway, other) into a complete picture for system management?
- What are the institutional agreements and resources necessary to implement and maintain an arterial performance management system?

There is a critical need for regionalism in the implementation of this RCTO. Partnership between the ODOT, Metro, Portland State University and the other TransPort agencies are critical to the success of this project. Ultimately, the success of this project will be determined by how effectively the concepts are integrated into typical practice and are used to further understand our transportation system.

Objectives

Transportation Operations Objectives

- Identify the equipment necessary to measure multimodal performance of street system (primarily focused on arterial street system).
- Provide a proof of concept that allows agencies to assess accuracy of traveler information.
- Using knowledge about existing communications infrastructure, describe investments necessary to facilitate transfer of data from the field to the ITS Network.
- Identification of costs associated with potential systems to assess applicability on a regional scale.
- Identify procedures and institutional arrangements to support development and operation of the system on a regional scale.

Planning Objectives

- Advance the state of practice by creating guidelines for application of a multimodal arterial performance management system.
- Create consensus on arterial performance measures.
- Form consensus on where/when/how arterial performance should be applied and integrated with existing infrastructure and/or future investments.

- Enhance region's capacity to consider multimodal system operations to focus investments towards the desired outcomes. This could also provide information that allows comparison of TSMO projects with conventional capital projects.
- Consider the use of a multimodal performance system as a precursor to measuring GHGs involved in transportation operations.

Previous Work:

The Regional Transportation System Management and Operations (TSMO) Plan, adopted in June 2010, provides the Portland metropolitan area with a 10-year strategic investment guide focused on the region's Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) infrastructure and programs. The plan provided a list of improvements that will result in cost effective multimodal solutions to address congestion, safety and greenhouse gas emissions by optimizing ITS and TDM investments. The planning effort completed as a part of that project went beyond individual ITS treatments to create a *system* that is efficient, sustainable, and reflective of the unique vision and values of our community.

The RCTO project kicked off in FY 2010-11, with the scope development, consultant selection, contracting and initial tasks completed.

Methodology:

Metro will serve as project manager for this effort, with significant support from TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC). The City of Portland will provide staff and equipment as necessary for a demonstration project within its jurisdiction.

There is a critical need for this project as the region continues investment in TSMO strategies. Application of multimodal arterial performance measurement on corridors will be important to improving the prioritization of investments both for ITS specific projects and capital projects. The RCTO will provide a road map that all future projects within the region can build into their scopes, which will result in improved data that can be used for planning, operations, and maintenance purposes. It will also provide direct inputs that can be used to address environmental performance measures.

The development of the RCTO will be coordinated with other TSMO regional initiatives. This should include the current ongoing efforts associated with the ODOT Innovations Program, the Oregon Transportation Research & Education Consortium (OTREC) Data Fusion project, and the TriMet Automatic Vehicle Location (AVL) system upgrade. This RCTO will support the Regional TSMO Plan and should be used specifically to identify equipment and procedures necessary to implement projects that will be built as a part of this effort as well as upcoming capital projects that are in the Regional Transportation Plan (RTP).

The issue of performance measurement related to transportation operations has been gaining momentum on a national scale and there is already a significant body of work. The National Cooperative Highway Research Program (NCHRP) Project 3-79 is a significant source that can be used in this effort, but it stops short of addressing the multimodal aspects that will be vital to meeting the region's goals for this project. It is expected that the early tasks in this project will take advantage of rather than duplicate other efforts, but that significant effort will be needed to evaluate emerging techniques that can address the broad spectrum of issues that are important to this region.

Tangible Products Expected in FY 2011-12:

- Annotated bibliography of resources related to multimodal arterial performance measurement (FIRST QUARTER)
- Technology overview to inventory technology options for data collection (FIRST QUARTER)
- Identify a recommended proof of concept demonstration project (SECOND QUARTER)
- Conduct proof of concept demonstration project (THIRD QUARTER)
- Provide before and after evaluation of demonstration project (FOURTH QUARTER)
- Institutional framework for multimodal arterial performance management system (FOURTH QUARTER)
- Final guidance report for deployment (FOURTH QUARTER)

Entities Responsible for TSMO Activity:

Metro – Lead Agency
City of Portland – Technical Lead
ODOT – Contract Manager
TransPort – Cooperate/Collaborate

Schedule for Completing Activities:

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

Funding History:

2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*			*CMAQ*	*$*	*150,000*
	Interfund Transfers	*$*				*$*	
	Materials & Services	*$*					
	TOTAL	***$***	***150,000***		***TOTAL***	***$***	***150,000***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$			CMAQ	$	150,000
	Interfund Transfers	$				$	
	Materials & Services Consultant $150,000	$	150,000				
	TOTAL	**$**	**150,000**		**TOTAL**	**$**	**150,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

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 was selected in late 2010. The project got underway in early 2011, with site analysis and inventory work being completed in the 4th quarter of FY 2010-11.

Tangible Products Expected in FY 2011-12:

- Public involvement and input. (ONGOING)
- Feasibility study of crossing alternatives. (FIRST/SECOND QUARTERS)
- Cost estimate. (FIRST/SECOND/THIRD QUARTERS)
- Preferred Crossing Alternative/Final Report (THIRD QUARTER)
- Project Prospectus (FOURTH QUARTER)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*			STP	$	359,817
	Interfund Transfers	*$*			THPRD Match	$	41,183
	Materials & Services	*$*					
	TOTAL	***$***	**401,000**		***TOTAL***	***$***	**401,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*			STP	$	359,817
	Interfund Transfers	*$*			THPRD Match	$	41,183
	Materials & Services	*$*					
	TOTAL	***$***	**401,000**		***TOTAL***	***$***	**401,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$			STP	$	359,817
	Interfund Transfers	$			THPRD Match	$	41,183
	Materials & Services	$					
	TOTAL	**$**	**401,000**		**TOTAL**	**$**	**401,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

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 2011-12:

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 (SPRING 2012)

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

Funding History:

2009-10	***Requirements:***				***Resources:***		
	City of Damascus	$	136,000		Federal Earmark	$	1,000,000
	Consultant	$	681,000		Damascus Local Match	$	154,454
	ODOT	$	123,000		ODOT (TGM)	$	250,000
	Metro	$	92,435				
	Clackamas County (contingency)		372,019				
	TOTAL	***$***	**1,404,454**		**TOTAL**	**$**	**1,404,454**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						
2010-11	***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**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						

	TOTAL						

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	City of Damascus	$	136,000		Federal Earmark	$	1,000,00
	Consultant	$	681,000		Damascus Local Match	$	154,454
	ODOT	$	123,000		ODOT (TGM)	$	250,000
	Metro	$	92,435				
	Clackamas Co. (contingency)	$	372,019		**TOTAL**	**$**	**1,404,454**
	TOTAL	***$***	**1,404,454**				
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

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 along the northern property limit of the Union Pacific (UP) Railroad's Graham Line, its basic design cross section, and to estimate planning-level 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. The terrain model is needed to determine where to place the trail to minimize the height of required walls 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 identify connections to the bicycle/pedestrian networks and on-street trail alignment alternatives as needed to address constraints along the railroad alignment.

Objectives:

The purpose of the project is to conduct a technical evaluation of the feasibility to locate a shared-use bicycle/pedestrian trail along the northern property limit of the Union Pacific (UP) Railroad's Graham Line, and produce a conceptual plan for the facility.

- Prepare concept plan to determine a more precise route for the envisioned trail connecting the Eastbank Esplanade on the Willamette River to the I-205 Corridor Trail/ Gateway Regional Center.
- 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).
- Engage community groups, impacted private property owners and the general public in developing the concept plan to maximize benefits and minimize negative impacts.
- 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 and a "major city bikeway" in the Portland Bicycel Plan for 2030.. 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:

- Document existing conditions and compile data for the project
- Develop a project base map
- Develop a 3-dimensional digital terrain model
- Produce a memo addressing perceived trail nuisances
- Determine general costs and acquisition methods
- Develop trail alignments and a plan-view design
- Prepare drawings of typical cross-section concepts
- Develop a range of roadway crossing scenarios
- Document impacts to private property by the recommended trail alignment
- Prepare planning-level ROW acquisition, project development and construction cost estimates
- Project advisory committee
- Public information meetings
- Document UP Railroad issues and concerns
- Conduct stakeholder interviews with up to twenty private property owners or tenants where a significant impact to the use of their property
- Generate draft and final concept plan

Tangible Products Expected in FY 2011-12:

Sullivan's Gulch Trail Concept Plan

Entity Responsible for Activity:

Portland Bureau of Transportation – 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

- Roles and responsibilities for administration of project is detailed in the plan's Intergovernmental Agreement.

Schedule for Completing Activities:

The Concept Plan will be completed by December 31, 2011.

Funding History:

	Requirements:				***Resources:***		
	Portland Parks & Recreation	$	TBD		Regional STP	$	224,000
		$			Local match	$	25,640
2009-10	***TOTAL***	***$***	**249,640**		**TOTAL**	**$**	**249,640**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						
	Requirements:				***Resources:***		
	Portland Bureau of Transportation	$	66,640		Regional STP	$	224,000
	Portland Bureau of Parks and Recreation	$	33,000		Local match	$	25,640
2010-11	Consultant	$	150,000				
	TOTAL	***$***	**249,640**		**TOTAL**	**$**	**249,640**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Portland Bureau of Transportation	$	66,640		STP	$	224,000
	Portland Bureau of Parks and Recreation	$	33,000		Local Match	$	25,640
2011-12	Consultant	$	150,000				
	TOTAL	***$***	**249,640**		**TOTAL**	**$**	**249,640**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

WILLAMETTE GREENWAY TRAIL: N. COLUMBIA BLVD – STEEL BRIDGE

Description:

The City of Portland was awarded federal funds (2011- 2013) through JPACT and Metro Council for the purpose of developing a preferred trail alignment for the 10.5 mile North Portland Greenway Trail (NPGW). Portland Parks & Recreation (PP&R) worked with NP Greenway trail advocates and the Mayor's Office to have the study moved up from its 2012 programmed slot by obtaining a loan for the grant from the ODOT Infrastructure Bank.

The vision for the trail is a continuous shared use path connecting the Eastbank Esplanade (at the Steel Bridge) to Kelley Point Park on the east side of the Willamette. This project will determine the actual on the ground trail alignment for all segments of the full corridor. Portions of the trail will be off street but there will be areas on-street and several large street crossings. The study will evaluate physical and environmental design constraints, determine a preferred, buildable alignment and provide moderate level of confidence cost estimates for each segment. And, the study will recommend interim segment alignments where property acquisition or easements are determined to be an obstacle.

As background for this scope five maps and fourteen segment descriptions have been included. The project will focus on 12 of the 14 segments (two are built) but the whole alignment must connect. In addition a level of confidence chart for each segment and a draft consultant checklist should be useful in understanding the full range of tasks needed to complete the design work for each trail segment.

The preferred North Portland Greenway trail alignment will include areas adjacent to the Union Pacific Railroad property. Facilitation and negotiation with the railroad are an essential task in this scope. In other locations the trail will parallel the UPRR through both industrial and natural area properties along the river. At a few locations (Rose Quarter, Larabee Ramp, Cement Road and Swan Island) on-street trail alignment using the right of way may be the only alternative.

The purpose of the project is to obtain an accurately surveyed 10.5 mile trail alignment that can move into full design development and phased construction segment by segment. The consultant will provide 10% preliminary engineering for the trail alignment.

The trail alignment will pass through and parallel a wide variety of land uses including:
existing heavy and light industrial uses; environmentally sensitive land, formerly contaminated and remediated areas; park & natural areas; developed and undeveloped street right of way, private land requiring easements; physically constrained areas; the Union Pacific Railroad's Albina Yard, and major street crossings including Rose Quarter, Lombard St. and Columbia Blvd.

Each segment has its design challenges which include physical and environmental constraints. The trail segment descriptions break the trail into 14 discrete segments (condensed and color coded into 4 trail maps). The segment descriptions provide current information, note key issues and define consultant tasks and final products for each segment. The consultant work on each segment will be combined to determine the final optimal alignment while considering property-acquisition costs, environmental impacts, construction costs and adverse impacts to private property owners and neighbors.

This project will consolidate all the previous trail research, planning and design work, fill information gaps and create a final detailed engineering package for a buildable trail alignment. The final package will include clear design parameters for each (of 12) trail section, detailed land use issues, regulatory and environmental impacts (with costs) and provide construction cost estimates for each trail segment.

Public outreach to residents, trail users and impacted property owners will be integral to this project. The public involvement sub-consultant, and the consultant team will work closely with immediate trail neighbors and the broader community of cyclists, trail and recreation advocates, UPRR and University of Portland. The consultant team will be responsible for developing materials for public meetings but will not be responsible for organizing or implementing the public outreach strategy for the project.

Project Outcomes:

- A buildable trail alignment, recommended typical designs, identification of design solutions for technically challenging spots, and preliminary cost estimates.
- The final products should be designed at approximately a 10% engineering level, for most segments.
- Identification of technical issues along the preferred trail alignment, and preliminary trail segment designs and layout that follow existing State and City standards.
- Moderate Confidence Plans that identify planning, environmental and design requirements necessary to successfully build each segment.
- Communication with Stakeholders. Identify, document and, if possible, resolve key stakeholder and adjacent property owner concerns and issues.
- Inform the public throughout key phases of the project and respond to public comments.

Key Initial Scope Work Elements

- Trail Segment Narrative Descriptions
- Task Descriptions and Methodology
- Public Outreach Task Summary
- Condensed Trail Segment and Level of Confidence Chart (color coded to maps)
- Trail Segment Consultant Checklist
- Four color coded trail segment maps
- Full trail length map showing color coded segments

Previous Work

The consultant's work will be facilitated by numerous previous studies on this alignment. *The River Plan – North Reach* final preferred greenway trail alignment is the project's starting point. A bibliography of previous studies has been prepared as part of the research for the scope for work.

Methodology:

The major tasks associated with the North Portland Greenway Project are:

- Develop Lidar and aerial base map for full alignment
- Research existing work, identify gaps, resolve identified issues
- Identify need for easements or land acquisition along alignment
- Key property stakeholders are consulted and interviewed individually
- Provide detailed analysis of issues impacting construction of each trail segment
- Determine preferred trail alignment
- Project advisory committee and public meetings are held to review completion of key milestones.
- Public meetings provide information and create opportunity to air concerns.
- Coordination with Union Pacific Railroad is critical throughout the alignment
- Provide moderate confidence level cost estimates
- Final Report includes 10% engineering design for all trail segments and identifies outstanding issues that must be resolved prior to construction

Tangible Products Expected in FY 2010-11:

- Scope of work finalized – Fall 2010

- o Project RFP completed and consultant selection - Winter 2011
- o Contract Awarded - Spring 2011
- o Work begun and Task 1 - Review of Existing Materials – completed Summer 2011
- o Task 2 completed and Project Completion Schedule linked with Public Outreach Schedule – Summer 2011
- o Public Involvement Plan and Outreach schedule established – Summer 2011

Entity Responsible for Activity:

- Portland Bureau of Parks and Recreation – Lead Agency (Responsible Party)
- Oregon Department of Transportation (ODOT) – Cooperate/Collaborate
- North Portland Neighborhood Services – Cooperate/Collaborate
- Metro – Cooperate/Collaborate
- Portland Bureau of Transportation – Cooperate/Collaborate
- Union Pacific Railroad – Cooperate/Collaborate

Schedule for Completing Activities:

The preferred alignment and 10% engineering trail segment designs will be completed by December 30, 2013.

Funding History:

The project was awarded and programmed funds for FY 2011-12 as part of the 2010-13 MTIP.

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$			STP	$	444,800
	Interfund Transfers	$			Match	$	50,909
	Materials & Services	$					
	TOTAL	**$**	**495,709**		**TOTAL**	**$**	**495,709**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

COUNCIL CREEK TRAIL: BANKS – HILLSBORO

Description:
This project would entail the production of a report with preliminary design costs estimates for a multipurpose (bike, walking, and potentially equestrian sections) trail extension of approximately 15 Miles. The corridor is located at the western edge of the Portland/Metro region. It extends from the City of Hillsboro (existing HCT ("Max") system), through Washington County, the City of Cornelius, City of Forest Grove, to City of Banks, connecting to existing Banks/Vernonia State Trail and Stub Stuart State Park, a distance of approximately 15 Miles.

Objectives:
The purpose of the Council Creek Regional Trail study is to plan the trail to serve as a primary alternative transportation and recreational conduit for bicycle, pedestrian, and potentially equestrian. The study will explore route alternatives, address preliminary design criteria, and identify a preferred alignment. Basic scope elements of the project include: field surveys of the corridor, collecting traffic info, funding/cost estimates, property mapping/ROW report, identify existing publicly owned ROW in study area, identify potential alternative transportation users, surveying preliminary ROW and easement requirements, and environmental review.

Previous Work:
The Council Creek Trail was nominated a regional trail in the fall of 2001 and adopted/approved by Metro in the spring of 2002. Since early December 2007, this type of regional trail project has been receiving increased attention. Metro, the regional planning agency, developed a Committee to help set priorities and strategies for trails throughout the metropolitan region. The priorities culminated from a series of workshops and meetings between City's, County's, interest groups, and the Metro Trails Committee. During this time an ad hoc Council Creek Regional Trails committee was formed and able to include the Council Creek Regional Trail as a priority in the region. Numerous letters of support have been collected including Washington County, Metro, City of Hillsboro, City of Cornelius, City of Forest Grove, City of Banks and Northwest Area Commission on Transportation (NWACT). Furthermore, local funding has already been pledged to initiate this project.

Methodology:
A consultant with experience in trail, land use, environmental, and traffic planning, design, and engineering will be hired to perform the study.

Tangible Products Expected in FY 2010-11:
Consultant selection and scope development. (FIRST QUARTER)
Public involvement and input. (ONGOING)
Feasibility study of route alternatives. (SECOND/THIRD QUARTERS)
Preliminary Design Concept (THIRD QUARTER)
Cost estimate. (SECOND/THIRD QUARTERS)
Completed Report (FOURTH QUARTER)

Entity/ies Responsible for Activity:
City of Forest Grove – Lead Agency
Council Creek Regional Trail Committee (Washington County, City of Hillsboro, City of Cornelius, City of Forest Grove and City of Banks) –Cooperative/Collaborate
Metro – Cooperate/Collaborate
City of Beaverton – Cooperate/Collaborate
Washington County – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate
Oregon Parks and Recreation Department - Cooperate/Collaborate

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

Funding History:
The project was awarded and programmed funds for FY 2011-12 as part of the 2010-13 MTIP.

