Agenda Item Number 6.1

Resolution No. 05-3553, For the Purpose of Amending the 2004-07 Metropolitan Transportation Improvement Program (MTIP) to Eliminate the Intestate Avenue – MLK Boulevard Advanced Transportation Management System (ATMS) Project, Create an 82nd Avenue ATMS Project and Reallocate Funds

Metro Council Meeting
Thursday, April 28, 2005
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ELIMINATE THE INTERSTATE AVENUE – MLK BOULEVARD ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) PROJECT, CREATE AN 82ND AVENUE ATMS PROJECT AND REALLOCATE FUNDS.	)	RESOLUTION NO. 05-3553 Introduced by Councilor Rex Burkholder

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved the award of $550,000 in regional flexible funds for the design and implementation of Advanced Transportation Management System (ATMS) improvements in the Interstate Avenue corridor; and

WHEREAS, ATMS projects provide real-time monitoring of traffic for congestion and incident detection, coordination of traffic signals, notice to emergency responders and rapid clearance of incidents, and real time information to travelers regarding travel conditions to facilitate decisions about time of travel, route choice and mode; and

WHEREAS, implementation of the Interstate Avenue MAX project has since provided the ATMS benefits of signal coordination and fiber communication to the City's central signal operations system; and

WHEREAS, land use changes and street design changes on Interstate Avenue and MLK Jr. Boulevard has limited the utility of traveler information services to guide motor vehicle traffic to Interstate Avenue as an alternative to Interstate-5; and

WHEREAS, the 82nd Avenue corridor is located parallel to the I-205 interstate freeway but there is currently little coordination between the city of Portland and the Oregon Department of Transportation's ATMS infrastructure of these two facilities; and

WHEREAS, the potential for ATMS benefits of travel time and energy savings and air quality benefits are greater in the 82nd Avenue corridor; now, therefore

BE IT RESOLVED, the 2004-07 Metropolitan Transportation Improvement Program (adopted December 11, 2003 by Metro Resolution No. 03-3381A FOR THE PURPOSE OF APROVING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA) is amended to eliminate the Interstate Avenue – MLK Boulevard ATMS project, add the 82nd Avenue ATMS project and program funding in the amount of $550,000 for the federal fiscal year 2005; and,

BE IT FURTHER RESOLVED, the award of these funds is conditioned on the City of Portland providing air quality benefit data upon project implementation for federal reporting purposes.

ADOPTED by the Metro Council this _____ day of _____, 2005.

David Bragdon, Council President

APPROVED AS TO FORM:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 05-3553, FOR THE PURPOSE OF ELIMINATEING THE INTERSTATE AVENUE – MLK BOULEVARD ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) PROJECT, CREATING AN 82ND AVENUE ATMS PROJECT AND REALLOCATING FUNDS.

Date: March 24, 2005 Prepared by: Ted Leybold

BACKGROUND

In the 2000 Transportation Priorities process, JPACT and the Metro Council awarded $550,000 (federal share) to the Interstate Avenue – Martin Luther King Jr. Boulevard Advanced Traffic Management System (ATMS) project. With the completion of the Interstate MAX project and changes to street design and land use plans along MLK Jr. Boulevard, conditions in this corridor for the potential benefits of an ATMS project have changed. Portions of the integrated signal coordination system that leads to smooth traffic progression and transit priority treatments were implemented as part of the MAX project. The potential function of Interstate Avenue and MLK Jr. Boulevard as an alternative to Interstate 5 for motor vehicle traffic during congested periods has changed, reducing the utility of the traveler information component of the ATMS project.

The 82nd Avenue and Interstate-205 corridor presents a stronger opportunity to realize the benefits of an ATMS project. An integrated signal coordination system, traveler information program and transit priority treatment system has a great potential for improving air quality and traffic flow. Implementing 82nd Avenue with ATMS improvements will provide flexible control over operation of the traffic signals in the area. This flexibility will allow better support work proposed by ODOT and TriMet on I-205 and I-205 light rail improvements.

The sourthern terminus of the project is located just north of the Clackamas County line. ODOT and Clackamas County will plan to connect to this fiber link. The incident plans will reflect the total 82nd corridor, not just the piece in Portland.

The project is a part of the Portland Transportation System Plan and the 2004 Regional Transportation Plan and as part of the outreach activities associated with the development of those plans, has met the public outreach requirements of the Transportation Priorities process.

The project improvements are not intended to divert recurring congestion from I-205 to 82nd. Instead the ITS devices allow better management of traffic that currently diverts from I-205 during incidents The ITS devices facilitate diversion of the incident traffic back to the freeway after the traffic bypasses the bottleneck, thereby helping 82nd traffic operation.

The 82nd Avenue project is already in the Regional Transportation Plans financially constrained system and has therefore been conformed for air quality as a part of that plan. As the project does not construct new motor vehicle capacity, and funding of the project through the MTIP is consistent with implementation horizon assumed in the RTP air quality analysis, the project does not require a separate conformity analysis for inclusion in the MTIP.

Furthermore, traffic flow improvements consistent with National ITS architecture are eligible CMAQ activities. As this project meets criteria for consistency, it will be programmed for CMAQ funds, contingent on consultation with federal air quality agencies and an assessment of emissions reduction.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** This resolution amends the 2004-07 Metropolitan Transportation Improvement Program (MTIP) as adopted by Metro Resolution No. 03-3381A (FOR THE PURPOSE OF APROVING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted December 11, 2003) to eliminate the Interstate Avenue – MLK Boulevard ATMS project, add the 82nd Avenue corridor ATMS project and program $550,000 of federal funds to the project in FFY 2005.

3. **Anticipated Effects** Adoption of this resolution is a necessary step to allow the expenditure of regional flexible funds on the 82nd Avenue corridor ATMS improvements.

4. **Budget Impacts** Adoption of this resolution has no effect on the Metro budget.

RECOMMENDED ACTION

Metro Council approve Resolution No. 05-3553.

Agenda Item Number 6.2

Resolution No. 05-3567, For the Purpose of Approving the Year 16 Metro and Local Government Annual Waste Reduction Plan (Fiscal Year 2005-06)

Metro Council Meeting
Thursday, April 28, 2005
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE YEAR 16 METRO AND LOCAL GOVERNMENT ANNUAL WASTE REDUCTION PLAN (FISCAL YEAR 2005-06)	)))))	RESOLUTION NO. 05-3567 Introduced by Michael Jordan, Chief Operating Officer, with the concurrence of David Bragdon, Council President

WHEREAS, the Metro and Local Government Annual Waste Reduction Plan has been a significant part of the Region's waste reduction and recycling programs for the past fifteen years in order to attain state-mandated regional recovery goals (OAR 340-90-050); and,

WHEREAS, the Waste Reduction Plan serves as an implementation tool for the Regional Solid Waste Management Plan; and,

WHEREAS, the Waste Reduction Plan continues to be one of the primary mechanisms for Metro and local governments to establish, maintain and improve recycling and waste reduction efforts throughout the Region; and,

WHEREAS, the means of implementing these waste reduction tasks is through the Waste Reduction Plan, which is adopted by Metro and local governments and defines the work to be completed in the region; and,

WHEREAS, a cooperative process for formulating the Year 16 Waste Reduction Plan was used by Metro and local governments and ensures a coordinated regional effort to reduce waste; and,

WHEREAS, the Year 16 Waste Reduction Plan is consistent with and meets the intent of the goals and objectives in the Regional Solid Waste Management Plan through program maintenance support, new initiatives in waste reduction and competitive grants; and,

WHEREAS, the Waste Reduction Plan funding distribution to local governments for the maintenance section programs is a revenue-sharing program that is tied to adherence to the plan and satisfactory completion of work plan elements; and,

WHEREAS, the Waste Reduction Plan grants are funded in the 2005-06 budget; and,

WHEREAS, the Year 16 Waste Reduction Plan has been reviewed by the Solid Waste Advisory Committee and recommended as presented herein for Metro Council approval; and,

WHEREAS, the resolution was submitted to the Council President for consideration and was forwarded to the Council for approval; now therefore,

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BE IT RESOLVED, that the Metro Council approves the Year 16 Metro and Local Government Annual Waste Reduction Plan (attached hereto as Exhibit "A") and supports increased efforts to reduce waste in the Metro Region.

ADOPTED by the Metro Council this _____ day of _____, 2005.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

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Year 16 (FY 2005-06)

Metro and Local Government
Annual Waste Reduction Plan

April 4, 2005

A. Background:

Since 1990, Metro and its local government partners have developed cooperative plans to implement the region's waste reduction and recycling programs.

These plans, implemented by both Metro and local governments, are designed to:

- Build on the foundation of the Regional Solid Waste Management Plan.
- Contribute to accomplishing state and regional waste reduction goals.
- Provide regional continuity among the various local government and Metro programs.

Through this and other programs, Metro and local governments have worked together to provide programs and services including:

- Single- and multi-family residential recycling services.
- Curbside yard debris collection.
- Home composting education.
- Waste reduction consultations to businesses.
- In-school programs for students and teachers.
- Hazardous waste public outreach and education, and many other valuable programs and services.

Despite demonstrated successes in the residential sector, findings from the State of the Regional Solid Waste Management Plan Report indicated a need to place more emphasis and resources on three critical areas: Commercial waste reduction and recycling; construction and demolition debris management; and recovery of organic wastes. Substantial changes were made to the Annual Plan during 1999-2000, with the Year 11 (2000-01) Plan as the inaugural year for the new format.

Year 16 begins the sixth year of this new structure, a focused approach to the three critical areas (commercial, organics and C&D) and continued support and maintenance of existing regional programs. The Year 16 plan includes improved accountability for the per capita grants, a theme for the targeted competitive grants, and increased technical assistance, education and outreach for the commercial sector.