FY 2011-12 Costs and Funding Sources:

2011-12	Requirements:				Resources:		
	Personal Services	**$**			**STP**	**$**	**218,444**
	Interfund Transfers	**$**			**Match**	**$**	**25,002**
	Materials & Services	**$**					
	TOTAL	$	**243,446**		**TOTAL**	**$**	**243,446**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

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.
- Build transit ridership on SMART and connecting transit providers (TriMet, CAT, Cherriots).
- 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
  - Transit service, passenger safety and connectivity improvements
  - Future funding strategies
    - Grants
    - Business Energy Tax Credit Program- BETC

Previous Work:

The SMART Options program began in 2001 and has grown from a large-business – commuter-focused program, to include all business and community members with a focus on reducing all trips in and around 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 FY2010-11 included expansion of the SMART Options program to include a Bicycle and Pedestrian Coordinator position to implement priorities set forth in the City's master plans. A community based Bicycle and Pedestrian Task Force was created as a way to try and improve communication between citizens and the City for bicycle and pedestrian related issues and concerns.

A new online trip planner was added to the SMART website which allows for individualized trip planning.

This new feature accesses Google Transit data allowing for multi-agency trip planning between SMART, TriMet and Cherriots in Salem. Marketing and outreach to commuters and residents for local services and regional connections continues to be the main focus of SMART Options Program activities.

Methodology:

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

Tangible Products Expected in FY 2011-12:

- Assess future transit system demands due to Oregon Institute of Technology moving their main Portland area campus to Wilsonville. (Spring- Summer 2011)
- Continued support and implementation of the Drive Less/Save More collaborative marketing campaign (ONGOING)
- Implementation of Travel Options projects and programs 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 Graham Oaks Nature Park. (ONGOING)
- Continue the *Walk Smart* program.(ONGOING)
- Distribute *Wilsonville Walks* maps via local shops and community events (ONGOING)
- Distribute *Wilsonville Bikes* maps via local shops and community events (ONGOING)
- Disseminate pedestrian and bicycle safety messages (ONGOING)
- Promote ridesharing as a viable transportation option (ONGOING)
- Continue *SMART ART on the Bus* program with Wilsonville students.(ONGOING)
- Collaborate with ODOT and local and regional partners for the I-5 exit 283 interchange project to disseminate construction and congestion mitigation messages (2011-12)
- Coordinate and host bicycle, walking and transit related events. (SPRING –FALL 2011)
- 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. Assist with DEQ Employer Commute Options surveys and trip reduction plans. (ONGOING)
- Assess future system demands due to new residential and business development. (ONGOING)
- Collaborate with regional partners to promote WES as a viable transportation option. (ONGOING)
- Collaborate with local schools to assist with walking and biking to school programs and promotions. (Spring – Fall 2011)
- Launch "*Discover Wilsonville*", the RTO funded residential Individualized Marketing Project. (Spring 2011)
- Conduct second annual bicycle and pedestrian counts at key Wilsonville intersections to coincide with regional and national efforts. (Fall 2011)
- Conduct "Post-project survey" and final report for the *Discover Wilsonville* project (Fall - Winter 2011)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

The SMART Options core outreach and education program is funded by Metro's Regional Travel Options Subcommittee of TPAC. Beginning in FY 2001, the SMART Options program has received approximately $65,000 per year for staff, materials and services and has supplemented program expansion and special projects by obtaining other transportation program grants from Metro, the State of Oregon and local City of Wilsonville support. Local match is provided by the City of Wilsonville's employer transit payroll tax which is currently set at 0.5% per $1,000.

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	*37,375*		*CMAQ*	*$*	*60,577*
	Interfund Transfers	*$*			*Local*	*$*	*6,220*
	Materials & Services	*$*	*29,422*				
	TOTAL	***$***	***66,797***		***TOTAL***	***$***	***66,797***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*.65*				
	TOTAL		***.65***				
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	*51,453*		*CMAQ*	*$*	*64,184*
	Interfund Transfers	*$*			*Local*	*$*	*6,592*
	Materials & Services	*$*	*19,222*				
	TOTAL	***$***	***70,775***		***TOTAL***	***$***	***70,775***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*1.1*				
	TOTAL		***1.1***				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	53,000		CMAQ	$	66,110
	Interfund Transfers	$			Local	$	6,790
	Materials & Services	$	19,900				
	TOTAL	**$**	**72,900**		**TOTAL**	**$**	**72,900**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		1.00				
	TOTAL		**1.00**				

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.

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

- Roles and responsibilities for administration of project is detailed in the plan's Intergovernmental Agreement.

Schedule for Completing Activities:

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

Funding History:

- Notice of Intent to Award the ODOT RFP MINI-SOLICITATION #23741 was given on June 4, 2009
- The County scope of work is described in Intergovernmental Agreement Number 25784 between Clackamas County, Metro and ODOT dated April 9, 2010.
- Notice to Proceed with the work in the IGA was granted on April 19. 2010.
- The Consultants scope of work is described in Work Order Contract (WOC) Number 27456 October 23, 2009.
- Notice to Proceed with the work in the WOC was granted on April 19. 2010.

Projected Total Project Costs Per IGA

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

Note: Personal Services includes Materials and Services

Consultant Total Billings through 30 Nov 2010 (as of 1 Jan 2011) **$491,434**

Includes Contingency Task 4.3.2 -- $15,500

Consultant Remaining **$993,394**

County Billings through 30 October 2010 (as of 1 Jan 2011) **$87,000**

2009-10	***Requirements:***				***Resources:***		
	Personal Services				*PL*	*$*	
	Consultants	*$*	*29,000*			*$*	
	County / Metro	*$*				*$*	
	Interfund Transfers	*$*			*STP*	*$*	*29,000*
	Materials & Services	*$*			*County*		*205,738*
	TOTAL	***$***	***29,000***		***TOTAL***	***$***	***234,738***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*			*STP*	*$*	*1,250,000*
	Consultants	*$*	*1,000,000*				
	County / Metro	*$*	*$250,000*				
	Interfund Transfers	*$*			*Metro*	*$*	
	Materials & Services	*$*					
	TOTAL	***$***	***1,250,000***		***TOTAL***	***$***	***1,250,000***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services				STP	$	650,000
	Consultants	$	450,000				
	County / Metro	$	200,000				
	TOTAL				**TOTAL**	**$**	**650,000**
	Full-Time Equivalent Staffing	**$**	**650,000**				
	Regular Full-Time FTE						
	TOTAL						

ALOHA-REEDVILLE STUDY AND LIVABLE COMMUNITY PLAN

Description:

The Aloha-Reedville Study and Livable Community Plan is a jointly funded study between the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD.) The joint grant is the Community Challenge/TIGER II grant awarded to Washington County (OR) in October, 2010.

The Aloha-Reedville Study and Livability Plan project will examine how existing conditions, community aspirations and emerging urban service and planning opportunities provide prospects for fulfilling regional sustainability objectives, and develop strategies that address livability issues impacting the local community. The project will explore the area's potential to achieve its 2040 regional objectives and prosper through improved infrastructure, preservation and targeted investment in affordable housing, cohesive governance and private redevelopment investments.

This project will develop a local plan and strategies for housing, redevelopment, corridors and town centers, and transportation for the Aloha-Reedville area that promote livability and sustainability, with a focus on affordable housing and addressing inequities in access to local opportunities and resources.

The Aloha-Reedville area is located primarily in an unincorporated urban area of Washington County between Hillsboro and Beaverton, the fifth and sixth largest cities in Oregon State. The study area includes one 2040-designated town center, three light rail station areas, four designated corridors, and one regionally-significant employment center.

Despite strategic advantages, the Aloha-Reedville community is an area that has begun to show signs of physical and economic decline. In this area, a significant percentage of the population lives below the poverty level in rental housing and is on public assistance (2000 Census data), all of which are indicators of the need for investments that will improve the quality of life and economic vitality for Aloha-Reedville residents. Opportunity Maps created for the 2010-2015 Washington County Consolidated Plan indicate that the area suffers for low and/or inconsistent opportunity in several respects, including inconsistent sidewalk coverage and transit access, limited nutritious food sources, inadequate access to child care, high numbers of children receiving free or reduced lunch, and low math and reading test scores. The 2010 Census and survey research conducted as part of this project will provide specific baseline information regarding which areas should be targeted for redevelopment, including improvements in housing, service levels, and infrastructure.

At this time, although some physical and economic decline has begun to occur in the community, we don't know why existing plans for Aloha-Reedville have not realized the area's full potential in terms of commercial, office and residential development, or why redevelopment of existing, aging structures has not occurred. There is not adequate data to clearly identify inequities in access to housing, transit, services, and employment opportunities, or develop strategies to effectively fill gaps in housing, service, and employment needs and provide meaningful programs to assist low-income and special-needs residents in becoming self-sufficient and stable community members.

The proposed study will work with economic analysts and the community to better understand the issues, needs, opportunities and constraints, and will develop potential alternatives for addressing the problem(s). These efforts will develop strategies to target public and private investment in developments, programs, and services that residents want and need. These efforts will pave the way for development and redevelopment requests and building permits, and new businesses, employment opportunities, and services. The targeted nature of the plans will provide effective results by identifying strategic opportunities that would leverage multiple objectives.

Objectives:

a. Provide More Transportation Choices
The project will identify and develop plans for streetscape improvements in the study area that will create opportunities safer and more enjoyable bike and pedestrian travel and improved access to existing transit routes. Data to support this outcome will include the number of bicycle, pedestrian, and transit access improvements identified during the planning process and included in the final strategies.

b. Promote equitable, affordable housing
The project will identify and collect baseline data on number affordable housing units, their physical condition, and their surroundings. The project will also develop strategies for preserving the existing supply of affordable housing, as well as strategies for increasing and improving affordable housing opportunities in the study area. Data to support this outcome will track the project's impact on affordability and accessibility, and will include number of affordable housing units and the percent of total housing units that are affordable in the study area.

c. Enhance Economic Competitiveness
The project will enhance economic competitiveness by developing an economic development strategy for corridors and town centers that identifies market opportunities, targets sites for development and/or redevelopment, and creates plans to increase nearby residential opportunities and improve local streetscape and infrastructure to provide greater customer base and improved access for both customers and employees. Data to support this outcome will include number of economic development strategies developed during the planning process and included in the final plan.

d. Support Existing Communities
The project will identify the needs of the estimated 50,000 area residents and create plans and strategies to meet those needs and fulfill community aspirations. Data to support his outcome will include the number of improvements identified during the planning process and included in final plans, as well as number of new and/or updated Urban Service Agreements for the plan area.

e. Coordinate Policies and Leverage Investment
The project will coordinate with several existing and emerging local and regional plans and help maximize the impact of those efforts. One focus of the Aloha-Reedville Study is identifying strategies that will help the area meet its 2040 goals. The project will also develop a Housing Equity and Opportunity strategy that is compatible with the regional strategy that will be developed under the Sustainable Communities Regional Planning Grant Program activities. The Aloha-Reedville Study will also coordinate with the City of Hillsboro's Refinement Plan for Tualatin Valley Highway (funded by a $331,000 Transportation Growth Management grant) and respond to High Capacity Transit planning concepts developed regionally. Data to support this outcome will include number of reports and/or strategies developed that can be incorporated into other plans, and the number of inputs from other projects that are used in the Aloha-Reedville Study process.

f. Value Communities and Neighborhoods
The project will include intensive public outreach and involvement efforts to engage the local business community and area residents, with targeted outreach to low-income, immigrant, minority, and special-needs communities. This effort will insure that the feedback, suggestions, and strategies developed are an accurate reflection of the unique values and aspirations of the Aloha-Reedville community. Data to support this outcome will track the project's increased participation and decision-making by traditionally marginalized populations, and will include increase in number of traditionally-underrepresented populations that participate in the planning process.

Previous Work:

Metro's 2040 Growth Concept (adopted 1995) was developed to guide long-range growth in the Portland Metro region, including Multnomah, Clackamas, and Washington Counties. Metro 2040 policies are designed to encourage safe and stable neighborhoods for families, compact development, a healthy economy, protection of farms, forests, rivers, streams and natural areas, a balanced transportation system, and housing for people of all incomes in every community. The Urban Growth Management plan (adopted 1996) established specific tools and requirements for local governments to help communities meet the goals set forth in the 2040 plan. The Regional Framework Plan (adopted 1997) beings all of Metro's regional planning policies and requirements.

A hierarchy of mixed-use, pedestrian friendly Central, Regional, Town, and Neighborhood centers that are connected by transit corridors are fundamental to the 2040 Growth Plan. Corridors and Station Area Communities are intended to be higher-density areas with quality pedestrian environments, good transit access, and a mix of jobs, housing, and other uses that serve the needs of local residents as well as those passing through. The 2040 Housing Choice fundamental includes goals to provide diverse housing options and affordable homes in every jurisdiction.

In 2008, Washington County and its constituent cities, special districts and Metro participated in an Urbanization Forum to discuss governance and growth management issues for existing and future unincorporated urban areas. The Urbanization Forum formed a Steering Committee and a working group and conducted a series of public meetings to formulate proposed policies pertaining to the quality and delivery of public services by service providers and governing institutions, and the quality of urban life and amenities of residents and communities within existing and future urban areas. As a direct result of these discussions, the Board of County Commissioners adopted Resolution No. 09-68 in 2009, which outlines consensus provisions for growth management and governance of existing and future urban areas.

Recognizing the county's limited resources for and long-standing policies regarding the provision of municipal level planning services, the Urbanization Forum Steering Committee provided the following recommendations related to planning in the county's urban unincorporated areas:

- Concentrate on areas of greatest need and opportunity
- Evaluate service needs and options
- Work with the broader public to explore alternatives
- Pursue grant monies to support a project for the Aloha-Reedville area

The Aloha-Reedville Study and Livable Community Plan will build upon the resolution of the Urbanization Forum and advance its "big picture" objectives. The proposed 3-year project will benefit county jurisdictions and the region by supporting and advancing the achievement of regional development goals and outcomes for centers and corridors, specifically those articulated in Metro's Great Communities concepts.

Methodology:

The Aloha-Reedville Study and Livability Plan will begin by conducting extensive existing conditions research and establish baseline metrics that will be used evaluate program outcomes. The first phase of the project will also include significant outreach to a representative group of service districts, residents, businesses and community organizations to evaluate service needs and options in the Aloha-Reedville community, and develop a strategy for allowing intensive public participation in the project as it moves forward. Targeted outreach efforts will be directed at low-income, minority, and special-needs populations. Project Advisory and Technical Advisory Committees will also be established.

As the project moves forward, project staff will work with the broader public to explore alternatives for strategic infrastructure investment and partnerships for revitalization. Special outreach efforts will

continue to insure that underrepresented communities are able to participate meaningfully through workshops and other engagement activities.

Areas of particular focus will be the Aloha town center and the corridors of Baseline Road, Tualatin Valley Highway, 185th Avenue and Farmington Road. Tualatin Valley Highway is the route of TriMet's eighth most-ridden bus line (#57), and is identified as a "Next Phase Regional Priority Corridor" in Metro's Regional High Capacity Transit (HCT) System Plan. The Aloha-Reedville Study project will set the stage for regional HCT planning along Tualatin Valley Highway by assessing the area's land use and population capacity to support HCT and by integrating changes to housing and other land use patterns to make the corridor more HCT supportive. This project will be a collaborative planning effort between Washington County, the Housing Authority of Washington County, the Cities of Beaverton and Hillsboro and other affected agencies (e.g. ODOT and TriMet), with the county acting as lead administrator.

Tangible Products Expected in FY 2011-2012:

- Quarterly progress reports (cc of FHWA reports - ONGOING and/or upon request)
- Coordinate efforts with City of Hillsboro TGM Tualatin Valley Highway Corridor Refinement Planning efforts (ONGOING)
- Maintain Aloha-Reedville website (www.co.washington.or.us). Available documents to include: Public Involvement Plan, Draft Existing Conditions Report, Existing Conditions background documents, project timeline, funding, committees structures, public events, meeting schedules, presentations schedules and materials, online surveys, public comment forms, and project Goals and Objectives.
- Consultant contracts (FIRST QUARTER)
- Formation of Citizen Advisory Group (FIRST QUARTER)
- Formation of Technical Advisory Committee (FIRST QUARTER)
- Infrastructure background documents (FIRST - THIRD QUARTER)
- Draft Existing Conditions Report (THIRD – FOURTH QUARTER)
- Refined Phase 3 Scope-of-Work and consultant RFP's (FOURTH QUARTER) – consultants will be contracted for each phase
- Revised Phase 3 Public Involvement Plan (FOURTH QUARTER)

Entities Responsible for Activity:

Washington County Department of Land Use and Transportation – Grantee and Project Management
Washington County Department of Housing Services – (HUD Grantee)
Federal Highway Administration – Grantor/Reporting
Department of Housing Services and Urban Development – Co-Grantor/Reporting
Oregon Department of Transportation – Coordinate/Collaborate
TriMet – Cooperate/Collaborate
Metro – Cooperate/Collaborate
City of Beaverton – Collaborate
City of Hillsboro – Coordinate/Collaborate

Other stakeholders:
Committee for Citizen Involvement (CCI) – OSU Extension
Citizen Participation Organizations 6 & 7
Organizations providing social services, healthcare
Aloha – Reedville Business Association
Aloha – Reedville Interfaith organization
City of Hillsboro Chamber of Commerce
City of Hillsboro Hispanic Chamber of Commerce

City of Beaverton Chamber of Commerce
Beaverton School District
Hillsboro School District
Urban Roads Maintenance Advisory Committee (URMDAC) - Washington County
Washington County Department of Health and Human Services
Washington County Office of Community Development
Washington County Cooperative Library Services
Washington County Sheriffs Office
Tualatin Valley Fire and Rescue
Clean Water Services
Tualatin Hills Parks and Recreation District
Organizations serving minority, elderly, disabled, and non-English speaking residents needs
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs

Schedule for Completing Activities:

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

FY 2011 – 2013 Funding Sources

	Funding Source	
2010-13	*Washington County In-kind Match (personnel)*	$801,907.00
	Metro Construction Excise Tax Award, June 2010	$442,000.00
	Federal Highway Administration TIGER II Grant	$1,500,000.00
	Department of Housing and Urban Development Community Challenge Grant	$500,000.00
	TOTAL	**$3,243,907.00**

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, and;
- 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 2010 and December 2010 includes:

- Project Steering committee meetings (July,October)
- Tonquin trail booth at 4 community events to seek input on trail route (Aug.-Sept.)
- On-line questionnaire to seek public input on preferred trail route (Aug.-Sept.)
- Amend scope to conduct additional segment analysis (July-November)
- Site visits with steering committee members to view new study segments (Nov., Dec.)
- Workshops with steering committee members to narrow segment options toward preferred alignment (Sept., Dec.)
- New section of Tonquin Trail opened through Graham Oaks Nature Park (Sept.)
- Initiate IGA amendment to add $20,000 to project budget from partner contributions
- Provide list of mutually agreeable conditions for accommodating trail on proposed quarry property as part of conditional use application being reviewed by Clackamas county.

Project work that will occur between January 2011 – June 2011

- Project Steering Committee meetings (Feb., June)
- Project Steering committee recommended preferred alignment (Feb.-Mar.)
- Elected boards provide opinion on PSC recommendation (Feb.-Mar.)
- Conduct media campaign to announce preferred alignment.
- Trail Design (Mar.-Apr.)
- Develop cost estimates (Apr.)
- Identify phased implementation plan (Apr.-May)
- Final round of open houses (July)
- Amend IGA to add $20,000 to budget and invoice project partners

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, project booths at community events, tours and a project website with online questionnaires 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 two years, beginning in July 2009 and ending in July 2011. A schedule is part of the contract.

Tangible Products Expected in FY 2011-12:

- Project Steering committee meeting (1st quarter)
- Prepare draft and final Master plan document (1st quarter)
- Present master plan to decision-making bodies for approvals (1st quarter)

Entity/ies Responsible for Activity:

Metro – Lead Agency
Oregon Department of Transportation – Grant Administrator / IGA Partner / Cooperate / Collaborate
City of Sherwood – Funding Support/ Cooperate / Collaborate
City of Wilsonville – Funding Support /Cooperate / Collaborate
City of Tualatin – Funding Support /Cooperate / Collaborate
Washington County – Cooperate / Collaborate
Clackamas County – Cooperate / Collaborate

- Roles and responsibilities for administration of project is detailed in the plan's Intergovernmental Agreement.

Funding History:

Primary funding provided by MTIP award. Negotiated contract budget is $249,084, resulting in a $39,567 budget shortfall. Have received verbal commitment for an additional $20,000 from project partners (cities of Tualatin, Wilsonville and Sherwood) and IGA being amended to reflect additional donations. This will bring project shortfall to approximately $19,000. Will balance budget by reducing level of effort in some tasks and asking partners to take on more of the task work.

2009-10	***Requirements:***				***Resources:***		
	Personal Services (Metro)	*$*			*PL (partner contributions)*	*$*	*20,000*
	Interfund Transfers	*$*	*0*		*STP*	*$*	*188,000*
	Materials & Services	*$*	*249,084*		*Metro*		*1,517*
	TOTAL	***$***	***249,084***		***TOTAL***	***$***	***209,517****
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*.66*				
	TOTAL		***.66***				
2010-11	***Requirements:***				***Resources:***		
	Personal Services (Metro)	$	0		STP	$	188,000
	Interfund Transfers	$	0		Metro Match	$	1,517
	Materials & Services	$	251,414		City of Sherwood Match City of Wilsonville Match City of Tualatin Match (tentative) Additional match needed	$ $ $	10,000 10,000 10,000* 31,897*
	TOTAL	***$***	**251,414**		**TOTAL**	**$**	**251,414**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*.66*				
	TOTAL		***.66***				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$			STP	$	188,000
	Interfund Transfers	$			Local Match	$	31,517
	Materials & Services	$					
	TOTAL	**$**	**219,517**		**TOTAL**	**$**	**219,517**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		.66				
	TOTAL		**.66**				

PORTLAND TO LAKE OSWEGO TRAIL MASTER PLAN

Description:

The purpose of the Portland to Lake Oswego Trail Plan is to determine the feasibility of the trail and select a multi-use trail alignment(s) connecting Fielding Rd. in Lake Oswego / Clackamas Co. to Powers Marine Park in Portland. In many sections, the trail will be parallel to the proposed streetcar alignment and in some sections it will veer away from the streetcar ROW. A main task in the plan will be to determine how the trail gets through or around Elk Rock. The feasibility of a second tunnel exclusively for the trail will also be studied.

The project has the support of the key local partners, including the city of Lake Oswego and Clackamas Co. These two local partners will also be providing the local cash match of $10,000, plus in-kind staff assistance.

The work will primarily be technical in nature. Additional public involvement activities will come later, if the trail is deemed feasible. The trail project will continue to be coordinated with the Lake Oswego to Portland Streetcar Project. The Willamette Shoreline Consortium has been briefed about the project and is supportive.

- The deliverables and results of the study will benefit the "Lake Oswego to Portland Streetcar with Trail" project and upcoming FEIS. The Locally Preferred Alternative (LPA) for the High Capacity Connection (HCT) between Portland and Lake Oswego will be decided by late spring 2011.
- There are pinch points along the Willamette Shoreline Streetcar Corridor, where the streetcar and trail most likely will not fit into the ROW. Our study will look at adjacent low traffic streets to locate the trail. Where the ROW can accommodate both the streetcar and the trail, would continue be a likely alignment for the trail.
- More detailed information and engineering studies are needed to determine the feasibility and cost of getting the trail through and/or around Elk Rock (e.g. new tunnel on the riverside just for bike/ped use, and a potential bike/ped bridge around Elk Rock along the Willamette River). This information will benefit the Streetcar Project and Metro's HCT planning and corridors group.
- The study recommendations would also put the streetcar with trail project in contention for future MTIP-RFF (FHWA) dollars and Federal Transit Administration (FTA) grants for P.E. and construction.
- A goal of the study is to leverage trail and streetcar construction resources, if streetcar is selected as the LPA.

Objectives:

- Identify, analyze and recommend the most appropriate trail alignment through or around Elk Rock.
- Identify, analyze and recommend the most appropriate trail alignment between Powers Marine Park and Riverwood Road.
- Identify a public agency or consortium of public agencies to own and maintain the trail improvements.
- Develop a recommended financial strategy, and potential timing of P.E. and construction of the trail. Identify a public agency (or agencies) to take the lead on these tasks.
- Define constructability issues with preferred alignments.
- Produce design documents identifying the trail alignment, in sufficient detail to satisfy the needs of jurisdictional partners.
- Complete final technical memo by the end of 2011 or early 2012

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 Lake Oswego and Portland and the Regional Transportation Plan (RTP). From 2005-2007 an Alternatives Analysis study of transit options in the corridor included an examination of trail alignments. In 2007, the Lake Oswego to Portland Transit Steering Committee adopted a Locally Preferred Alternative that directed the project to provide further

refinement on the trail concept for the corridor. In 2009, Metro convened a trail refinement process with local partners. The culmination of this work was a report that provides general strategy to develop a trail from Lake Oswego to Portland's South Waterfront District.

Methodology:

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

- 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.

Tangible Products Expected in FY 2010-11:

To be determined upon completion of the scope, schedule and budget. Potential deliverables include:

1) a final report documenting existing conditions, the preferred alignment, a concept design for trail alignment design and location, public agency or consortium of agencies to lead the P.E., construction and ownership/maintenance of the trail.

2) Cost estimates for design and construction, as an appendix to the final report

Entity/ies Responsible for Activity:

- Metro – Lead Agency
- Clackamas County – Cooperate / Collaborate
- City of Lake Oswego – Cooperate / Collaborate
- City of Portland – Cooperate/Collaborate

Schedule for Completing Activities:

To be determine upon completion of the scope, schedule and budget. It is anticipated that the project will be completed approximately 12 months from the time ODOT issues the "proceed with work order," Which is estimated to be issued in Spring 2011.

Funding History:

	Requirements:				***Resources:***		
	Materials & Services	$	110,450		Regional STP	$	100,000
					Metro match	$	10,450
2009-10	***TOTAL***	***$***	**110,450**		**Total**	**$**	**110,450**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						
	Requirements:				***Resources:***		
	Professional Services and	$	110,450		STP	$	100,000
	Materials & Services				Local Match	$	10,450
2010-11	***TOTAL***	***$***	**110,450**		**Total**	**$**	**110,450**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$			STP	$	100,000
	Interfund Transfers	$			Local Match	$	10,450
	Materials & Services	$					
2011-12	**TOTAL**	**$**	**110,450**		**TOTAL**	**$**	**110,450**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

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

- The results from the plan, which will recommend trail alignments connecting the Springwater Corridor in Portland south to the Clackamas River Bluffs, will be useful to the Metro 2040 Plan. The proposed future trail would connect Town and Regional Centers, employment and business areas, residential neighborhoods, schools, parks and natural areas.
- The trail would connect to the Clackamas LRT line, bus transfer station at Clackamas Town Center, I-205 Bike Lanes and Pathway, and the proposed "Sunrise Corridor" bike lanes and trail.
- Future growth (e.g. new schools, subdivisions, new Providence Hospital, etc.) will be coordinated with the trail study.
- The future trail would also tie to other public investments in the unincorporated county area and in Damascus which are funded by MTIP-RFF and other public funds.
- There is also a relationship to "Best Design Practices." The trail would be a multi-modal trail (except in environmentally sensitive areas, where it would be a pedestrian only trail) and follow "green and best practices" concepts.

- The study will be coordinated with the upcoming Metro "Trail Design Guidelines" book.

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 April 2011. The project should last about 18 months.

Tangible Products Expected in FY 2010-11:

The Master Planning process will not start until April 30, 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

Funding History:

	Requirements:				***Resources:***		
	Materials & Services	$	112,000		Regional STP	$	100,000
					Local Match (Metro, Happy Valley, NCPRD)	$	12,000
2009-10							
	TOTAL	***$***	**112,000**		**TOTAL**	**$**	**112,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						
	Requirements:				***Resources:***		
	Professional Services and Materials & Services	$	112,000		STP	$	100,000
					Local Match (Metro, Happy Valley, NCPRD)	$	12,000
2010-11							
	TOTAL	***$***	**112,000**		**TOTAL**	**$**	**112,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$			STP	$	100,000
	Interfund Transfers	$			Local Match	$	12,000
	Materials & Services	$					
2011-12	**TOTAL**	**$**	**112,000**		**TOTAL**	**$**	**112,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

WESTSIDE TRAIL MASTER PLAN: TUALATIN RIVER TO WILLAMETTE RIVER

Description:

The Westside Trail is poised to become one of the most iconic active transportation corridors in our region. From its southern terminus at the Tualatin River, the trail travels 23 miles through the most densely populated and fastest growing parts of Washington County on its way to Forest Park and the Willamette River. Metro staff will manage the Regional Flexible Funds grant awarded by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to complete a master plan that will guide the development of a world class urban trail.

The master plan will recommend a final trail alignment, wildlife corridor enhancement strategies, right-of-way acquisition strategy, trail design framework, a strategy for phasing trail construction, and strategies for financing the preliminary engineering, construction, and ongoing operations and maintenance of the trail. Each step of the planning process will incorporate public involvement.

The first 13 ½ miles of the trail will follow a 225-foot wide utility corridor that is owned by Bonneville Power Administration (BPA), Portland General Electric (PGE), and dozens of individual landowners. A major gas pipeline owned by Kinder Morgan also follows the corridor. The remaining 9 ½ miles of the trail may diverge from the power line corridor in order to pass over the Tualatin Mountains at a reasonable grade. To date, eight-and-a-half miles of the trail have been built and nearly two-and-a-half more miles are under construction.

The corridor presents a unique opportunity to develop a critical piece of The Intertwine, the regional system of parks, trails, and natural areas that will serve non-motorized users as they travel between their homes, jobs, schools, parks, and local services. The trail will also provide enhancements to serve wildlife, since many species will use the trail for its connections to important natural areas and wildlife corridors, including the Tualatin River National Wildlife Refuge, Tualatin Hills Nature Park, Beaverton Creek, Bronson Creek Greenway, Rock Creek Greenway, Forest Park, and the Willamette River Greenway.

Eight other existing and proposed regional trails will intersect the Westside Trail, including the Tonquin Trail, the Tualatin River Greenway Trail, the Cooper Mountain Trail, the Bronson Creek Greenway Trail, the Rock Creek Greenway Trail, the Wildwood Trail, Leif Erikson Drive, and the Willamette Greenway Trail. The trail corridor is within one mile of 121,000 residents, 31 schools and 199 parks, and multiple businesses, shopping centers, and corporate headquarters such as Nike and Columbia Sportswear. Two light rail stations and a proposed long-term bike parking garage are within a half-mile of the trail corridor.

Objectives:

The project purpose is to answer each of the following six fundamental questions about the trail. Each question will be resolved through the collaboration of Metro, the Consultant, and the involvement of agency partners, neighbors, landowners, businesses, trail user groups, and the general public.

Where will the trail go? The project will determine the most appropriate alignment for the trail.

Who and what will use the trail? The project will determine which modes of human travel and recreation will use the trail, as well as which wildlife species. The project will plan a trail that best suits the needs of these human and animal users.

What will the trail look like? The project will propose standard trail cross sections and design elements for each trail segment to best respond to the needs of prospective trail users. The project will identify the preferred width, grade, and materials for each segment.

Who will build, own, and maintain the trail? The project will produce a trail master plan document that will be adopted as part of each jurisdiction's comprehensive plan, allowing it to be listed in each local capital improvement program, eventually leading to its construction. Some trail segments are not served by park providers. The project will identify the appropriate entities to build, own, and maintain those trail segments.

How much will the trail cost? The project will develop cost estimates that include inflation and contingencies, and a recommended funding strategy for each trail segment.

What sections are important to prioritize? Based on historic precedence, the trail will likely not get built in all at once, but instead will need to proceed in phases as funding is identified. The project will identify a phasing strategy.

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.

Tangible Products Expected in FY 2011-2012.

- **"Existing Conditions Report"** that includes a summary of existing plans, a preliminary environmental report, a fatal flaws analysis, a summary of necessary steps toward implementation, and a trail usage summary and demand projection.
- **"Alternatives Analysis"** that includes concept-level cost estimates, a mid-block crossing inventory, and a preferred alignment recommendation.
- **"Design Framework"** that includes a trail design typology, mid-block crossing recommended treatments, a trail signage framework, and a concept restoration plan.
- **Public involvement,** including five public open houses, a project website, a public survey and summary of results, stakeholder interviews and summaries.

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

The master plan will begin in February 2011, at which point the RFP for consultant services will be issued. The planning process should be completed by June 2012.

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services		50,000		Regional Flexible Funds	$	300,000
	Materials & Services	$	300,000		Local Match	$	50,000
	TOTAL	***$***	**350,000.**		**TOTAL**	**$**	**350,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.330				
	TOTAL		**0.330**				
2010-11	***Requirements:***				***Resources:***		
	Personal Services	$	300,000		STP	$	300,000
	Materials & Services	$	15,000		Local Match	$	35,000
	Metro Staff	$	$20,000				
	TOTAL	***$***	**335,000**		**TOTAL**	**$**	**335,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*.25*				
	TOTAL						

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$			Federal Earmark	$	300,000
	Interfund Transfers	$			Local Match	$	35,000
	Materials & Services	$					
	TOTAL	**$**	**335,000**		**TOTAL**	**$**	**335,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

Task	**Metro staff**	**Washington County staff**	**Consultant**	**Total**
1. Project management	$17,000	$0	$17,000	$34,000
2. Public involvement	$75,000	$2,500	$65,500	$143,000
3. Existing conditions	$15,000	$0	$41,000	$56,000
4. Trail alignment and design	$34,000	$0	$44,000	$78,000
5. Implementation strategy	$20,000	$2,500	$21,500	$44,000
6. Final document preparation	$5,000	$0	$12,000	$17,000
7. Contingency	$34,000	$0	$34,000	$68,000
Funding Source				
Metro in kind	$100,000	-	-	$100,000
Washington County local match (in kind)	-	$5,000	-	$5,000
Tigard local match	$0	-	$5,000	$5,000
THPRD local match	$0	-	$30,000	$30,000
Federal grant	$100,000	-	$200,000	$300,000
TOTAL	**$200,000**	**$5,000**	**$235,000**	**$440,000**

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 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 was published in December 2010. A Locally Preferred Alternative (LPA) is expected to be chosen in 2011.

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:

- Continue 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
- Initiate 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 a phased 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 Framework 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.

Tangible Products Expected in FY 2011-12:

Locally Preferred Alternative Report	April 2011
New Starts Application for Preliminary Engineering	November 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.
Other project partners include City of Portland, City of Lake Oswego, Clackamas County, Multnomah County, Oregon Department of Transportation, and Portland Streetcar, Inc.

Schedule for Completing Activities:

2011

April Locally Preferred Alternative Decision by Metro Council

Nov Submit New Starts application to FTA

Funding History:

An alternatives analysis and Refinement Phase occurred between FY06 and FY10 and utilized two federal Alternatives Analysis grants totaling $1.8 million, including local match. Approximately $460,000 of that amount was spent during the last two fiscal years, primarily on the Refinement Phase in advance of the DEIS preparation. MTIP funds allocated for FY 12-13 for the DEIS were advanced by project partners beginning in FY 08-09 and continued through FY 10-11 totaling $4 million in addition to $1.1 million in local matching funds The DEIS was prepared and published using those MTIP funds and local match. An additional $6 million in MTIP funds will become available to the project beginning in FY 11-12, to be matched by approximately $700,000 in local funds. These additional funds will be used to prepare a New Starts application to FTA, begin Preliminary Engineering on the project, and prepare the FEIS.

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	*265,230*		*FTA AA Grant*	*$*	*410,565*
	Materials & Services	*$*	*3,757,336*		*MTIP*	*$*	*3,037,000*
	Interest on MTIP Loan	*$*	*25,000*		*Local*	*$*	*600,000*
	TOTAL	***$***	***4,047,565***		***TOTAL***	***$***	***4,047,565***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*16.2*				
	TOTAL		***16.2***				
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	*40,400*		*FTA AA Grant*	*$*	*55,100*
	Materials & Services	*$*	*1,044,700*		*MTIP*	*$*	*738,000*
	Interest on MTIP Loan		*150,000*		*Local*	*$*	*482,400*
	TOTAL	***$***	***1,275,500***		***TOTAL***	***$***	***1,085,100***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*5.1*				
	TOTAL		***5.1***				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	178,000		MTIP	$	1,225,000
	Materials & Services	$	1,029,000		Local	$	157,000
	Interest on MTIP Loan	$	175,000				
	TOTAL	**$**	**1,382,000**		**TOTAL**	**$**	**1,382,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		5.5				
	TOTAL		**5.5**				

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 FY 2012 are summarized below:

Tasks 1 & 2: Ongoing tasks include development of an interim report 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. The data collected during spring 2011 will be analyzed over summer 2011 and used in tasks 5, 6 and 7.

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 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.

Tangible Products Expected in FY 12:

- A completed draft Before and After Report based on local and regional data assembled for each of the five project characteristics described above and for each of the three key milestones. The draft report will be prepared and presented to FTA staff for review by December 31, 2011.