This plan brings together three integral pieces of the region's waste reduction and recycling system: Focused efforts to recover more from the commercial, construction/demolition debris (C&D) and organics sectors; continuation of competitive grants for innovative waste reduction programs; and the maintenance of programs that form the foundation of the region's recycling infrastructure.

B. Plan Structure and Format:

The Year 16 Partnership Plan is divided into the following three program areas:

Part I:	Initiatives in Commercial, C&D, and Organics
Part II:	Targeted Competitive Grant Program
Part III:	Per Capita Grant Programs

Part I is composed of initiatives in the three focus areas: Commercial, C&D, and Commercial Organics. These initiatives, now in their fifth year of implementation, form the core of the work and activities to be implemented in the region. Each of the three programs was identified as lagging in recovery levels necessitating intensive, focused planning and implementation efforts over the next few years.

Part II provides competitive grant funds and a structure to target RSWMP practices that are not otherwise addressed in other program plans and for which other sources of funding are not available. This portion of the program also seeks to support creative methods for addressing solid waste issues. Each year, an area or areas of focus will be developed based upon targeted needs or regional priorities. For Year 16, the area of focus will be improving multi-family recycling programs.

Part III tracks the backbone of established programs in the region that must be continually maintained by local government and Metro services. These programs form the foundation of the region's waste reduction and recycling system and include residential recycling services, regular outreach and education to all residents and businesses, school education programs, household hazardous waste education and outreach, home composting programs, and regional planning support.

C. Annual Work Plan Development and Approval Process Schedule:

The program plan development schedule is incorporated into the Year 16 Annual Plan as "Appendix A."

D. Link to the Regional Solid Waste Management Plan Recommended Practices:

The Regional Solid Waste Management Plan (RSWMP) presents a set of recommended solid waste management practices designed to meet the overall goal of the RSWMP: Continue to develop and implement a Solid Waste Management Plan that achieves a regionally balanced, environmentally sound and publicly acceptable solid waste system.

The RSWMP recommended practices embody six broad, integrated strategies:

1. Invest in waste reduction before building additional transfer and disposal capacity.
2. Expand the opportunity to recycle.
3. Emphasize the waste reduction hierarchy.
4. Maintain flexibility and encourage innovation.
5. Set interim target dates, define roles and responsibilities, and focus on implementation issues.

6. Advance cost-effective practices for managing the region's waste.

The RSWMP recommended practices were developed for particular areas of the solid waste system: Residential waste reduction, business waste reduction, building industries waste reduction, solid waste facilities regulation and siting, and transfer and disposal facilities.

The Year 16 Annual Waste Reduction Program Plan addresses all areas of the RSWMP recommended practices through maintenance of established programs, innovative pilot programs, and an emphasis on commercial waste reduction and recycling, construction & demolition debris recovery, and commercial organic waste reduction and recovery.

The Regional Solid Waste Management Plan is currently undergoing a comprehensive review and update. Until the update is complete and a new RSWMP is adopted by the Metro Council, the Annual Waste Reduction Program Plan will continue to follow the recommended practices in the current RSWMP.

E. Measurement and Evaluation:
Each of the three sections in this plan for waste reduction has an independent progress measurement and reporting scenario tied to the specific tasks involved. These performance measures, combined with the annual DEQ Material Recovery Survey Report, will be used to assess regional waste reduction and recycling progress.

Long-term goal:

- To reduce the amount of materials generated and disposed in the Metro wasteshed.

Secondary goals:

- To develop and implement new, focused Metro and local government waste prevention and recycling programs aimed at the largest waste substreams (Waste Reduction Initiatives).
- To target special waste prevention and recycling areas for increased attention (targeted competitive grants).
- To maintain and increase existing Metro and local government waste prevention and recycling programs (maintenance support grants).

Measurement (effectiveness):

- Increased regional recovery in total and by RSWMP recommended practice (total tons and per capita tons recovered and disposed).
  - How measured: DEQ recovery and disposal data; DEQ waste composition study (bi-annual).
  - Frequency of reporting: Annual.
  - Metro resources required: Waste Reduction staff, 400 hours; $85,000 to $100,000 (bi-annual DEQ waste composition study).

WASTE REDUCTION INITIATIVES

Organics

Objectives:

- Reduce the generation of organic wastes through waste prevention.
- Recover an additional 10,000 tons of organic waste (commercially generated) over 2000 baseline recovery, by 2005.

How?

- By increasing donation of edible food to established food rescue organizations.
- By developing processing infrastructure for commercially generated food waste (with local governments and private processors).

Measurement (accountability):

- The Commercial Organics Work Group will complete 90 percent of its annual work plan activities.

Measurement (effectiveness):

- Increased capacity for donation of edible food and increased donation.
  - How measured: Food rescue organizations will report the additional capacity (by volume) and additional donation (by weight).
  - Frequency of reporting: Annual.
- Increased organics processing infrastructure.
  - How measured: Number of facilities in region able to accept vegetative food waste; number of facilities in region able to accept all food waste; tons by facility (capacity and throughput).
  - Frequency of reporting: Annual.

Construction & Demolition Debris

Objectives:

- Reduce the generation of C&D wastes through waste prevention.
- Recover an additional 35,000 tons of C&D materials over 2000 baseline recovery, by 2005.

How?

- By increasing salvage and deconstruction of usable building materials.
- By increasing source-separated recycling and post-collection recovery of C&D materials.

Measurement (accountability):

- The Construction & Demolition Work Group will complete 90 percent of its annual work plan activities.

Measurement (effectiveness):

- Increased salvage and deconstruction of C&D materials.
  - How measured: Increase in quantity of salvage and deconstructed building materials; increase in contractor use of used building materials.
  - Frequency of reporting: Annual.
- Increased recovery of source-separated and mixed C&D materials.
  - How measured: DEQ recovery and disposal data (source-separated); Metro facility reports (source-separated and mixed); DEQ waste composition study (bi-annual); survey of contractors.
  - Frequency of reporting: Annual.

Commercial

Objectives:

- Reduce the generation of commercial wastes through waste prevention.
- Recover an additional 75,000 tons of commercial materials over 2000 baseline recovery, by 2005.

How?

- By increasing business waste prevention practices and diversion.
- By increasing the opportunity to recover commercial materials.

Measurement (accountability):

- The Commercial Work Group will complete 90 percent of its annual work plan activities.

Measurement (effectiveness):

- Increased waste prevention activities in businesses.
  - How measured: Each targeted project will be evaluated (potential diversion, participation).
  - Frequency of reporting: At the conclusion of a project.
- Increased technical assistance to businesses for waste prevention, recovery and buy recycled:
  - How measured: By jurisdiction, collection of baseline data through on-site visits, follow-up and progress visits; reports; third-party, in-field evaluations.
  - Frequency of reporting: Annual.

- Increased recovery of commercially generated materials.
  - How measured: DEQ recovery and disposal data; DEQ waste composition study (bi-annual).
  - Frequency of reporting: Annual.

TARGETED COMPETITIVE GRANTS

Objective:

- Target RSWMP recommended practices and Waste Reduction Initiative efforts not addressed in other program areas.

Measurement (accountability):

- Grant recipients will identify and undertake a specific recycling or waste prevention project.
  - How measured: Reports (progress and final) by grant recipient, that describe the planned and actual activities for each grant; annual report by Metro Waste Reduction staff summarizing goals, objectives, activities, measurement and results for all grants.
  - Frequency of reporting: Progress (90-day) and annual reports by grant recipient; annual summary report of all grants.

Measurement (effectiveness)

- Each grant application and resulting scope of work will identify goals, objectives, activities, measurement and anticipated results.
  - How measured: Reports (progress and final) by grant recipient, based on the goals, objectives, activities, measurement and results for each grant; annual report by Metro Waste Reduction staff summarizing goals, objectives, activities, measurement and results for all grants.
  - Frequency of reporting: Progress (90-day) and annual reports by grant recipient; annual summary report of all grants.

PER CAPITA GRANTS

Objectives:

- To maintain and increase recovery through existing local government waste reduction and recycling programs.
- To provide an incentive for local governments to participate in regional waste reduction planning activities (Solid Waste Advisory Committee, Local Government Recycling Coordinator group, Organics Recovery Work Group, Commercial Recovery Work Group, Construction & Demolition Recovery Work Group).
- To continue to ensure the region is meeting (and exceeding) required state program elements for waste reduction and recycling programs.

Measurement (accountability):

- Local governments will identify and undertake a specific curbside recycling outreach activity for an existing local government program.
- Local government representatives will participate in at least one regional waste reduction planning group (larger jurisdictions will tend to participate in more than one group).
- Local governments will provide jurisdictional solid waste and recycling budget information.
  - How measured: Local government reports (progress reports for selected jurisdictions, annual reports for all). Jurisdictions receiving allocations of $100,000 or more are required to submit progress reports after the first six months; funding is disbursed in two allocations, the second allocation being contingent upon reasonable progress at the six-month mark.
  - Frequency of reporting: Progress (six-month) and annual reports .

Measurement (effectiveness)

- Maintained or increased curbside recovery (total tons and per capita tons recovered and disposed).
  - How measured: DEQ recovery and disposal data; DEQ waste composition study (bi-annual).
  - Frequency of reporting: Annual.
  - Metro resources required: Included in overall program measurement costs, above.

Part I: Initiatives in Commercial, C&D and Organics

Background:
Performance measures for the Regional Solid Waste Management Plan, which evaluate the region's progress toward its waste reduction goals, demonstrated a need for new initiatives in three solid waste program areas.