Entity/ies Responsible for Activity:

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

The CPFD will:

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

Primary TriMet responsibilities related to the project include:

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

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

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

Other State and Local Agencies

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

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.

Schedule for Completing Activities:

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

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	$	65,000
Task 4 – Post-Implementation Data Collection		
Origin/Destination Survey		
• April/May 2011	$	35,000
Tasks 5 – Proposed Analyses		
Ridership Model Evaluation, Spring 2011	$	30,000
Tasks 6 & 7 – Proposed Analyses		
Report Writing, fall 2011	$	10,000
TOTAL	**$**	**140,000**

Funding History:

Lines 37, 38, 53, 76, 92, 96, and SMART line 201 were all surveyed in FY 2008 as part of the Before and After Study to document the "Before" conditions. The survey contract totaled approximately $43,000 and was charged to the Washington County Commuter Rail Grant. Other than planning for the documentation of "After" conditions and conduct of the Before and After Study analysis, no major funding of activities have occurred since the documentation of the "Before" conditions.

	Requirements:				***Resources:***		
	Personal Services	*$*	*0*		*PL*	*$*	*0*
	Interfund Transfers	*$*	*0*		*STP*	*$*	*0*
	Materials & Services	*$*	*0*		*Metro*		*0*
2009-10	***TOTAL***	***$***	***0***		***TOTAL***	***$***	***0***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*0*				
	TOTAL		***0***				
	Requirements:				***Resources:***		
	Personal Services	*$*	*0*		*STP*	*$*	*0*
	Interfund Transfers	*$*	*0*		*Metro*	*$*	*0*
	Materials & Services	*$*	*0*				
2010-11	***TOTAL***	***$***	***0***		***TOTAL***	***$***	***0***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*0*				
	TOTAL		***0***				

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	0		TriMet General Fund	$	35,000
	Interfund Transfers	$	0				
	Materials & Services	$	35,000				
2011-12	**TOTAL**	**$**	**35,000**		**TOTAL**	**$**	**35,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		0.35				
	TOTAL		**0.35**				

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 2012 are summarized below:

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

Task 3: Data collection for pre-project implementation occurred 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 included 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 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:

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

10. 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:

4. Predictions – predictions for the five characteristics developed at the conclusion of preliminary engineering, along with any changes made to those estimates during final design;
5. 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,
6. 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.

Tangible Products Expected in FY 2012:

- Conduct on-board transit surveys of corridor transit service to complete the "After Conditions" dataset for analysis.
- A completed draft Before and After Report based on local and regional data assembled for each of the five project characteristics described above and for each of the three key milestones. The draft report will be prepared and presented to FTA staff for review by June 30, 2012.

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.

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 – June 2012

Funding History:

Initial documentation of the "Before" conditions occurred in 2006 for bus lines affected by the temporarily relocation of the transit mall in winter 2006, followed by a second set of surveys in spring 2009 for the I-205 corridor. Those efforts totaled $210,000 in cost and occurred prior to the last two fiscal years. Documentation of the "After" conditions, travel demand forecasting work, and other report writing and analysis will occur in the upcoming fiscal year 11-12.

FY 2011-12 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	20,000		Mall/I-205 Federal Grant	$	305,000
	Materials & Services	$	285,000			$	
2011-12	**TOTAL**	**$**	**305,000**		**TOTAL**	**$**	**305,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

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	**$ 515,000**

EMPLOYER OUTREACH PROGRAM

Description:

The Tri-County Metropolitan Transportation District of Oregon (TriMet) has worked with employers and colleges in the Portland, Oregon 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 Outreach program serves employers and colleges of all sizes in the metro Portland region by promoting non-SOV travel options, transportation program assistance, transit pass programs and surveying for DEQ compliance. The TriMet outreach program is designed to reduce vehicle miles traveled through transportation program assistance plus 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 transportation demand management (TDM) efforts continue to target employers of all sizes.

TriMet uses a custom-designed database for documenting employer programs and activities. These programs and activities include education programs, 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, and carpool maps (geocoding). TriMet staff promotes all non-SOV commute options including transit, carpooling, vanpooling, biking, walking, compressed workweeks, telecommuting and incentives.

Objectives:

For fiscal 2012, key strategies include continuing to build relationships with employers, colleges and coordinating outreach efforts with RTO partners. Staff may fine-tune services and communications for 2012 based on the results of an employer programs survey being conducted December 2010.

- Promote new and improved customer information and amenities
  - Internet and phone tools: enhancements to the trip planner on TriMet's website, multi-modal trip planner, Transit Tracker by text, expanded suite of mobile trip applications for smartphones, text messaging and social media
  - New Bike & Ride facilities plus expanded bike parking across system
- Continue building ridership for WES Commuter Rail and MAX Green Line Light Rail
  - Annual WES promotion, early 2011
  - Develop promotional materials for employers: email templates, payroll inserts, customized online service posters, ongoing articles for partners and TMAs
- Build awareness for upcoming service: Portland-Milwaukie Light Rail project beginning summer 2011
- Promote TriMet safety with messaging and materials; participate in safety campaigns and incorporate safety education in communications
- Employer recognition and TDM testimonials
  - Develop and promote TDM program examples from employer testimonials; employers to be featured quarterly on TriMet employer web pages and To Work newsletter

Previous Work:

The estimated annual VMT reduction from 642 worksites in TriMet's employer database is estimated between 34,917,000 and 36,308,000 according to the recent evaluation of the Regional Travel Options program for 2007-2008. The Regional Travel Options 2007-08 Program Evaluation, published July 1, 2010, on the Metro website was prepared for Metro by Portland State University.

During fiscal 2010, TriMet staff was involved in a variety of outreach activities throughout the year to ensure we reached all interested employers. Following are highlights of staff activity (July 2009 through June 2010):

- Promoted multi-modal transportation options and regional Drive Less/Save More messaging at 85 transportation fairs representing 10,796 attendees. Increased number of transportation fairs by 7 percent.
- TriMet staff made a total of 6,647 contacts with 1,817 employers and colleges, of which 327 were first-time contacts. The nature of the contacts included face-to-face meetings with employers, phone calls and conversations by email.
- Processed 262 transportation surveys -- an increase of 29 percent over last year. Staff provided employers the transportation results with tailored recommendations for their transportation programs.
- TriMet employer programs increased by two percent over the previous fiscal year to 903 worksites.
- At the end of the past fiscal period, 528 employers within the TriMet service area were enrolled in a transit pass program representing 903 worksites and approximately 70,950 employees. Worksites increased by 2 percent over last year.
- Renewed annual pass programs for 245 employers on contracts, a 6.5 percent decrease from the previous year. In addition, 283 employers are on monthly programs, a 3.3 percent increase over the previous year.
- Provided 1,141 New Employee Kits (NEK) to 78 employers to use for promoting travel options to new employees. The kits are customized with information for the East, West and Central Business districts.
- Provided 109 Emergency Rides Home (ERH) for employees with a total value of over $4,000, paid from TriMet's general fund. TriMet's ERH program provides an incentive to employers to offer a transportation subsidy to their employees while encouraging employees to use alternative transportation. To participate in ERH, employers must offer a minimum transit pass subsidy of $10 per month per employee.
- Added a tenth college to the student term pass program (represents 19,850 students).
- Participated in 186 events and meetings with organizations, partners and employers.
- Distributed four (quarterly) newsletters to more than 1,900 transportation coordinators. Transitioned from paper distribution to online-only format with the spring 2009 edition.

Project-Related Outreach:

The TriMet MAX Green Line opened September 12, 2009, with large public events at Clackamas Town Center and Pioneer Courthouse Square. Concurring events were held at the new stations at Fuller Road, Lents Town Center, Main Street and Division. Free rides were provided on the Green Line until the end of service that day. The opening provided an opportunity for TriMet and RTO partners to provide travel options information and DLSM messages to the more than 40,000 attendees.

TriMet improved its online presence with a redesign of the trimet.org website for easier navigation. TriMet's online trip planner was updated, the static system map is now interactive

plus it now provides more trip options. TriMet began a Facebook page (over 2,100 connections to date) and began sending tweets on Twitter (4,400 followers to date).

TriMet WES ridership set a new record in June 2010 with an increase of 13.8 percent in daily boarding rides over the previous June to 1,320. WES carried a total of 304,800 boardings in FY10 averaging over 1,200 rides per day for the year.

Methodology:

- Contribute survey data and employer programs data for the bi-annual evaluation of RTO outreach programs prepared by Metro 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 TriMet 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
- Number of transportation surveys processed
- Mode split changes from transportation surveys

DRAFT Schedule for Completing Activities:

Project Element	*Timeline – projects in effect from July 2011 through June 2012*
Reporting – Complete 4 quarterly reports plus 1 work plan with annual progress to RTO for program funding.	2011 quarterly reports July, October; 2012 quarterly reports January, April Work plan January 2012; Annual report December 2011
Collateral – To Work online newsletter is sent by email to 1900+ employer representatives. Increase frequency from quarterly to six times per year. Continue subscription drive promotion to increase subscribers.	2011 – August, October, December 2012 – February, April, June
Collateral – Customize service information for major employer sites.	July 2011 – June 2012
Employer outreach and promotion – Continue promoting WES Commuter Rail to build ridership – Continue proactive outreach to employers for travel options, pass programs and to build awareness about using WES plus bus and light rail system.	July 2011 – June 2012
Outreach and promotion – Increase employer pass programs by three percent.	July 2011 – June 2012
Promotion and outreach – Inform employers about expanded bike parking facilities at transit centers and stops. Provide promotional materials online.	May – Sept. 2011
Outreach – Contact 100 monthly pass customers on to increase the number of passes purchased by employees (ongoing).	June 2011 – July 2012
Collateral – Produce annual pass fare instruments for employer and college transit pass programs.	May 2012
Conduct employer surveys for TriMet transit-pass program renewal and DEQ ECO surveys (approximately 260 surveys).	July 2011 – June 2012
Outreach – Participate in a minimum of 90 events including transportation fairs, presentations and workshops.	July 2011 – June 2012
Emergency Ride Home Program (TriMet General fund) – Manage the program for the 795 employers enrolled to date.	July 2011 – June 2012
Vanpool shuttles (TriMet General fund) TriMet operates 3 employer vanpool shuttles.	July 2011 – June 2012
Outreach – Distribute a minimum of 1,000 New Employee Kits annually to employees through employer contact (ongoing). Note that TriMet is shifting from paper materials to providing information online through the TriMet website. Staff is currently promoting TriMet's expanded internet and phone tools to employees and college students using TriMet's Trip Tools brochure.	July 2011 – June 2012
Collateral – Promote pre-tax transportation benefits to employers. Revise pre-tax flyer Aug. 2011; distribute printed and online version of flyer to employers.	July 2011 – June 2012

Tangible Products Expected in FY 2011-12 (July 2011-June 2012):

In addition to providing transportation program assistance and conducting outreach to promote commute options, TriMet staff will continue to promote the new rail lines opened in 2009, the WES Commuter Rail and the MAX Light-rail Green lines. Staff will support ridership across the entire transit system including buses, commuter rail, light rail, streetcar and connections to transit systems adjoining the metro area. Staff will also promote bike travel to and from transit centers with the expansion of bike facilities built in 2010 and 2011 with ARRA funds.

Project Element	*Timeline – projects in effect from July 2011 through June 2012*
Employer Outreach – West and Central Business Districts Support TriMet efforts to increase transportation programs and transit ridership. Assist with building ridership on WES Commuter Rail. Contact 300 employers with materials for combining travel modes with transit system. 40 transportation fairs and outreach events 3 articles in the To Work newsletter	July 2011 – June 2012
Employer Outreach – East and Central Business Districts Build ridership by employees and students on the MAX Green Line light rail service Contact 400 employers 20 transportation fairs and outreach events 2 articles in the To Work newsletter promoting the service; include testimonials and TDM examples Use Green Line how-to-ride brochure revised in 2010 for people who are new to using transit	June 2011 – October 2012
College Student Outreach – Reach new students, build awareness for commute options College orientation packets and travel options materials for new students (800 students) 5 transportation fairs and outreach events	August , December 2011—January, April, June 2012
Employer Outreach – Promote new bike-parking facilities across system To Work newsletter articles Outreach to 30 employers and colleges within 1-mile of bike facilities; promote at fairs and events Provide bike facility materials in New Employee Kits	June 2011 – October 2012
Employer Transportation Surveys Survey a minimum of 260 employers	April 2011 – September 2012
Employer Collateral – Promote pre-tax transportation benefits to employers offering the program with existing flyer plus develop information on TriMet website to encourage employers to offer pre-tax. Revise promotional flyer at fare change.	August 2011
Employer Collateral – Revise transportation programs brochure	June 2011

Entity Responsible for Activity:

TriMet is responsible for this activity. The TriMet Outreach program is staffed by 5.25 people within TriMet's Marketing department.

Cost and Funding Sources:

The projected budget for 2011-2012 is $408,680 federal funds/$450,649 total project cost with TriMet's match. In addition to the CMAQ funds that are the core subsidy for the employer outreach program, TriMet also dedicates general funds for services including processing employer surveys, an Emergency Ride Home program incentive, three employer vanpools and carpool map service for employers. In addition, TriMet provides advertising tools plus the design and production of marketing campaigns, promotions and materials to promote existing and new service to employers and employees. The outreach program also uses resources from TriMet's creative services, IT and service planning staff funded by TriMet's general fund.

Funding History:

The RTO subcommittee of Metro TPAC reviewed TriMet's results and workplans for the 2010, 2011 and 2012 fiscal years. The subcommittee approved the workplans plus a three-percent increase to compensate for rising program costs.

2009-10	***Requirements:***				***Resources:***		
	CMAQ	*$*	385,220		*PL*	*$*	*N/A*
	TriMet General Fund Match	*$*	44,090		*STP*	*$*	*N/A*
	TOTAL	*$*	**429,310**		*Metro*		*N/A*
					TOTAL	***$***	
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*5.25*				
	TOTAL						
2010-11	***Requirements:***				***Resources:***		
	CMAQ	*$*	396,777		*STP*	*$*	*N/A*
	TriMet General Fund Match	*$*	45,412		*Metro*	*$*	*N/A*
	TOTAL		***442,189***				
					TOTAL	***$***	*N/A*
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*5.25*				
	TOTAL						

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	CMAQ	$	408,680		STP	$	*N/A*
	TriMet General Fund Match	$	41,969		Metro	$	*N/A*
	TOTAL		**450,649**				
		$			*TOTAL*	**$**	*N/A*
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		5.25				
	TOTAL		**5.25**				

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 (Stop ID) with route map and frequency are being installed on each bus stop pole, which is a significant convenience for riders. The Stop ID allows the rider quick access to real-time arrivals through Transit Tracker by Phone. The improved stop identification further complements on-board automated stop audio and reader board announcements.
- These signs are being deployed on a route-by-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 85% completion milestone and should be complete in FY 2011-12.
- The FY 2012 program investment of $125,000 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.
- These improvements make stops more accessible for everyone and help make fixed-route service more attractive for elderly and disable riders, providing an alternative to much more costly door-to-door LIFT service.
- 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 & Seating Expansion

- TriMet continues to increase the number of bus shelters from a total of 885 five years ago to approximately 1,100 as of December 2010. TriMet expects to sustain the shelter expansion effort with approximately 25 new shelters in FY 2012, using primarily CMAQ funds.
- Seating benches have also been installed at over 30 bus stops in the past fiscal year. TriMet expects to sustain the seating bench expansion efforts with approximately 30 new sites in FY 2012.
- With the help of other grant funds, additional bus stop related access improvements are being made in the tri-county region. Recent completion (FY11) 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 FY2012.

- TriMet has expanded the use of solar lighting installations (over 320 installations) in new and existing shelters where direct power connections are impractical. This phase of the project is complete and upgrade efforts in FY2012 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 FY12.

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 safety and 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 elements emphasize the environment at the bus stops and the transit rider's experience getting to and from the bus stop.

Methodology:

These programs are 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 Burnside/Couch couplet (City of Portland), Highway 99W (ODOT), Cornell Rd & Saltzman Rd (Washington Co) and Kane Road (City of Gresham).

Tangible Products Expected in FY 2011-12:

- Preparation of work programs, schedules and budgets for each sub-program. (ONGOING)
- Targeted community outreach to assess needs and coordinate implementation. (ONGOING)

- Support intergovernmental agreements, property transactions, and permits. (ONGOING)
- Produce construction drawings and documents. (ONGOING)
- Provide technical support to jurisdictions on joint development and traffic management plans. (ONGOING)
- Construct of on-street capital facilities investments. (ONGOING)
- Coordinate capital improvements with related roadway improvements managed by local jurisdictions and ODOT. (ONGOING)
- Monitor and adjust work products as appropriate. (ONGOING)

Entity/ies Responsible for Activity:

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

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	*377,456*		*MTIP*	*$*	*1,375,000*
	Interfund Transfers	*$*			*TriMet*	*$*	*$157,375*
	Materials & Services	*$*	*1,154,919*				
	TOTAL	***$***	***1,532,375***		***TOTAL***	***$***	***$1,532,375***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*5.0*				
	TOTAL						
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	*255,000*		*MTIP*	*$*	*917,377*
	Interfund Transfers	*$*			*TriMet*	*$*	*104,998*
	Materials & Services	*$*	*$1499,375*				
	TOTAL	***$***	***$1,754,375***		***TOTAL***	***$***	***1,022,375***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*3.0*				
	TOTAL		***$255,000***				

FY 2011-12 Costs and Funding Sources:

	Requirements:				Resources:		
2011-12	Personal Services	$	170,000		MTIP	$	$554,488
	Interfund Transfers	$			TriMet	$	63,464
	Materials & Services	$	$447,952				
	TOTAL	**$**	**617,952**		**TOTAL**	**$**	**617,952**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		2				
	TOTAL		**$170,000**				

Reflects FFY 2012 Allocation of $617,952. Approximately $170,000 or 27.5% of the program budget is devoted to planning activities. These funds support 2FTEs doing planning and design work.

Requirements:			**Resources:**		
Bus Shelter Expansion	$	150,000	CMAQ	$	554,488
Pavement and ADA Improvements	$	350,000	TriMet	$	63,464
Bus Stop Signs and Poles	$	37,952			
Solar Lighting	$	30,000			
Streamline Treatments	$	50,000			
TOTAL	**$**	**617,952**	**TOTAL**	**$**	**617,952**
Full-Time Equivalent Staffing					
Planning and Design		2.0			
TOTAL		**2.0**			

I-5 COLUMBIA RIVER CROSSING

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 (completed in 2010): and, I-5 at the Columbia River, the Bridge Influence Area (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 Influence 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 – Cooperate / Collaborate
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-2011, followed by the Record of Decision in late 2011. 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 and an update was submitted in September 2010.