In June 1999, a group of Metro and local government solid waste managers convened to address the issue of the need for new efforts in certain targeted sectors. As a result, three work teams comprising Metro, local government and DEQ staff were formed to develop new strategies and initiatives in the commercial, construction & demolition debris, and commercial organics sectors. The teams' objectives included:

- Develop a new approach to the waste reduction planning process that results in unified, measurable, accountable and targeted work plans.
- Increase regional recovery by concentrating on the lagging sectors of commercial, organics, and construction and demolition (while continuing to support existing strong recovery from the residential sector).
- Identify areas within these lagging sectors on which to focus cooperative waste reduction activities.
- Identify emerging issues in waste reduction planning that may need special attention.
- Integrate the results of new initiatives into the annual reporting, DEQ Waste Composition Study and other recycling and solid waste data and studies.
- Determine the resources required for these new initiatives and measurement/reporting activities.
- Evaluate the focus areas regularly to ensure they remain relevant.

Fiscal Year 2005-06 Program Overview:
The following is a brief overview of the Waste Reduction Initiatives' overall goals and activity highlights for FY 2005-06. The complete text of the initiatives is provided in Appendix B.

Commercial:
In order to reach recovery goals, the region needs to recover an additional 75,000 tons of recyclables and yard debris from businesses.

FY 2004-05 Highlights:

- The Commercial Recovery Work Group's program goal is to develop and implement strategies to meet the 2005 recovery goals and encourage behavior change in the business sector. Immediate emphasis is on recovery with importance and long-term emphasis given to waste prevention and buying recycled products.
- The Commercial Technical Assistance Program (CTAP) will continue funding to local governments to provide one-on-one on-site assistance in recycling, waste prevention and buy recycled products.

- Regional recognition was determined to be ineffective. A couple of local governments will enhance the original Business Recycling Awards Group recognition program while others will develop new recognition programs that fit the needs of their jurisdictions.
- A business outreach campaign will be developed in Spring 2005. The outreach objectives will be to generate awareness about commercial recycling, provide a seamless service to regional businesses with one phone number to call for assistance (Metro's Recycling Information Center), and to get recycling specialists in the door for additional assistance.
- Clackamas County (lead), Metro and other local government representatives have contracted with a consultant to develop outreach tools for local property managers and their tenants to increase recycling at multi-tenant office buildings and retail properties. Results of focus groups with property management companies have indicated a need to develop a relationship with the Building Owners and Managers Association (BOMA). This will occur during Spring 2005.
- The Commercial Recovery Work Group is maintaining and updating the online Buyers Guide to Recycled Products, which is designed to allow businesses to easily find recycled-content products.

Construction & Demolition Debris:
According to the revised RSWMP recovery rates, the region must recover 35,000 additional tons of C&D debris in order to meet its established goals.

This plan takes a three-track approach to minimizing the quantities of C&D waste and maximizing the resource value of C&D debris. The first track emphasizes waste prevention, salvage and reuse. The practices and programs in this section are among the most important in this plan because they are considered to be the lowest cost and most effective methods of managing C&D debris. Salvage and deconstruction practices are one of the few tools available to effectively reduce the 60 percent of C&D debris coming from demolition activities. The local salvage and deconstruction service provision and retail infrastructure is growing, but several barriers, which are addressed in this plan, have kept these practices from becoming widely adopted.

The plan's second track focuses on developing effective C&D debris recycling and processing programs for the debris that is not a candidate for deconstruction and salvage. This plan includes a wide range of tools and tactics being used to improve source-separated and post-collection recovery of C&D debris. To recover the necessary tonnage, education and cooperative partnerships with several construction industry associations are being used in conjunction with developing new policies and programs to encourage post-collection recovery of dry waste loads.

The third track outlines targeted projects designed to help develop markets for salvage and recycling. The areas of focus include building the overall salvage infrastructure, the development of markets and market demand for used commercial building materials, and enhancement of recycling markets for drywall and composition roofing.

FY 2004-05 Highlights:

- Continued funding and staff support on the Construction Industry Association Partnership project. These industry partners continue to play a major role in educating the construction industry about the importance of salvaging, recycling and managing C&D debris.
- Continued yearly measurement of the effect of the Construction Industry Association Partnership project. The survey quantifies industry attitudes toward and awareness of salvage and recycling and self-reported recycling/salvage behavior. Also conducted an independent survey of building material salvage industry practitioners to determine annual tons salvaged.
- Planning for a new policy and program to provide incentives to solid waste facilities to ensure that all Metro region dry waste loads go through some type of recovery facility/process before being disposed; Hillsboro Landfill and Lakeside Reclamation would be most affected by these changes.
- Because demolition waste accounts for over 50 percent of the region's C&D debris, more emphasis will be placed on reducing the barriers to deconstruction/salvage and the developing the salvage and the used building materials retail infrastructure. Activities include:
  - Soliciting proposals for a third round of grant funding to help develop the used building material deconstruction, collection and retail infrastructure in the Metro region. Grants assist with used building material retailers and deconstruction contractors with capital construction projects and materials handling equipment purchases.
  - Addressing barriers that keep commercial used building materials from being salvaged and reused. The first step is the completing a design guide to make specifying used commercial building materials easier for architects and designers.