Work in 2010 focused on refining project designs in coordination with project advisory groups, gathering and analyzing additional data for the Final EIS, receiving feedback from an Independent Review Panel, reviewing comments on the Draft EIS and talking with communities to hear concerns and provide information. In the past year, local project partners unanimously agreed to a set of recommendations for moving forward with development and construction of the CRC project. These recommendations included agreement on major project elements including the number of lanes and interchange design concepts, Since October 2005, CRC staff has had nearly 26,000 face-to-face conversations at more than 850 events.

Funding Summary:

ODOT Funding Sources

Date	Source	Amount Committed (in millions)	Amount Authorized (in millions)
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	$7.50
2008	FY08 IMD Funds *	$0.68	
2009	FY09 IMD Funds *	$3.33	
2009	Transportation Project Account (Bill 2001)	$30.00	$30.00
2010	FY10 IMD Funds	$1.00	
2010	Redistributed Federal (STP) Funds	$9.22	$9.22
2010	Redistributed Federal Funds (State Match)	$0.78	$0.78
2005-2009	Amount Invoiced ODOT (from sources marked with * above)		$17.24
	ODOT Total Funding before Transfer to WSDOT	$69.82	$64.74
	Transfer out FY07 IMD Funds (COF) to WSDOT	($7.50)	($7.50)
	ODOT Total Funding after Transfer	**$62.32**	**$57.24**

* Source funds for invoices between 2005-2009 summarized above as “Amount Invoiced ODOT” for an amount authorized of $17.24 million.

WSDOT Funding Sources

Date	Source	FED. #	PIN #	Finance Code	Amount Committed (in millions)	Amount Authorized (in millions)
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	$6.30
2005	SAFETEA-LU Federal	HP-0051(269)	400506A	GS	$1.00	$0.90
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	FY09 IMD Funds	HP-0051(268)	400506A		$1.33	$1.33
2010	FY10 IMD Funds	HP-0051(268)	400506A		$1.95	$1.95
2010	Federal Redistribution		400506A	STP	$10.00	$10.00
				WSDOT Total Funding before Transfer from ODOT	$83.89	$83.02
				Transfer FY07 IMD Funds (COF) from ODOT	$7.50	$7.50
				WSDOT Total Funding after Transfer	**$91.39**	**$90.52**

WSDOT and ODOT Total Funding Authorized after Transfer **$147.76**

Expenditure Summary (through 12/31/2010)**:**

ODOT Expenditures	$	5,462,566
WSDOT Expenditures	$	16,835,538
Consultant Services		89,644,581
TOTAL	**$**	**111,942,685**

ODOT PLANNING PROGRAM

The Oregon Department of Transportation (ODOT) Region 1 works on a number of planning projects. These projects are funded through a variety of sources, including federal and state programs. Annually ODOT applies for federal State Planning and Research (SPR) monies to address some of the Region's transportation planning needs. ODOT's planning budget is 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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ODOT Region 1 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, plan amendments, and review of development proposals.

Objectives:

- Develop transportation system plans and facility plans that identify needs, functions, modes, performance measures and management objectives, typical cross-sections and other facility and service parameters, 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 and plan amendments 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 2011-12:

We anticipate completion of deliverables of the following projects in FY 2011-2012: I-5/I-84 Refinement Plan, and the following 2009 TGM grants: Metro/Tigard HCT Corridor Land Use Plan, Tualatin Valley Highway Corridor Refinement Plan, 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. In addition, the following 2010 TGM grants are expected to be completed by June 30, 2012: City of Happy Valley Rock Creek Comprehensive Plan and Town Center Update, City of Oregon City TSP, City of Portland Cully Blvd. Main Street Plan, Clackamas County Regional center Area Pedestrian/Bicycle connections, City of Wilsonville TSP, and. City of Wood Village TSP,

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	ODOT SPR Budget
Metro Regional Long Range Planning: ODOT participates in policy analysis, traffic analysis, project scoping and prioritization, development of performance measures, and other work associated with the implementation of and any amendments to Metro's Regional Transportation Plan, Regional Transportation Functional Plan, Modal Plans, Urban/Rural Reserves, and other long range planning projects. This includes continued work on alternative mobility standards, development of the Regional Safety Action Plan, and Climate Change Scenario work. **2012 Deliverables:** Urban and Rural Reserves Agreements, Regional Safety Action Plan	Ongoing	$ 300,000
Mobility Corridor Refinement Plans: ODOT is working with Metro, Trimet, and local jurisdictions to develop refinement plans for several transportation corridors identified as the next priority for refinement planning by JPACT. This includes the **Southwest Corridor** which includes I-5 and OR 99W, the **Tualatin-Valley Highway Corridor**, which includes TV Hwy, and the. "**East Metro Connections**" Corridor which includes one or more connections between I-84 and US 26. **2012 Deliverables:** Tualatin Valley Highway Corridor Refinement Plan	Ongoing	$ 480,000 SW: $ 300,000 TV: $ 150,000 East: $ 30,000
State Highway Evaluations: ODOT is conducting assessments and evaluations on select state highway corridors in Region 1 to develop conceptual safety and operational solutions for improvement functionality of the transportation network. **2012 Deliverables:** 3-5 State Highway evaluations and operational solutions	June 2013	$ 50,000
Transportation Modeling: ODOT is developing protocols and analysis for freeways and arterials and continuing the development and refinement of VISSIM models for freeway corridors to assist in identification of bottlenecks and evaluation of operational improvements.	June 2013	$ 250,000
Benefit/Cost Analysis for Freeway Corridors: ODOT is developing and refining a Benefit/Cost methodology for improvements to freeway corridors, including potential pricing options	June 2013	$ 100,000
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. **2012 Deliverables**: City of Oregon City TSP, City of Wilsonville TSP, City of Wood Village TSP	Ongoing	$ 150,000
Local Jurisdictions Legislative Plan Amendments and Interagency Coordination: 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. **2012 deliverables:** unknown	Ongoing	$ 300,000

Damascus TSP: ODOT is working with the City of Damascus, Clackamas County and Metro on the TSP for the entire City of Damascus, which includes a facility management and improvement plan for the segment of OR 212 within the City of Damascus. **2012 deliverables:** Damascus TSP	Dec 2012	$ 0 ($ 1M federal earmark)
Interchange Area Management Plans and Subarea Refinement Plan: 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. Candidate areas include: • I-84 @ Troutdale/257th • I-5/I-84 (Rose Quarter) Subarea Refinement Plan • US26 @ Brookwood Parkway/Shute Road IAMP • US 26 @ NW 185th Avenue Facility Plan in the Tanasbourne/Amberglen area. • 2 interchanges on the proposed Columbia River Crossing	Ongoing	$ 225,000 Rose Quarter $ 200,000 US 26

TGM grants with regional significance:	June 2012	TGM $:
City of Forest Grove: Transit-Oriented Development Plan and Implementation Strategy		$ 117,000
City of Gresham: Safe Routes to Schools		$ 32,040
City of Hillsboro - Tualatin Valley Highway Corridor Refinement Plan		$ 245,714
City of Portland - Outer Powell Blvd ROW Corridor and Implementation Plan		$ 337,045
Clackamas County - Park Avenue Light Rail Station Area Planning		$ 199,068
Metro/City of Tigard – High Capacity Transit Corridor land Use Plan		$ 233,947
City of Happy Valley - Rock Creek Comprehensive Plan and Town Center Update		$ 48,500
City of Oregon City TSP		$ 200,000
City of Portland Cully Blvd. Main Street Plan		$ 105,000
Clackamas County Regional center Area Pedestrian/Bicycle Connections		$ 79,244
City of Wilsonville TSP		$ 175,000
City of Wood Village TSP		$ 38,000
In addition, with the change in the TGM program to an annual cycle, a new set of TGM grants will be awarded in the 2011 Fiscal Year. **2012 Deliverables:** final plans and reports for each of the above grant projects		Does not include local match
Jurisdictional Transfers: ODOT is developing a methodology for technical and policy evaluation of potential jurisdictional transfers.	June 2013	$ 50,000
Future of Transportation Financing: ODOT is conducting an evaluation of tolling, congestion pricing, and other funding alternatives to address transportation infrastructure financing.	June 2013	$ 150,000

ODOT Region 1's estimated SPR program budget for the 2011 fiscal year is $ 2.3 million. The programmed funds, including a 20% state match, cover the following:

- MPO Coordination (Metro and Longview/Rainier/Kelso) - $ 30,500
- Long Range Planning - $ 977,500
- Development Review - $ 300,000

- General Planning - $496,557
- STIP Administration and Development - $ 505,000

Funding History:

2009-10	***Requirements:***				***Resources:***		
	Personal Services	*$*	*1,505,994*				
	Interfund Transfers	*$*	*0*		*SPR*	*$*	*2,348,000*
	Materials & Services	*$*	*842,006*				
	TOTAL	***$***	***2,348,000***		***TOTAL***	***$***	
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*20.23*				
	TOTAL		*20.23*				
2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	*1,589,126*		*SPR*	*$*	*2,431,132*
	Interfund Transfers	*$*	*0*				
	Materials & Services	*$*	*842,006*				
	TOTAL	***$***	***2,431,132***		***TOTAL***	***$***	***2,431,132***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*20.23*				
	TOTAL		*20.23*				

FY 2011-12 Costs and Funding Sources:

2011-12	**Requirements:**				**Resources:**		
	Personal Services	$	1,943,307		*SPR + match*	$	2,309,557
	Interfund Transfers	$	0			$	
	Materials & Services	$	366,250				
	TOTAL	**$**	**2,309,557**		**TOTAL**	**$**	**2,309,557**
	Full-Time Equivalent Staffing		20.23				
	Regular Full-Time FTE		20.23				

METRO
DRAFT FY 2011-12 Unified Planning Work Program Funding Summary

03/03/11

	12 PL ODOT[1]	12 STP* (FFY 10) Metro	10 STP* (FFY 09) Metro	10 STP Guidebooks	12 ODOT Support Funds[2]	12 Sec 5303*	11 Sec 5303*	12 TriMet Support	FTA Streetcar OR-39-0002	12 Next Corridor STP (FFY 12)	CMAQ RTO OR95-X010	SW Corridor c/o	SW Corridor (FTA)	Other Anticipated Funds	Metro/Local Match	Total
ODOT Key #		15545	14387	15584					14570		15547, 15548	13301, 15669				
METRO																
Transportation Planning																
1 Regional Transportation Plan	344,773	87,210	24,310	-	90,755	97,661	2,638	79,559	-	-	-			1,196,359	218,163	2,141,428
2 Best Design Practices in Transportation	6,914	83,056	16,773	150,000	-	48,595	-	-	-	-	-			-	40,743	346,081
3 TSMO - Regional Mobility	68,083	72,838	-	-	27,879			11,089	-	-	-			-	8,337	188,226
4 TSMO - Regional Travel Options	-	-	-	-	-					-	1,575,990			-	153,101	1,729,091
5 Metropolitan Transportation Improvement Prog	109,865	123,526	10,193	-	65,122	133,943	56,244	90,632	-	-	-			-	76,028	665,553
6 Environmental Justice and Title VI	52,155	-	-	-	-	-	-	-	-	-	-			-	-	52,155
7 Regional Transportation Plan Financing	50,906	-	-	-	-	-	-	-	-	-	-			-	-	50,906
8 Bi-State Coordination	-	29,145	-	-	-	-	-	-	-	-	-			-	3,336	32,481
9 Corridor Refinement & Project Development	50,230	-	-	-	-	42,195	52,707	-	-	-	-			-	10,549	155,681
10 Regional Freight Plan	-	128,606	-	-	-	-	-	-	-	-	-			-	14,720	143,326
Research & Modeling																
1 Model Development Program	332,667	-	31,949	-	3,279	4,338	-	-	-	-	-			350,000	11,066	733,299
2 System Monitoring	157,064	-	-	-	-	-	-	-	-	-	-			-	-	157,064
3 Technical Assistance	-	33,278			22,965			6,220						93,643	3,809	159,915
4 Economic, Demographic and Land Use Forecasting	243,602	-	-	-	-	-	43,551	-	-	-	-			-	218,985	506,138
5 GIS Mapping and Land Information	37,673	-	-	-	15,000	76,345	-	37,500	-	-	-			430,021	974,541	1,571,080
Administrative Services																
1 Grants Management and MPO Coordination	584,956	453,380	39,497	-	-	78,676	11,360	-	-	-	-			-	199,472	1,367,341
Corridor Planning & Development																
1 Streetcar Methods for Station Planning & Access	-	-	-	-	-	-	-	-	199,005	-	-			-	49,751	248,756
2 East Metro Corridor Refinement Plan	-	-	-	-	-	-	-	-	-	386,824	-			130,118	44,274	561,216
3 Southwest Corridor Refinement Plan	-	-	-	-	-	-	-	-	-	-	-	476,000	2,000,000	-	-	2,476,000
Metro Subtotal	2,038,888	1,011,039	122,722	150,000	225,000	481,753	166,500	225,000	199,005	386,824	1,575,990	476,000	2,000,000	2,200,141	2,026,875	13,285,737
GRAND TOTAL	2,038,888	1,011,039	122,722	150,000	225,000	481,753	166,500	225,000	199,005	386,824	1,575,990	476,000	2,000,000	2,200,141	2,026,875	13,285,737

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

[1] PL funds include $272,986 carryover from FY 10.

[2] The $65,122 of ODOT Support Funds for the MTIP program are intended for Metro to assess the potential of becoming certified for local program administration.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FY 2011-12 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

Project	ODOT Key	Jurisdiction	STP	CMAQ	ODOT TGM	TriMet	Federal / Earmark	Other Funds / Match(1)	TOTAL
Sunrise Prkwy/Hwy 212/Damascus		*Damascus*			250,000		1,000,000	154,454	1,404,454
Sullivan's Gulch Trail Planning Study	*15587*	*Portland*	224,000					25,640	249,640
SE 172nd Ave: Foster Rd. - Sunnyside Rd.	*15389*	*Clackamas County*	1,797,545					205,738	2,003,283
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
Fanno Creek Trail: Hall Boulevard Crossing	*15588*	*THPRD*	359,817					41,183	401,000
Council Creek Trail: Banks to Hillsboro	*17272*	*Forest Grove*	218,444					25,002	243,446
Willamette Greenway Trail: N. Columbia Blvd. - Steel Bridge	*17269*	*City of Portland*	444,800					50,909	495,709
SMART RTO Program	*16684*	*Wilsonville*		64,184				6,592	70,776
LO Transit Corridor FEIS/PE		*TriMet*						6,000,000	6,000,000
Employer Outreach Program		*TriMet*		396,777		45412.00			442,189
Bus Stop Development Program	*15552*	*TriMet*		1,036,309		118,610			1,154,919
South Corridor I-205/Ptld Mall LR Before/After Evaluation		*TriMet*					318,000	212,000	530,000
Wa Cty Commuter Rail Before/ After Evaluation		*TriMet*					70,000	70,000	140,000
I-5 Columbia River Crossing		*ODOT*						130,550,000	130,550,000
ODOT Planning Program		*ODOT*							2,309,557
GRAND TOTAL			1,023,061	1,497,270		164,022	388,000	136,955,686	142,337,596

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2012

(July 1, 2011 to June 30, 2012)

March 8, 2011

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.

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
Telephone: (360) 397-6067
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Relay Service: #711 or (800) 833-6388

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

Title VI Compliance

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

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Materials can be provided in alternative formats by contacting
Southwest Washington Regional Transportation Council (RTC)

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

FY 2012 UPWP for Clark County: Index

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FISCAL YEAR 2012 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 Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. 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 2012 UPWP runs from July 1, 2011 through June 30, 2012.

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 2012, 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) for both metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs.

Federal

The existing Federal Transportation Act, SAFETEA-LU, continues to be extended beyond its September 30, 2009 scheduled expiration. Pending Federal Transportation Act reauthorization, federal emphasis areas remain unchanged from previous years. FHWA and FTA suggest MPOs continue to focus on meeting the requirements of 23 CFR 450.308 and continued compliance with SAFETEA-LU, including addressing planning factors, and the following federal planning initiatives: 1) Greenhouse gas reduction/climate change, 2) Sustainable communities/livability initiative, and 3) objective-driven, performance-based planning approach. MPO's are also to continue to focus on coordination and consultation with tribal governments and federal land management agencies, planning agreements between agencies, periodic review of the effectiveness of the MPO's public participation process, coordinated transportation planning studies, Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program development, a Congestion Management Process reflecting 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 address the Federal planning factors contained in CFR 450.306 to:

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

State

State guidance notes that the Growth Management Act sets up Regional Transportation Planning Organizations as the venues for identifying regional priorities and coordinating transportation planning at all jurisdictional levels with local comprehensive plans. The regional transportation plans prepared by RTPOs play an important role in achieving consistency between state, county, city, and town plans and policies. No significant changes to state law or rule regarding RTPO duties have been introduced since the mid-1990s so UPWP work elements should continue to reflect general 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 addressing top statewide themes. Although Tribes are not subject to GMA, RTPOs are encouraged to coordinate and invite participation with neighboring tribes on the development of their regional transportation plans.

The UPWP should describe the work programmed to support and address the six legislative transportation system policy goals of RCW 47.04.280. These goals are:

a. **Economic Vitality**: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

b. **Preservation**: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

c. **Safety**: To provide for and improve the safety and security of transportation customers and the transportation system.

d. **Mobility**: To improve the predictable movement of goods and people throughout Washington state.

e. **Environment**: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

f. **Stewardship**: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

RTPOs are likely to want to stay informed on and/or be active partners in shaping the statewide themes:

1. **Involvement in Statewide Planning Activities:**
   - Statewide Freight and Rail plans
   - Highway System Plan
   - Various other modal technical studies
   - Incorporation of pertinent aspects of statewide transportation plans into the MTP if being updated in the FY2012 timeframe.
2. **Involvement in WSDOT Region Planning Activities:**
   - Respond to requests for involvement from WSDOT Regions in Corridor Planning Studies and assist in identifying proposed corridor studies to be conducted during the next six years
3. **Involvement in State and National Legislative Activity:**
   - Comment on state legislative actions.
   - Federal transportation, livability, climate change and performance measures legislation and planning regulations, and any interim funding situations; commenting and reporting back on actions of national interest groups. MPO/RTPOs may need to respond very rapidly, from time to time, on issues relating to reauthorization of the federal Surface Transportation Act. Responses could include, among other things, analyzing and commenting on proposed federal Surface Transportation Act bill elements, attending meetings, participating in conference calls, or reviewing comments to proposed legislation and perhaps testifying on proposed legislation.
4. **Involvement in Statewide Climate Change Activities**
   - RTC, as one of the four affected RTPOs, should collaborate with WSDOT to implement Sections 2(b) of the Governor's Executive Order 09-05 – Washington's Leadership on Climate Change.
   - During the next biennium, WSDOT encourages all RTPOs to stay abreast of the climate change dialog in case of new developments that could affect them.

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 2012 UPWP includes completion of a Transportation System Management and Operations (TSMO) Study, SR-35 Columbia River Crossing Study, Columba River Crossing Project, I-205 Bi-State Corridor Study, and partnering with C-TRAN on the Fourth Plain Federal Transit Administration Alternatives Analysis.

The Region's Key Transportation Issues:

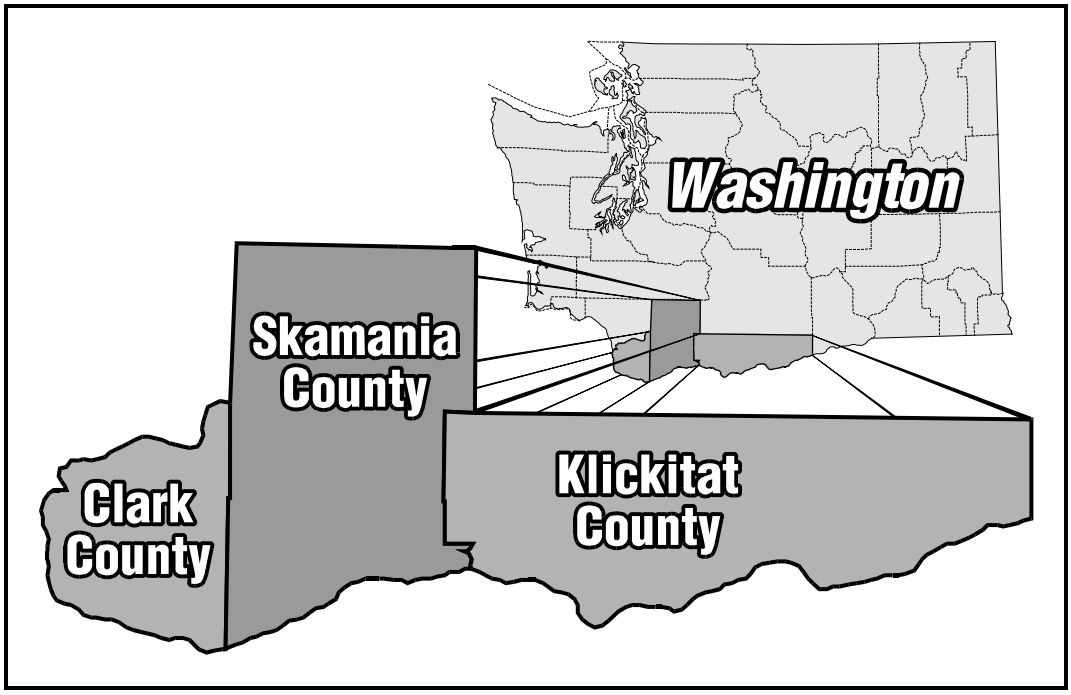
During 2010, Clark County experienced the state's highest unemployment rates and the economic downturn continues to challenge the region. The slow economic recovery in 2011 is continuing to challenge the region's ability to make progress in addressing its pressing transportation issues. However, local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic recovery and new transportation project opportunities are emerging that address the region's transportation problems and provide support to the region's recovering economy. These include the implementation of a Transportation System Management and Operations (TSMO) corridor pilot project, completion of the I-5 Columbia River Crossing Project's Final Environmental Impact Statement (FEIS), and initiation of efforts to improve transit in the Fourth Plain corridor.

Key transportation issues for the region include:

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2010, Clark County's population grew by 83% from 238,053 to 435,600.
- 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. A new development on Vancouver's Waterfront is moving forward.
- Implementing this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Transportation Partnership Account (TPA). Through these packages, Clark County is receiving about $700 million to invest in transportation projects. State Nickel and TPA projects scheduled to go out to bid in 2011 exceed $300 million worth of construction work in Clark County. These include the SR-500/St. Johns Interchange, the Salmon Creek Interchange, the SR-14 Camas/Washougal widening project, and the SR-502 widening to Battle Ground.
- Planning for transit service to provide for travel options and mobility for the growing Clark County community. C-TRAN adopted its 20-Year Transit Development Plan, C-TRAN 2030, in June 2010. The Plan outlines how C-TRAN will implement improved transit service into the future. Shorter-term strategies include service performance analysis for fixed route, demand response and vanpool service, park & ride planning and engineering as well as traffic signal priority. Longer term transit plans include working toward implementation of High Capacity Transit in corridors identified in RTC's High Capacity Transit System Study (Dec. 2008). C-TRAN is now working on an 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.
- Following a decision on the Columbia River Crossing project's Locally Preferred Alternative (LPA) in 2008, the CRC continues to work toward publication of a Final Environmental Impact Statement. The LPA included the fundamental elements of the project which are a new I-5 replacement bridge, tolling and light-rail transit to a Clark College terminus. In 2010, work continued on bridge type and aesthetics; number of add/drop lanes on the bridge; interchange design and layout, financial planning and light-rail alignment in downtown Vancouver. The project awaits Final Environmental Impact Statement publication and a Record of Decision. 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 FEIS.
- Coordinating with human service agencies and organizations concerned with providing transportation services for the aged, people with disabilities and low income.
- Maintaining Level of Service and concurrency standards within the constraints of revenues available for transportation "mobility/capacity" projects.

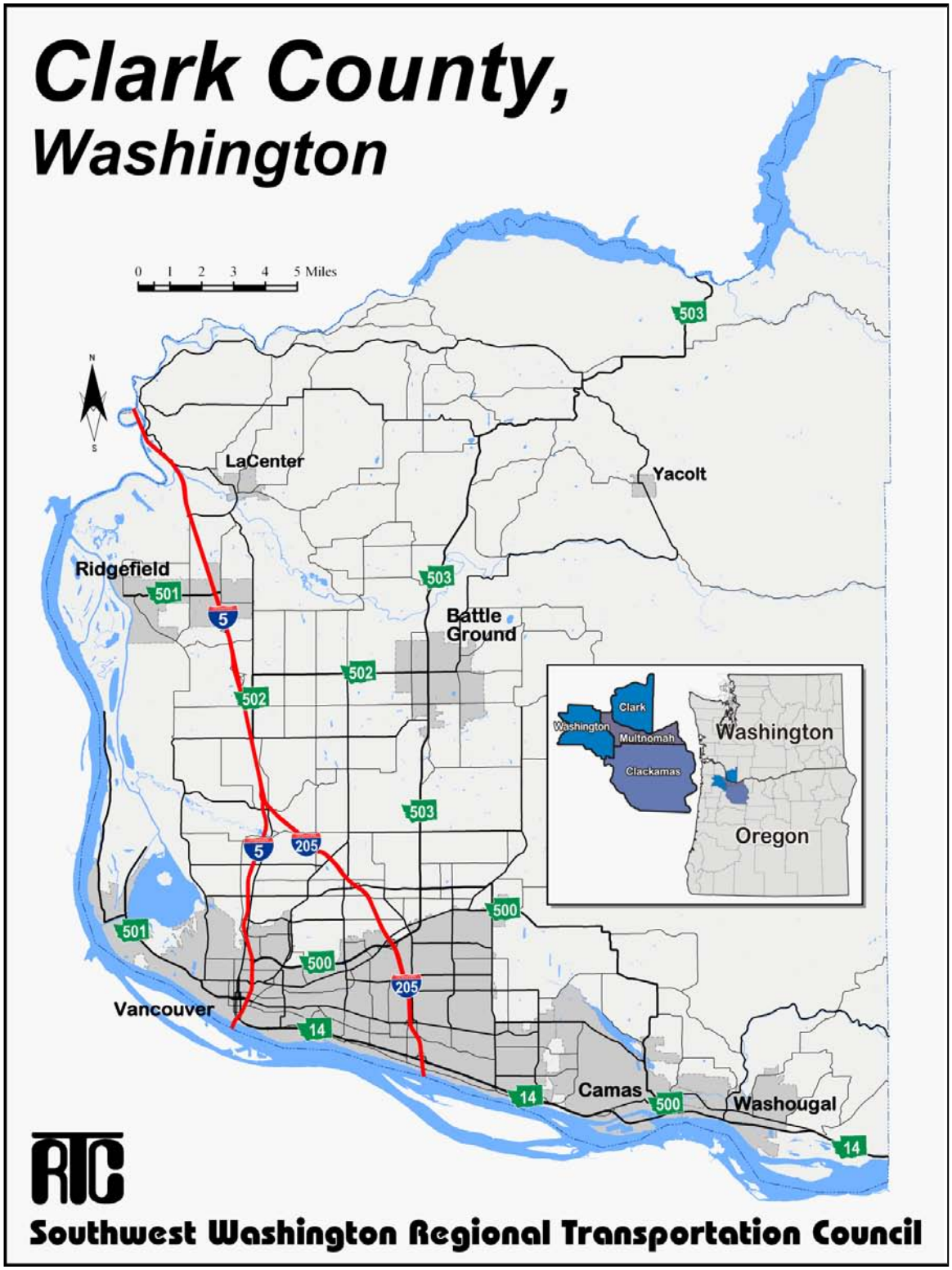
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" should funds become available.
- Implementation of regional and local Commute Trip Reduction (CTR) plans, adopted in October 2007, including implementing downtown Vancouver's Growth and Transportation Efficiency Center (GTEC), its Destination Downtown program. CTR program can 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 identified in the cooperatively-developed Vancouver Area Smart Trek (VAST) program and the new Transportation System Management and Operations program. In 2011, a TSMO corridor pilot project on East Mill Plain will provide a low cost option for improving multimodal travel.
- 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 2012, RTC continues an I-205 Bi-State Corridor Study.
- Addressing environmental issues relating to transportation, including seeking ways to reduce 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 47.01.440 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.
- Involving the public in identifying transportation needs, issues and solutions in the region. In FY 2012, RTC will engage the public as the 2011 Metropolitan Transportation Plan update develops.

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



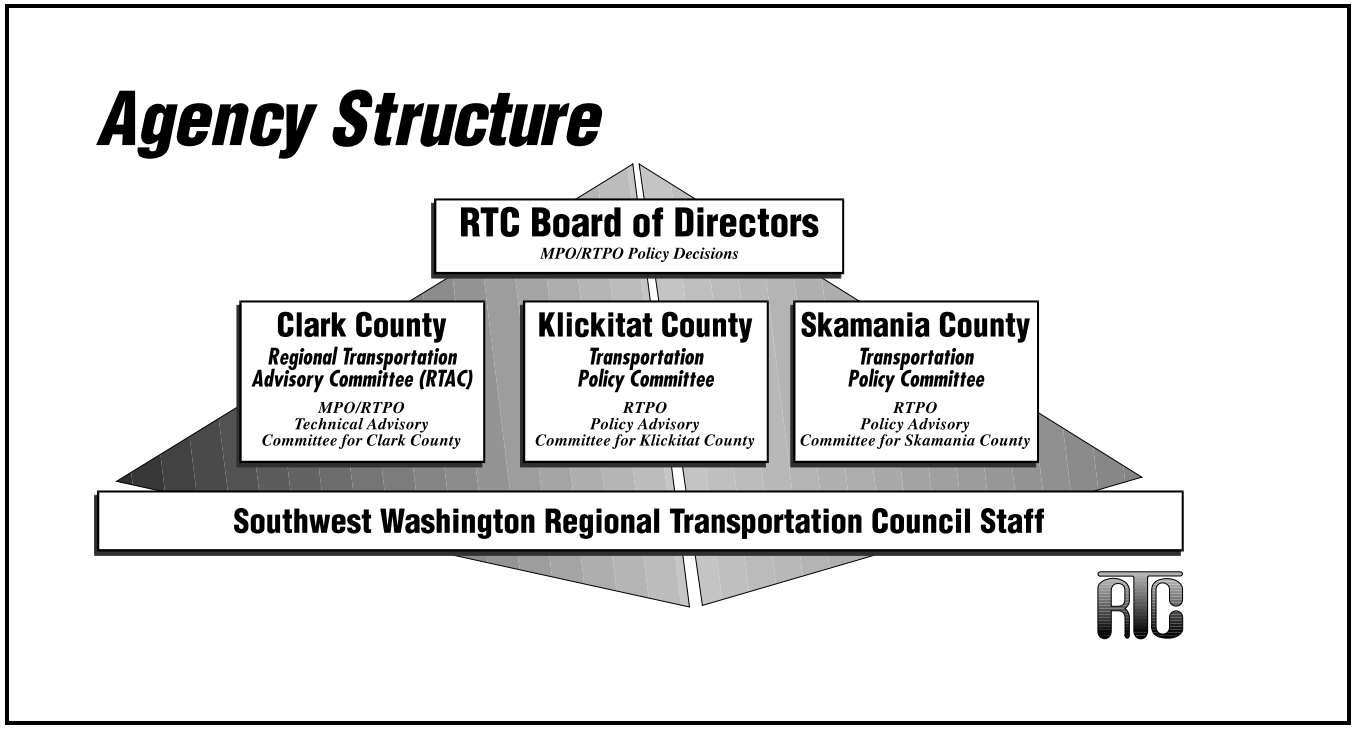
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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 (SIP) 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. C-TRAN also adopted a longer-range transportation plan, C-TRAN 2030, in June 2010 to guide the longer-term development of the transit system. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN, 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.

The Washington State Transportation Commission has responsibility for updating *Washington's Transportation Plan*; the long-range transportation policy plan for the state of Washington. WSDOT prepares a Statewide Multimodal Plan. RTC coordinates with the Transportation Commission and WSDOT to ensure that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC also cooperates 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 2011

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	Council Member Jack Burkman [Chair]
City of Vancouver	Mayor Tim Leavitt
Cities East	Council Member Molly Coston (Washougal)
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 David Poucher (City of White Salmon)
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	Paul Harris
18th District Senator	Joe Zarelli
18th District Representative	Ann Rivers
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	Debbie Elven-Snyder
Port of Vancouver	Katy Brooks
Human Services Transportation	Colleen Kuhn
ODOT	Ralph Drewfs
Metro	Josh Naramore
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

1 A (i). METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) for Clark County is the region's long-range Regional Transportation Plan (RTP). The Plan's purpose is to promote and guide development of a multimodal 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. To meet planning requirements, the MTP has 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 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.

The MTP was subsequently 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. A technical amendment was also carried out in January 2010 to reinforce information provided on environmental mitigation and to incorporate environmental mitigation strategies into the Plan. In December 2010, the MTP was amended to incorporate the results and recommendations of three interrelated transit elements; the overall High Capacity Transit System (RTC, December 2008), the HCT priority Fourth Plain corridor, and C-TRAN's 20-Year Transit Development Plan, *C-TRAN 2030* (C-TRAN, June 2010).

In FY 2011/12, preparations for the 2011 update to the MTP will be underway. The 2011 MTP update is anticipated to result in strengthening the MTP sections relating to safety, preservation and maintenance, pedestrian and bicycling modes as well as environmental protection, including greenhouse gas reduction and Commute Trip Reduction (CTR) strategies. Elements of the Clark County Freight Mobility Study and Transportation System Management and Operations Plan 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. MTP updates will also address 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 new or revised regional transportation system needs are identified and 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 reflects the transportation priorities of the region.

- 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.

- 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:

    i. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)

    j. A statement of land use assumptions upon which the Plan is based.

    k. A statement of the regional transportation strategy employed within the region.

    l. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.

    m. A statement defining the least cost planning methodology employed within the region.

    n. Designation of the regional transportation system.

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

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

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

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

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

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

  The six legislative transportation system policy goals of RCW 47.04.280 will be supported in the MTP. These goals are 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, and 6)

Stewardship. Rules guiding implementation of the state's Growth Management Act are developed by the state's Department of Commerce and are documented in Title 365 of the Washington Administrative Code (WAC). The most recent updates to the WAC include changes to Chapter 365-190 WAC, Chapter 365-195 WAC, and a new Chapter 365-196 WAC. RTC follows this guidance in carrying out its work to help implement the GMA as part of the transportation planning process.

- 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 *2009 Congestion Management Report (*RTC, *June 2010).*
- 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 elements of the Clark County Freight Mobility Study (RTC, December 2010) into the MTP.
- Address active transportation, 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.
- Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans.
- Address planning for the future transit system guided by C-TRAN2030 (June 2010).
- 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 2012 Products

- An update to the MTP is being developed in FY 2011/12 with RTC Board action to consider adoption scheduled for December 2011. Land uses from local Comprehensive Growth Management Plans are used as the basis for the MTP. The MTP update will address federal transportation policy interests, will reflect the December 2010 update to Washington's Transportation Plan (WTP), the latest state Highway System Plan (HSP) and will incorporate information and recommendations from the latest transportation plans and studies. The MTP update will have an updated horizon year of 2035 with updated demographic projections, and land use allocations. The MTP update will reflect the transportation planning process in the region and will address the requirements of SAFETEA-LU including addressing the eight planning factors as required by federal law.

  In summary, the following are to be addressed in the MTP update process:

  - Goals – Review of MTP Vision and Goals as framework for the Plan update.
  - Horizon Year – Update MTP horizon year to year 2035 to ensure MTP covers at least a 20-year planning horizon compliant with federal requirements.
  - Allocation – Allocation of 2035 demographic forecasts to Transportation Analysis Zones (TAZs), consistent with local land use plans. The allocation is used as input to the regional travel forecast model for use in transportation system analysis.
  - Scenario Planning – The Clark County region recognizes the connection between land use and transportation. In 2010, RTC worked with state partners and national experts as part of the National Governors Association (NGA) Policy Academy on Shaping a New Approach to Transportation and Land Use Planning. A primary goal of Washington State's project was to develop strategies for working with local and regional partners to integrate existing state policies on transportation, land use and growth management into metropolitan transportation plans (MTPs). The project looked at how local and state governments can work together through the regional transportation plan to address new policy directives such as reducing greenhouse gases and vehicle miles traveled. A key part of the project was to determine what techniques, methodologies, and policies could be included in a regional transportation plan to help address state and national policy objectives on livability and sustainability. Participating in the Policy Academy allowed RTC to use the Academy's process and faculty to consider MTP update and how RTC could use the MTP update process to help to strengthen land use and transportation integration. In early 2010, RTC partnered with FHWA to host a Scenario Planning workshop and the strengthening of land use/transportation linkage will be carried through subsequent updates to the MTP and local comprehensive plans.
  - Regional Travel Forecast – update the horizon year of the regional travel forecasting model to 2035.
  - 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.
  - Designated Regional Transportation System – review MTP Transportation System which is the focus of the MTP.
  - System Performance – Decide on a set of system performance measures. Review, analyze and update the information on transportation system performance and level of service assumptions.
  - Safety – The MTP's section on safety will be enhanced to include crash and safety data and information. RTC works with WSDOT and partner agencies to compile, categorize, analyze and evaluate crash data and address transportation safety issues.