<u>Commercial Organics:</u>
According to the revised RSWMP recovery rates, the region must recover 10,000 tons of organic waste from the commercial sector in order to meet its established goals. This plan is designed to guide the region in the direction of increased recovery while adhering to the solid waste hierarchy of reduce, reuse, recycle, recover, compost, landfill.

The organics plan takes a two-track approach to organic waste management. The first track emphasizes waste prevention, donation and diversion. This is considered to be a least-cost approach, since preventing the generation of the material in the first place removes the need to manage it as a waste product. Donation is the highest end-use of food that is produced, and diversion to animal feed is the next step down in the hierarchy. Each of these approaches can be implemented in a relatively rapid fashion in that an existing infrastructure is present in the region, and outreach materials may be produced with short turnaround. Although the food

donation infrastructure does exist, some assistance and support is necessary to enhance capacity to accommodate new and increasing flow of material.

The second track focuses on developing a processing system to accommodate organic waste that cannot be diverted to higher end uses. Every effort will be made to utilize existing infrastructure and tailor generator and collection programs to fit within existing operations and regulatory systems.

FY 2004-05 Highlights:

- Metro secured food waste processing capacity to serve the region. A five-year contract for the transportation and composting of the region's organic waste was signed with Cedar Grove Composting, Inc. of Maple Valley, Washington in December 2004. Metro Central Transfer Station began receiving source-separated organics on January 31, 2005 for a fee of $47.50 per ton. The City of Portland is in the process of recruiting and training businesses to participate in the composting program and is also conducting a cost of service study for organic waste collection.
- The region will concentrate the majority of its effort on the development and growth of the organics collection and composting portion of the plan during fiscal 2005-06 now that processing capacity has been established.
- Local governments and solid waste and recycling haulers in the region have expressed their commitment to work to recover organic waste and are completing a cost of service study to determine program costs and logistics.
- A food donation barrier and benefit identification study (using community-based social marketing principles) was completed in FY 2003-04. Results of the study were used to develop the *Fork it Over!* education and outreach campaign, which rolled out in 2004 and continues into FY 2004-05. *Fork it Over!* is a peer-to-peer program that encourages businesses to donate surplus food. Metro and local government technical assistance staff help to connect donors with recipient agencies.
- Metro contracted for a study to determine the impact of combined residential organics yard debris collection on the existing yard debris composting system. The study indicated that the feasibility of implementing residential organic waste management program was questionable at this time. The region will revisit the possibility of residential organics collection programs in future years.

Program Administration and Reporting:

Because these new initiatives require the work and the support of all regional partners, the day-to-day administration of the various tasks in the Commercial, C&D and Organics programs will be managed by the respective regional intergovernmental work teams that developed these plans. Individual team members will be assigned oversight of particular pieces of the plans, and will be responsible for reporting back to the team when they meet on an ad-hoc basis. Each work team will give a regular update at the monthly Local Government Recycling Coordinators Meeting and will solicit feedback from the group as well as inform the group of progress being made.

Data collection, measurement and year-end progress reports will be the responsibility of the work teams. As part of the overall Year 15 Program Plan, each work team will be responsible to produce a year-end report on the progress made in the region.

2005-06 Budgeted Funds:

Commercial Initiatives:	$ 679,000*
Construction & Demolition Debris Initiatives:	320,000
Commercial Organics Initiatives:	28,000**
Total:	**$1,027,000**

*An additional $100,000 is budgeted elsewhere for outreach and education.
**An additional $250,000 has been earmarked from the Recycling Business Assistance Program account to fund an organics collection capital improvement grant program (for the purchase of collection containers and equipment).

Part II: Targeted Competitive Grant Program

Overview:
The competitive grant program is designed to supplement the program funding available through the Annual Waste Reduction Program. These grants are intended to assist local jurisdictions in targeting the RSWMP practices that are not addressed in other program plans, and for which other sources of funding are not available. This program also seeks to support creative methods for addressing solid waste issues.

Format and Structure:
Each year, Metro will specify focus area(s) or target(s) for this competitive grant program based upon RSWMP needs and priorities. The area of focus for FY 2005-06 is multi-family recycling. Local jurisdictions interested in this program must submit an application for funds using a standardized form provided by Metro. Applications must include:

- A clear goal statement.
- A clear justification of need.
- A specific dollar amount requested.
- Concise and meaningful measurement tools and methods.
- A description of intended results.

Applications must identify the specific practices of the RSWMP to which the funds will be applied, demonstrate clear benefits to the region, and should be transferable to other jurisdictions.

Local jurisdictions are required to provide at least a 50 percent match to funds requested. This match may be dollars, materials, in-kind services or a combination of these. Applicants are encouraged to cooperate or develop formal partnerships with nonprofit, volunteer agencies, business associations, chambers of commerce or other groups. In-kind matches may be provided in part by some or all partners.