- Transit – The MTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's 20-Year Transit Development Plan, *C-TRAN 2030*, (C-TRAN, June 2010), and the Clark County High Capacity Transit System Study (RTC, December 2008). Any recommendations from C-TRAN's Alternatives Analysis of the region's first HCT corridor, Fourth Plain, will be incorporated into the MTP.

- Efficiencies – The MTP update will include further work to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) strategies. TDM planning takes a broader definition of TDM and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.

  The Congestion Management System serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. The latest results from Congestion Management Monitoring (CMM), as part of the Congestion Management Process, will be reflected in the MTP update. The Plan will seek to make most efficient use of the regional transportation system and will include consideration of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies.

  Recommendations of the Transportation System Management and Operations (TSMO) Plan will be incorporated into the MTP including pilot project, strategies, and future projects.

  RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans adopted in 2007. Affected local jurisdictions, as determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. The Regional CTR Plan was adopted by RTC in October 2007 and the Downtown Vancouver Growth and Transportation Efficiency Center program, Destination Downtown, continues to be developed by the City of Vancouver. RTC prepares an annual report documenting CTR work and the status of CTR implementation. Recommendations from the CTR reports are incorporated in the MTP update.

- Active Transportation – The MTP update will reflect work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the MTP. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. 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.

- Changing Demographics and Lifestyles – the MTP will consider how changing demographics and lifestyles affects transportation demand. This includes aging of the population as addressed by Clark County's Aging Readiness Task Force.

  The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC. RTC coordinates with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes projects across all three counties of the RTC RTPO region. The most recent update to the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties (HSTP) was adopted by the RTC Board in December 2010 to support funding applications for WSDOT's consolidated public transportation grant program. Under federal law, HSTPs must be updated at least every four years. The state requires update to the project lists every two years.

- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) will be incorporated into the MTP ensuring that the significance of freight transportation and its importance to the local economy is documented. Key elements of freight movement in the region, including various freight transportation modes, will be described.
- Air Quality and Climate Change – The updated MTP will need to reflect strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions per RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. The MTP update will include documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA). Given the region's air quality status, regional air quality conformity analysis of the Plan is not currently required.
- Transportation Deficiencies, Projects and Strategies – The Plan update will include identification of transportation deficiencies and a listing of projects and strategies to improve the transportation system. The MTP list of projects will reflect the State's *Highway System Plan* and local Capital Facilities Plans.
- Financial Plan – Financial plan assumptions will be re-assessed and updated including forecast revenues and estimated transportation project costs. The updated financial plan will reflect the fiscal status of the region with estimated costs and projected revenues provided in year of expenditure. The fiscally-constrained Plan will include the costs of system maintenance, preservation, safety improvement and operating costs.
- 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), the SMTP and WSDOT's Strategic Highway Safety Plan.
- 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.

- As the MTP is developed, public participation efforts will continue to involve the public in the metropolitan transportation planning process.
- The Plan will be developed with continued consultation between RTC and state and federal environmental agencies to address environmental mitigation strategies as part of the MTP process and coordination with tribal governments. *(Ongoing)*
- The MTP development process includes the involvement of the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the MTP. The updated MTP will be brought to the RTC Board of Directors for action to adopt the Plan update. The RTC Board will be updated on the status of the MTP at monthly Board meetings in 2011. Also at the monthly Board meetings, time is set aside to allow citizens to comment on Plan development. *(MTP update anticipated in late 2010).*

1 A (ii). I-205 CORRIDOR OPERATIONAL ANALYSIS STUDY

Extensive planning and project development work has focused on the I-5 corridor in the last several years. For the I-205 corridor, however, the last significant planning effort was in 2002 with completion of the I-205 Corridor Study using a 2025 horizon year. 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 Avenue, was opened in December 2009. The completion of the 18th Street Interchange is programmed for construction in 2013. In addition, the first segment of the 18th Street

project is beginning construction this year; 2011. This will expand 18th Street to four lanes with a center turn lane from I-205 east to Four Seasons Lane. The next segment of the 18th Street project from Four Seasons Lane to 136th Avenue is not yet funded but is planned for construction in 2013.

The I-205 Corridor Operational Analysis Study will update the analysis and investigate corridor needs based on updated travel demand to ensure that planned I-205 transportation investments are integrated, coordinated and provide the most appropriate set of improvements to best respond to corridor needs. The study will conduct an in-depth analysis of the combination of highway capacity project recommendations. The analysis will reveal how the resulting mainline lanes, auxiliary lane and interchange improvements "match up" in terms of capacity, traffic flow, and potential corridor bottlenecks. The analysis will assume the completion of the interchange at I-205 and 18th Street as well as the 18th Street improvements. Analysis will include identification of travel patterns, I-205 mainline and bridge capacity, roadway volumes and select link analysis as well as an understanding of intra-regional and bi-state travel in the corridor. A key element of this study is to confirm and refine planned highway and transit improvements and to develop a phased approach to them. It will also address how investments in one area relate to or affect other areas of the transportation system and will address safety, mobility, access, freight, multimodal, and system management. Based on the currently identified list of I-205 capital projects, the I-205 operational analysis will reassess the project list from a corridor-wide, operational and capacity set of criteria.

The analysis will define the function of the I-205 corridor within the regional transportation system in how it serves commuters, transit, and freight and provides access to activity centers. In addition, this project will determine how transportation system management and operations can support the long term performance of the corridor.

RTC will work with partner agencies to develop an approach and reach consensus to update and coordinate improvement plans for the Clark County portion of the corridor with the objective of synchronizing the various plans and making them consistent. By working collaboratively with the partner agencies, this new set of recommendations will be incorporated into the MTP Update's set of regional transportation system recommendations. The study findings could identify key issues needing further investigation and lead to additional studies.

The I-205 Corridor Analysis Study's project area extends from I-5/179th to I-205/I-84.

Work Element Objectives

- Complete a technical report summarizing key findings, identifying outstanding issues, and consolidating a set of multi-modal improvements into a single I-205 corridor strategic plan that includes transportation management and operations, transit and capacity-related projects.
- Work with agency partners to get concurrence on findings and needs for the I-205 corridor.
- Provide briefings and updates to RTAC, the RTC Board and other I-205 corridor stakeholders.
- Work with Transportation Director and other agency staff to determine additional study effort or next steps for the I-205 corridor beyond the technical report.
- Review surrounding roadway infrastructure and changes to local transportation plans and policies with potential for impacting I-205 recommendations or operations.
- Consider Clark County High Capacity Transit recommendations for the I-205 corridor and the relationship with I-205 capacity and operations.

- Evaluate I-205 projects and plans using updated travel forecasts.
- Based on the currently identified list of I-205 capital projects, the 2011 work plan will reassess the project list from a corridor-wide, operational and capacity set of criteria.
- Coordinate with WSDOT, ODOT, Metro and other transportation agencies.
- Integrate I-205 corridor study recommendations into the 2011 MTP update.

Relationship to Other Work Elements

The I-205 Corridor Operational Analysis 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 2012 Products

- Draft technical memorandum with updated 2030 analysis, a summary of key findings and identification of outstanding issues.
- A revised set of operational and capital recommendations and priorities proposed for the full length of the Clark County portion of the I-205 corridor.
- Collaborative work with partner agencies to incorporate the new set of recommendations into the MTP update's set of regional transportation system recommendations.

FY 2012 Funding: RTC

FY 2012 Expenses:		**FY 2012 Revenues:**	
	$		$
RTC	$197,251	• Federal FHWA	$99,373
		• Federal FTA	$38,295
		• Federal STP	$10,000
		• State RTPO	$30,904
		• MPO Funds	$18,679
Total *	**$197,251**		**$197,251**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$26,644

**** Total MTP element funding includes $35,000 to be used for the I-205 Bi-state Corridor Study.***

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a multi-year program of federally funded and regionally significant transportation projects, within the Clark County, Washington region. The MTIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the MTIP originate from project recommendations made in the Metropolitan Transportation Plan (MTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. 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 federal requirements.

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, etc.
- 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.
- 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 STIP.

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 2012 Products

- The 2012-2015 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 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 2011)*
- 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 2012 Expenses:	$
RTC	$74,901
Total	**$74,901**

FY 2012 Revenues:	$
• Federal FHWA	$39,749
• Federal FTA	$15,318
• State RTPO	$12,362
• MPO Funds	$7,472
Total	**$74,901**

Note: Federal $ are matched by state and local MPO $.
Minimum required match: $10,033

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 will 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 of 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), affected 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 (including 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 2012 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 2012)*
- 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 2012)*
- Comparison between most recent data and 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 2012, 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. *(Congestion Management Process – 2011 Monitoring Report anticipated in Spring 2012)*

- 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 2012 Expenses:		**FY 2012 Revenues:**	
	$		$
RTC	$90,607	CM/AQ	$100,000
Consultant	$25,000	Local	$15,607
Total	**$115,607**		**$115,607**

Assumes use of 2011/2012 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) uses 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 2012, 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: freeway and arterial operations and management, ITS communications, and a management and operations pilot project.

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

- Continue the VAST program including implementation of projects currently programmed for CMAQ funding in the MTIP which include: 1) limited access facility operations and management improvements, 2) expansion of arterial transportation operational improvements, 3) further linkages of the regional communications infrastructure, 4) TSMO pilot corridor implementation, and 5) management of the VAST program led by RTC.

- Install new equipment on roadways. The limited access roadway operational improvements will include cameras, detection and variable message signs on a segment of SR-503 to Battle Ground. The arterial operational improvements will provide additional detection and arterial cameras along 78th Street. A critical communications link will be completed on 162nd Avenue with the installation of fiber optic cable and Phase 2 of the Mill Plain Pilot Project will be implemented.

- 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 through integration and interoperability.

- Expand the VAST Steering Committee to include planning staff. The RTC Board established the VAST 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 10-year plan. The Committee comprises Vancouver, Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, and C-TRAN. The Committee meets periodically to provide oversight including development and deployment of projects contained in the new 10-year TSMO Implementation Plan, 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.

- Ensure that VAST initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Manage and facilitate the development of strategies to secure funding for ITS projects contained in the TSMO 10-year Implementation 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 VAST agency partners to assess long term communication infrastructure needs. Work with the partners to develop a scope of work to update the Communications Master Plan.
- Continue management of the VAST Communications Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network.
- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Expand communications infrastructure sharing and integration authorized under the 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.
- 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 2012 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. *(Ongoing)*
- 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. *(Ongoing)*
- Update, maintain and utilize the shared communications assets management database and mapping system as new fiber projects are completed. *(Ongoing)*
- Initiate work on the Regional Communications Master Plan.
- 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)*

FY 2012 Funding: RTC

FY 2012 Expenses:		**FY 2012 Revenues:**	
	$		$
RTC: VAST Program Coordination/Management	$105,000	STP	$90,825
		MPO Local Match (13.5%)	$14,175
Total	**$105,000**		**$105,000**

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 programmed in the MTIP 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. TSMO is an alternative for solving 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.

A long range Transportation System Management and Operations plan has been developed which formulates the first ever set of transportation system management goals and objectives, strategies, and performance measures for the Clark County region. The TSMO Plan itself builds upon the long and successful track record of the Vancouver Area Smart Trek program by updating the VAST Intelligent Transportation System Strategic Plan, and the ITS architecture. The adopted plan will establish a set of system operation strategies that will promote an efficient and cost-effective use of the existing transportation facilities. The plan will work to increase the coordination of investment decisions across transportation system investments such as: capacity expansion, transportation demand management, and access management. The plan also establishes a transportation data archive to make transportation data easily accessible and provide information to support performance measurement, monitoring of system operations, and analysis of improvement strategies.

In FY 2012, RTC will be working to incorporate the TSMO Plan into the 2011 update to the Metropolitan Transportation Plan.

Work Element Objectives

- Incorporate the TSMO Plan into the MTP update. The TSMO Plan will work to achieve consistency with new federal transportation legislation and serve as a basis for implementing operational strategies through the enabling ITS technologies.
- Use the TSMO Plan to guide the continued identification of operational needs and implementation of operational strategies on the regional TSMO network identified in the plan.
- Assist in management and oversight of the recommended TSMO Pilot Project deployment and ensure that the required elements are in place to conduct a before and after evaluation of the corridor.
- Continue work with other agency partners to complete implementation of a shared transportation data warehouse to monitor and evaluate transportation operations performance.

- Continue participation on the PORTAL Advisory Committee and consider strategies for the ongoing management and maintenance of the PORTAL data archive.
- Continue management of the data archive task of the TSMO work program to ensure Clark County enhancements to the PORTAL data archive and data retrieval from PORTAL.
- Coordinate data warehouse needs and capabilities with TSMO and Congestion Management Process performance measures to ensure they complement each other.
- Increase the profile and importance of Management and Operations and ensure that regional stakeholders and policy-makers understand its significance.
- Refine the structure and role of the VAST Steering Committee and expand membership to include planners. Periodic meetings are held to discuss TSMO Plan policy issues and to track implementation of operational strategies.

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 2012 Products

- Carry out and monitor the 10-year TSMO Implementation Plan. Update of the Regional ITS Architecture for the VAST Region. The update will be based on the most recent National Architecture and use Turbo Architecture. It will include documentation of functions, subsystems, and information and data flow connections.
- Report on performance of the TSMO Pilot Project. This will include a before and after Pilot Project analysis, use of performance measures, and overview of lessons learned.
- Implement ITS technologies/operational strategies on the TSMO corridor(s) within the budget available.
- Develop interagency Memorandum of Understanding to define agency responsibilities and agreements for sharing, merging, and transfer of data.
- Update and expansion of PORTAL to include VAST partner agencies.

FY 2012 Funding: RTC

FY 2012 Expenses:		**FY 2012 Revenues:**	
	$		$
TSMO Program	$195,000	Federal High Priority Funds	$195,000
Total	**$195,000**		**$195,000**

1F. I-5 COLUMBIA RIVER CROSSING PROJECT (CRC)

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 continues with the I-5 Columbia River Crossing Project (CRCP) and Environmental Impact Statement (EIS) 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 chose select "build" alternatives for detailed study in the DEIS. Phase II of the project completed the DEIS published in May 2008. After the close of the public comment period, the CRC sponsor agencies selected and adopted the locally preferred alternative in July 2008.

The next phase of the project began with the initiation of the Final Impact Statement originally scheduled for release in the summer of 2010. This phase of the project will culminate in the Record of Decision (ROD). As the FEIS continues, RTC staff is involved in the project's technical analyses, project advisory committees, and support to the Project Sponsors' Council (PSC) formed by the Governors of Oregon and Washington to advise the Oregon and Washington Departments of Transportation on project development. PSC recommendations will be made after considering technical information, input from advisory groups and public comments. The PSC is charged with advising the project on completion of the Environmental Impact Statement, project design, timeline, sustainable construction methods, compliance with greenhouse gas emission reduction goals and financial plan. The PSC is comprised of co-Chairs from Washington and Oregon, the Director of ODOT, the Secretary of WSDOT, the cities of Portland and Vancouver, Metro's President, an RTC Board member, TriMet's General Manager and a C-TRAN Board member.

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 results in FTA rating the project for funding and also requested permission to enter into the next phase of FTA project development – preliminary engineering which was granted by FTA in December 2009. Updates to the New Starts submittal will occur in FY 2012 and the application to enter into Final Design will also be completed in late 2011. RTC staff has direct involvement in the project's technical analysis and provides support to 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: project coordination, transportation planning, and transit planning. Staff will also provide support for the financial structures and environmental tasks. These areas require regular coordination with the CRC project team and other public agency sponsors. In addition, RTC will work with Metro on the modeling process to reflect updates and refinements to the transit assumptions for the project.

- RTC assists and participates in CRC project coordination meetings with agency partners and 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 acts as the lead Clark County agency to review and provide input on transportation analyses for the FEIS alternatives. This will include review and comment on post-2030 modeling results for the final FEIS alternative and for refinements or modifications to interchange and roadway capacity or configurations prepared by the CRC.
- RTC assists the project team on the review and development of required New Starts submittals for application into Final Design and responding to comments and requests from the Federal Transit Administration. RTC will also provide travel forecasting support for entry into the Final Design phase of the project and will ensure that the C-TRAN 20-year plan assumptions are integrated with the CRC project. RTC is responsible for coding networks and validating the line schedules and transit patronage results for the travel model within the Clark County portion of the region.
- RTC also acts as lead agency to manage and staff the New Starts Strategy Group meetings and works with the other partners for the New Starts process including preparation and planning for permission to enter into Final Design. 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 coordinate with the CRC team to provide input and review on the refinement of the financial plan. RTC assistance will include analysis, documentation, and funding plans to fulfill requirements of the HCT Act and FTA New Starts submittals.
- RTC will review and comment on the environmental technical reports produced in preparation for the FEIS and will be most directly involved in review and input on the air quality, land use, traffic and transit elements of the FEIS. RTC will provide assistance on the Record of Decision, the mitigation plan and the sustainability strategy.
- RTC assists and participates 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 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 attend and contribute to public participation activities relating to the CRCP in accordance with state and federal requirements.
- RTC participation will continue through publication of the FEIS and Record of Decision. The activities summarized above are tasks identified by the CRC project as needed to complete the FEIS, the ROD, and the New Starts submittal. Additional work activities for the CRC project may be identified as a result of requests or recommendations of the Integrated Project Sponsors, Project Sponsors Council, Bridge Expert Review Panel or other groups. If additional work is needed, RTC will work with WSDOT to amend the scope and budget to reflect this change.

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 High Capacity Transit (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 2011-12 Unified Work Program (UWP).

FY 2012 Products

- FEIS and record of decision for the multimodal transportation project.
- FEIS Mitigation Plan
- FTA New Starts update
- FTA application to enter into Final Design.

FY 2012 Funding: RTC

FY 2012 Expenses:		**FY 2012 Revenues:**	
RTC	$8,000	WSDOT	$8,000
Total	**$8,000**		**$8,000**

The work element is led by ODOT/WSDOT.
The 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. FOURTH PLAIN 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 recommends 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 C-TRAN 20-year Transit Plan has recommended the Fourth Plain corridor as the priority High Capacity Transit corridor and C-TRAN received a $1,448,825 federal earmark to conduct an Alternatives Analysis. The purpose of the Alternatives 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, Alternatives Analysis is the first step of the FTA New Starts process required to implement a fixed guideway project. Alternatives 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. This effort will be lead by C-TRAN, with RTC supporting this effort.

Work Element Objectives

- Implement the Clark County High Capacity Transit System Study's recommendations.
- 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 included in the Metropolitan Transportation Plan for Clark County (updated December 2010, amended July 2008), the C-TRAN long range plan, and local comprehensive plans.

FY 2012 Products

- Conduct an alternative analysis for the Fourth Plain corridor. *(Ongoing)*

FY 2012 Expenses:	$	**FY 2012 Revenues:**	$
RTC	$ 0	To Be Determined	$xx
			$xx
Total	**$ 0**		**$ 0**

IH. SKAMANIA COUNTY RTPO

The regional transportation planning work program for Skamania County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County Transportation Policy Committee meets regularly to discuss Skamania County transportation issues and concerns. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in 1998, 2003, 2006, and 2009. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC continues to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

- Conduct a regional transportation planning process.
- Ensure the Skamania County Transportation Plan is reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update the Skamania County transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plan and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist Skamania County in implementing the federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications, and 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. 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.
- Coordinate 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).
- Assist 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 2012 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 2012-2015 Regional Transportation Improvement Program. *(Fall 2011)*
- Updated Regional Transportation Plan if warranted after review of existing Plan. *(Fall 2011)*

FY 2012 Expenses:		**FY 2012 Revenues:**	
	$		$
RTC	$17,733	• State RTPO	$17,733
Total	**$17,733**		**$17,733**

1I. KLICKITAT COUNTY RTPO

The regional transportation planning work program for Klickitat County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Klickitat County Transportation Policy Committee meets regularly to discuss Klickitat County transportation issues and concerns. The Klickitat County Regional Transportation Plan was initially adopted in April 1995 with updates in 1998, 2003, 2006, and 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

- Conduct a 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.
- 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.
- Continue transportation system performance monitoring program.
- Assist Klickitat County in implementing the federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications and 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).
- Assist 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 2012 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 2012-2015 Regional Transportation Improvement Program. *(Fall 2011)*
- Updated Regional Transportation Plan if warranted after review of existing Plan. *(Fall 2011)*

FY 2012 Expenses:		**FY 2012 Revenues:**	
	$		$
RTC	$19,887	• State RTPO	$19,887
Total	**$19,887**		**$19,887**

1J. STATE ROUTE 35 COLUMBIA RIVER CROSSING STUDY

The existing Columbia River Bridge is referred to locally as the Hood River Bridge. It was built in 1924 and is a toll bridge. 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 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 current phase of the SR-35 Columbia River Crossing phase began in FY 2010 and should be completed by the fall of 2011. The SR-35 Columbia River Crossing Study will be funded with $575,935 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 2012 Products

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

FY 2012 Expenses:		**FY 2012 Revenues:**	
	$		$
RTC	$7,000	Federal High Priority	$115,200
Consultant	$108,200	Match*	
Total	**$115,200**		**115,200**

*$575,935 in federal High Priority funds was included in the federal surface transportation act, SAFETEA-LU (2005), after takedowns. The table above assumes approximately 20% in FY 2012. *Match is provided by WSDOT at state level.*

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 and calibrate the regional travel forecasting model. It 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. Until 2010, EMME/2 software had been used to carry out travel demand and traffic assignment steps in this region but to enhance micro-simulation capabilities, RTC has now transitioned 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 input model data, including census demographic data and land uses, are current.

This work element also includes air quality planning given that mobile emissions are a significant source of air emissions in this region. 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. Under the current federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as an "unclassifiable/attainment" area for ozone. After June 15, 2005, when the current federal standard took effect, this region was no longer required to carry out regional ozone emissions analyses for the Plan (MTP) and Program (MTIP) as a part of demonstrating regional air quality conformity. EPA is considering changes to ground level ozone standards which could impact the existing attainment designation and conformity requirement for the AQMA.

For CO emissions, 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 to provide technical support for local jurisdictions and agencies in the use of the EPA Mobile Emissions model and analysis of project-level air quality impacts for CO. RTC also continues to assist the region's air quality planning program by providing demographic forecasts and Vehicle Miles Traveled (VMT) data.

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 provided by C-TRAN. The database is used in development of regional plans, travel forecasting model and transportation maps. Maps are used by RTC as 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, including "Metroscope" development; a process that integrates land use development and transportation system change in an integrated model. RTC staff will also continue to research models such as UrbanSim to enable integrated transportation and land use modeling.
- Continue to incorporate transportation planning data elements into the ArcInfo system and coordinate with Clark County's GIS Department incorporate data into the County ArcGIS system. This includes maintaining GIS layers for the designated regional transportation system, federal functional classification system of highways and freight data. Clark County's Maps Online and GIS Workbench is used as a resource by RTC obtaining layers of information on zoning, comprehensive plan, service district boundaries, geophysical and environmental elements. 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 development and use of the regional travel forecasting model by 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) that provides 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 2012. The PTV Vision software includes VISUM for strategic transportation planning and VISSIM for traffic analysis and management. EMME/2 continues to be used to develop the skim matrix. The software 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 allows 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.

- Continue to research on modeling of estimating and forecasting greenhouse gas emissions from transportation sector and seek for an application of a model, like "GreenSTEP", developed by ODOT for supporting other projects, such as air quality planning and land use scenario planning.

- Continue to analyze data from the most recent household travel survey conducted in Clark County in fall 2009. A geographically stratified sample of Clark County households was 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 2011, 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 traffic assignment results. RTC will continue to consider use of a multiple hour peaking factor for highway assignments. A 2-hour peaking factor continues to be considered for the Clark County region.

- Develop economic benefit measures associated with highway and transit system improvements by utilizing Congestion Management Process data, FTA's Summit software program developed to prepare information for evaluation of transit projects 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 2012, 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.
- Assist I-205 Corridor Study, which includes an in-depth analysis of the full corridor from the 179th St/I-5 Interchange to the I-205/SR-14 Interchange, by forecasting the future demand and assessing the projects and their performance.
- Provide technical support for transit analyses, like the 4th Plain Transit Alternatives Analysis.

Air Quality Planning

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2012, 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.
- The existing eight-hour standard for ozone does not necessitate an ozone emissions budget 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 triennially verify continued attainment through tracking of countywide mobile emissions using the Department of Ecology's emission inventories. Transportation analysis and Vehicle Miles Traveled data required to estimate emission inventories are provided by RTC.
- RTC will continue to coordinate with air agencies to determine the regulatory and technical impacts of conformity. This may include coordination with the State Department of Ecology to develop language and Vehicle Miles Traveled projections to track growth compared with Limited Maintenance Plan projections.
- EPA is considering changes to standards for 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 possible 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 that may affect transportation agencies as a result of the new standard.

- The Environmental Protection Agency (EPA) designates areas 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.
- If necessary, program any identified Transportation Control Measures (TCMs) in the Metropolitan Transportation Improvement Program (MTIP).
- 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 depending on 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. TCM Tools can also 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 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 which has 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 land use and growth forecasts into the travel demand model. In FY 2012, 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 2012 Products

- Update 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)*

- Begin work to update the base year for the regional travel forecast model from 2005 to 2010. The MTP's long-range planning horizon was updated to 2030 for the December 2007 MTP update following adoption of the updated Comprehensive Growth Management Plan for Clark County (September 2007). In late FY2011, the model planning horizon was updated to 2035 for the 2011 MTP update. A six-year model may also be developed for nearer-term planning purposes such as concurrency program and Capital Facilities Plan (CFP) development. *(Summer 2011 onward)*

- 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 is expected in spring 2011.

- 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 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 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, I-5 Columbia River Crossing Project, the Transportation System Management and Operation (TSMO) Study, Fourth Plain FTA Alternatives Analysis, etc. *(Ongoing)*

Air Quality Planning

- Participate in development of the transportation elements of air quality Maintenance Plan updates coordinated with Southwest Clean Air Agency. *(As needed)*
- Air quality conformity analyses/determinations and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990. *(MTIP and MTP anticipated in Fall 2011)*
- Testing and use of the 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 analyses/determinations as requested by local jurisdictions and agencies. *(As needed)*
- Work to support RCW 80.80 and any subsequent legislation from 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)*
- Use output from the regional travel forecast model in the analysis process for local transportation 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 2012 Expenses:	$	**FY 2012 Revenues:**	$
RTC	$383,054	• Federal FHWA	$178,872
Computer Equipment (use of RTPO revenues)	$6,000	• Federal FTA	$68,931
		• Federal STP	52,000
		• State RTPO	55,628
		• MPO Funds	33,623
Total	**$389,054**	**Total**	**$389,054**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$57,635

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.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act Reauthorization, livability, climate change and performance measures, legislation and planning regulations, and any interim funding situations. This may include participation on statewide transportation committees, advisory boards and commenting and reporting back on actions of national transportation interest groups. 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.
- 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 the Washington Transportation Plan 2030 (adopted December 2010) and on development of the Statewide Multimodal Transportation Plan (SMTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An updated to the Human Services Transportation Plan (HSTP) for the RTC region was adopted in December 2010. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark County and stakeholders on completing an implementing the recommendations of Clark County's Aging Readiness Task Force.
- 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 needs. 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 Statewide Advisory Group for Environmental Stewardship (SAGES) (former 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 when the Federal Transportation Act is re-authorized. 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 2012 this will include continuation of the I-5 Columbia River Crossing 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 2011/2012, the Committee can be expected to address the bi-state elements of the following projects/issues: Columbia River Crossing Project, the housing and employment implications of Metro's urban growth boundary decisions, new 2035 Portland/Vancouver population and employment forecasts, freight mobility, and priority projects for federal consideration. 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. Also, conduct public participation efforts for special projects and planning studies led by RTC tailored to the specific project or plan.
- Continue to update the RTC web site (http://www.rtc.wa.gov) which allows public access to monthly RTC Board agenda and information on planning studies being developed by RTC. The website also allows public access to RTC's traffic count database and information on the household travel survey conducted in fall 2009. Links are also provided 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 continues as the relevant federal Transportation Act.
- 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 included in the Metropolitan Transportation Improvement Program.
- Ensure that required Memoranda of Understanding are in place and are regularly reviewed for currency. Updates are scheduled triennially with the next updates due in 2012. Currently, MOUs are in place between:
    - RTC and WSDOT
    - RTC and C-TRAN
    - RTC and the air quality agency Southwest Clean Air Agency, and
    - RTC and Metro.
- Gather data, 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 work cooperatively to provide the necessary Title VI documentation, certification and updates. Update to C-TRAN's Title VI documentation follows 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), as appropriate. 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 2012 Products

Program Coordination and Management

- Prepared meeting minutes and presentation materials organized by RTC. *(Ongoing)*
- Year 2012 Budget and Indirect Cost Proposal. *(Fall 2011)*
- RTC's input to contribute to a collaborative, combined Washington State response to prospective legislation, notably the federal transportation act reauthorization .
- 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)*

Federal Compliance

- Include a certification statement in the MTIP to self certify that the regional transportation planning process meets federal laws. *(Summer 2011)*
- Adopt the FY 2013 UPWP, prepare an annual report on the FY 2011 UPWP and, if needed, provide amendments to the FY 2012 UPWP. *(FY 2011 Annual Report in Summer 2011; FY 2013 UPWP in Winter 2011/12)*

- 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 updates to its Title VI report as data and information warrants. The next annual update will include an organizational chart reflective of RTC's operations as MPO and RTPO. RTC also commits to assist member jurisdictions in complying with ADA requirements. *(Ongoing)*

FY 2012 Expenses:	$	**FY 2012 Revenues:**	$
RTC	$187,802	• Federal FHWA	$79,499
		• Federal FTA	$30,636
		• Federal STP	$38,000
		• State RTPO	$24,723
		• MPO Funds	$14,944
Total	**$187,802**		**$187,802**
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	$29,431

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 2012 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.
2. Coordinate with the RTPOs, MPOs, local jurisdictions, transit agencies, and tribes on updating the WTP, including an updated HSP. Specific activities include:
    a. Coordinate with MPOs, RTPOs, 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, corridor and project 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 2012 (July 2011 through June 2012):

Regional Participation

C-TRAN will coordinate its transit planning with other transportation planning activities in the region in collaboration with 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 2012:

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. The completion of Preliminary Engineering
    b. Conducting public outreach
    c. Release of the CRC Final Environmental Impact Statement (FEIS), and
    d. IGA negotiations with City of Vancouver, TriMet and WSDOT including, but not limited to:
    e. Parking Management Plan
    f. 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 Fourth Plain Bus Rapid Transit.
5. Continue participation in regional Transportation System Management and Operations planning and pilot project led by RTC.

Transit Planning

In accordance with an adopted plan and implementation strategy, C-TRAN will begin phasing in elements of *C-TRAN 2030*, its 20-Year Transit Development Plan, to including the activities described below:

Long Range Transit Planning: C-TRAN will continue long-range transit system planning, facilities and route development consistent with the 20-year plan.

Fourth Plain Transit Corridor: C-TRAN will complete an Alternatives Analysis (AA) Study and continue environmental and design work in anticipation of a Small Starts transit improvement 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 in early 2012, the published 2012-2017 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 to plan for future transit facilities. The relocated Salmon Creek Park & Ride will open in Fall 2011.

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 2012. This project is a collaborative effort between C-TRAN and local jurisdictions, with the initial project implementation in the Mill Plain corridor.

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 activities:

- 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 and in the Transportation System Management & Operations (TSMO) Plan.
- Working with the Clark County Regional Bicycle & Pedestrian Advisory Committee and other stakeholders to implement the Bicycle & Pedestrian Plan.
- Developing neighborhood and sub-area circulation plans for selected 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.
- Initiating a comprehensive review and update of transportation design standards and standard drawings.

- Assessing the capacity of the County's transportation system to serve a growing number of older residents and developing recommendations in partnership with the Aging Readiness Task Force.

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

Citywide Planning / Studies

- 2011 City of Vancouver GMA Comprehensive Plan – periodic update.
- 2012-2017 Transportation Improvement Program.
- Year 2011 Transportation Impact Fee Program – inflation update to fees.
- 2011 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.

Sub-Area Studies

- Columbia River Crossing, City of Vancouver coordination and project involvement.
- 112th Avenue Sub-Area Plan
- Mill District Sub-Area and Park-n-Ride Garage Planning and Financial Study

Capital Improvement Program – Projects and Planning Support

- CDBG Program – project planning and implementation.
- Year 2011 NTS REET Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.
    - TSMO planning and coordination.
- Train Horn Quiet Zone implementation.

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 BID Implementation.

CITY OF CAMAS has identified the following planning studies:

- ADA Inventory Study.
- 2012-2017 Transportation Improvement Program.
- Transportation Impact Study Guidelines, Update.
- Transportation Impact Fee Update.

- Commute Trip Reduction- Incentives Program

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.

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.
- 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.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Continue planning, design and right-of-way acquisition for Phase 2 of the Interstate 5 and State Route 501 (Pioneer Street) Interchange Project. Begin construction as funding allows.
- 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.
- Update to Transportation Impact Fees based on inflation and growth from 2010 to 2011.
- Complete right of way acquisition for 5th and Aspen Realignment Project in 2011.
- Work with Clark County on completion of Timmen Road Improvement Project.

PORT OF VANCOUVER:

- The Port of Vancouver 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 new customers, ultimately generating between 1,000 and 2,000 new jobs. In 2010 the port completed a unit train loop track facility at Terminal 5, and is proceeding with construction of additional track features. The 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.
- In 2011 the Port of Vancouver will conduct a truck study to collect data, including number of truck calls generated by port customers and tenants, truck routes to and from the port, equipment details and other information. This study will provide information to the 2011 MTP update and local jurisdictions to identify key freight routes to the port and other industries in the vicinity.

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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CFP	Community Framework Plan
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
GMA	Growth Management Act
GTF	Governors' Task Force
HB	House Bill
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUD	Department of Housing and Urban Development
IM	Interstate Maintenance
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process (relates to Columbia River Crossing Project)
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JPACT	Joint Policy Advisory Committee on Transportation
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan (relating to air quality)
LOS	Level of Service
LPA	Locally Preferred Alternative
LPG	Long Range Planning Group
LRT	Light Rail Transit
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
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
PEA	Planning Emphasis Area
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
PORTAL	Portland Transportation Archive Listing
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
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) (superseded by SAGES)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
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
SMTP	Statewide Multimodal Transportation Plan
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
TPA	Transportation Partnership Account (Washington state funding program)

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
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
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 2012 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2012 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2012 Federal FHWA PL	2. FY 2012 Federal FTA	3. 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 (i)	Metropolitan Transportation Plan		99,373	38,295	30,904	10,000					18,679		197,252
	A (ii)	I-205 Bi-state Corridor Study	4.											
	B	Metropolitan Transportation Improvement Program		39,749	15,318	12,362						7,472		74,901
	C	Congestion Management Process	5.					100,000				15,607		115,607
	D	Vancouver Area Smart Trek					90,825					14,175		105,000
	E	Transportation System Mgt & Ops (TSMO)								195,000				195,000
	F	I-5 Columbia River Crossing	6.								8,000			8,000
	G	Fourth Plain Transit Alternatives Analysis	7.											
	H	Skamania County RTPO				17,733								17,733
	I	Klickitat County RTPO				19,887								19,887
	J	SR-35 Columbia River Crossing FEIS	8.							115,200				115,200
		Sub-Total		139,122	53,613	80,886	100,825	100,000	0	310,200	8,000	55,933		848,579
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**													
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		178,872	68,931	55,628	52,000					33,623		389,054
		Sub-Total		178,872	68,931	55,628	52,000					33,623		389,054
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**													
	A	Reg. Transp. Program Coord. & Management		79,499	30,636	24,723	38,000					14,944		187,802
		TOTALS		**397,493**	**153,181**	**161,237**	**190,825**	**100,000**	**0**	**310,200**	**8,000**	**104,500**		**1,425,436**

1/21/11

NOTES:

1. Local match for PL funds is provided from State RTPO and MPO funds.
   PL revenue estimate from WSDOT, based on a lower forecast of US Highway Trust Fund account revenues (4/1/10).
2. FTA: Local Match for federal FTA funds is provided from State RTPO and MPO funds.
3. Assumes a 10% reduction in state Regional Transportation Planning Organization funds
4. A portion ($35,000) of the MTP's work element is being used for the I-205 Bi-state Corridor Study.
5. CMP: Assumes use of $100,000 per year programmed in MTIP to support the CMP.
6. Estimated balance of funds from current RTC/CRC contract remaining at Jul 1. 2011
7. Placeholder. Budget is to be determined and will be addressed in an anticipated UPWP amendment.
8. $547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Bill (SAFETEA-LU, 2005).
   Estimated balance of funds remaining at Jul 1. 2011