Reporting:
A 90-day progress report as well as a final report due 30 days from the completion of the project must be submitted to Metro. Reports must demonstrate how the project has met the stated criteria and the impacts the project has had to the prevention, recycling and recovery of waste in the region. A sample reporting form is attached below.

2005-06 Budgeted Funds: $80,000

Targeted Competitive Waste Reduction Grant Program Final Report Form

FY 2005-06 Grant Cycle

Grant Program Results Table

Please complete the following table to provide data and information on the intent and actual results of the grant-funded programs for 2005-06. Complete a separate table for each program or project implemented.

JURISDICTION (and partners):				
Program/Project Description:				
Project Goal	**Project Objectives**	**Activities Implemented**	**Measurement Method**	**Results**

How has the program/project met the following stated criteria?

- **Specific RSWMP practices supported:**
- **Specific targeted generators and waste streams:**
- **Regional benefit and transferability to other jurisdictions:**

Part III: Per Capita Grants to Maintain Existing Programs

Overview:
Part III of the Annual Waste Reduction Plan focuses on maintaining existing and established local and regional waste reduction and recycling programs through per capita grants to local governments. Significant progress in waste reduction and recycling has been made over past years through these existing programs. In order to maintain these successes, established programs must continue to be funded, staffed and maintained at the same time that new initiatives are introduced.

Per Capita Grant Program Plan Format, Structure and Timeline:
The Per Capita Grant Program format is intentionally simple and straightforward. Local governments will complete the attached chart, detailing the outreach, education and collection programs currently implemented and the efforts they will engage in to maintain these programs. This will provide a comprehensive regional picture of the existing programs.

The reporting section is to be completed by local governments at the end of the fiscal year and submitted to Metro no later than August 1, 2006. This section will detail each task's actual implementation date, as well as relevant status reports, changes and noted results. The reporting section will serve as the basis for integrating existing program status and progress into the recommended practices of the RSWMP, as well as required annual reporting to the Department of Environmental Quality.

For jurisdictions receiving $100,000 or more in funding allocations, an additional reporting element and a different funding allocation method will be used. Funding will be allocated in two allotments; the first half upon signature of the Intergovernmental Agreement, and the second after receipt of a satisfactory interim progress report is received and approved by Metro. The intent of this change is to more closely monitor the funds and to provide a greater degree of accountability for large funding allocations.

Compliance with State Law and the Regional Solid Waste Management Plan:
All regional partners will continue to be required to comply with the provisions set forth in State Law (OAR 340-90-040) in addition to the tasks listed in the RSWMP. Metro will be the reporting agency for the region's three county area. Metro will also assume responsibility for integrating maintenance programs into the recommended practices set forth in the RSWMP.

Annual Allocation:
The funding assistance provided to local jurisdictions to maintain existing programs is allocated on a per capita basis. Each jurisdiction receives an allocation based upon its percent of the region's total population.

The FY 2005-06 allocation for the City/County of _____ equals $_____. This represents _____ percent of the overall City/County solid waste and recycling budget.

Program Overview Narrative:
This section of the plan provides a more descriptive and encompassing overview of the per capita grant program. Local governments and Metro will each provide a short annual narrative describing the range of programs and the principles behind them.

2005-06 Budgeted Funds:
$636,803

PLANNED MAINTENANCE ACTIVITIES FOR FISCAL YEAR 2005-06

The Program Plan Table is divided into two sections: Planning and Reporting. The planning section lists program areas under the header marked "Tasks," which are to be completed in detail by local governments. All outreach, education, collection and other existing program efforts are to be listed under each task area with an associated implementation date noted under the heading "Planned Date." The section header "R/WP/B" identifies whether this particular program or activity is primarily recycling (R), waste prevention (WP) or both (B). This notation is to assist Metro in collecting data for annual reporting to the Department of Environmental Quality on the region's waste prevention activities. The completed planning section of the table is due to Metro no later than June 1, 2005.

PLANNING			REPORTING	
Tasks	Planned Date	R/WP/B	Implemented Date	Implementation Status/Results
Residential				
▪ Identify and undertake a specific curbside recycling outreach activity for an existing program. *(required)*				
Multi-family				
▪ ▪				
Home Composting				
▪ ▪				
Commercial				
▪ ▪				
Construction & Demolition				
▪ ▪				
Household Hazardous Waste				
▪ ▪				
Regional Planning Support				
▪ ▪				
School Outreach and Education				
▪ ▪				
Other				
▪ Report jurisdictional solid waste and recycling data to Metro. (required) ▪ Participate in at least one regional waste reduction planning group (required)				

Appendix A
Fiscal Year 2005-06 Metro and Local Government
Annual Waste Reduction Program Plan for Waste Reduction

PLAN DEVELOPMENT SCHEDULE

Timeline	Annual Work Plan Process
August/September 2004	Metro and local government targeted sector work teams (Organics, C&D, Commercial) review and amend plans and associated budgets
November/December 2004	Draft overall framework developed by Metro and local government staff.
March 2005	**Regional public involvement:** Metro SWAC review of drafts
March-April 2005	**Council approval process:** Metro Council consideration and adoption
April-May 2005	**Local and regional public involvement:** Local SWAC and other public involvement Metro budget hearings Local government budget hearings
June 1, 2005	**Local governments submit completed plans and participation commitment agreements are drafted**
PLAN IMPLEMENTATION	
July 1, 2005	Start of fiscal year - Implementation begins
No later than Nov. 30, 2005	Intergovernmental agreements for grant funding approved and funds distributed to local governments to support the maintenance of existing programs.
REPORTING	
April-May 2006	Interim reports from jurisdictions receiving over $100,000 in funding allocations.
Aug. 1, 2006	Final program progress reports due from local governments
Feb. 28, 2007	Metro produces annual report for the previous fiscal year period

July 1, 2005: Competitive Grant applications due to Metro.

Appendix B

Commercial Recovery Work Plan

FY 2002-2005
March 2005

Overview

In order to meet Metro's wasteshed recovery goal set by state law, the region must attain a recovery rate of 62 percent by 2005, which includes 6 percent credits for waste prevention, home composting and reuse. In 2003, the region's recovery rate was 57 percent, having increased almost 8 percentage points in the last five years.

Commercial waste, excluding organics, comprises more than 40 percent of the region's total waste. For the commercial sector, the target is to recover an additional 75,000 tons for the region to stay on track to meet its goal.

In addition to recovery, the revised Regional Solid Waste Management Plan for Metro identifies a waste prevention goal for businesses that is equivalent to 0.5 percent of regional generation (i.e., recovery plus disposal). With annual regional generation at 2.5 million tons, the commercial waste prevention goal is equivalent to about 12,500 tons of diversion. In 2000, an estimated 13,000 tons was prevented by various activities, meeting this goal. For 2005, the region projects that it can divert an additional 5,000 tons through commercial waste prevention.

To meet these two goals, a Commercial Recovery Work Group (CRWG), comprising local government, Oregon Department of Environmental Quality and Metro representatives have developed an interim plan that outlines policy and program options (including resource needs) to reach these goals. This plan was developed by the CRWG and covers Fiscal Year 2005-06. The plan groups its recommendations in two program tracks: waste prevention and recovery.

The immediate goal of the CRWG work plan is to develop and implement strategies to meet the 2005 recovery goals and encourage behavior change in the business sector. Immediate emphasis is on recovery with importance and long-term emphasis given to waste prevention and buying recycled products. This goal is what guides the group in prioritizing its work plan.

The plan's first track focuses on waste prevention. A number of projects will have ended in FY 2003-04, with recommendations for broader implementation in FY 2004-05. Out of these recommendations, CRWG members will decide to focus outreach efforts on one of the following projects in FY 2005-06:

- The Packaging Minimization Project, working with a select group of companies to look at strategies and efficiencies in minimizing excessive packaging, may recommend strategies to assist other companies in reducing packaging waste.
- The Legal Outreach Project, working to promote double-sided copying of legal documents and the use of recycled-content paper, may recommend more outreach to the legal industry.

- The Green Copier Pilot Project, working with a local copier service provider to promote to their customers copying double-sided and purchasing recycled-content paper, may recommend broader distribution of information by recycling specialists.

The second track, which is given higher priority, focuses on recovery. Providing businesses with customized assistance in setting up recycling programs, identifying waste prevention opportunities and providing information on buying recycled-content products is the primary method for recovery. The Commercial Technical Assistance Program (CTAP) provides funding to local governments to hire recycling specialist staff to assist businesses. As many as 20 recycling specialists (6.51 FTE) hired in the region work directly with businesses to increase recycling, waste prevention and buying recycled-content products.

Outreach efforts link the assistance services with the recycling specialists. As in FY 2004-05, in FY 2005-06, two campaigns are proposed, one in the fall and one in the spring. In FY 2003-04, the campaign targeted commingled paper and was very successful at enticing businesses to call the Recycling Information Center to request free assistance and deskside recycling boxes. The campaign was called "All Paper One Box Recycling." In FY 2004-05, the campaigns will build on the success of the deskside box campaign and promote the same service and resource. Future campaigns may focus on additional materials, on various topics, such as commingling, or on selected business sectors.

The following draft plan outlines in specific detail the projects and programs and accompanying resources needed to increase recycling levels, promote waste prevention and buy recycled-content materials.

Commercial Recovery Goal - Develop and implement strategies to meet the 2005 recovery goals and encourage behavior change in the business sector. Immediate emphasis is on recovery with importance and long-term emphasis given to waste prevention and buying recycled products

TRACK 1: WASTE PREVENTION **Expand targeted pilot project and develop an outreach program around it.**	**Staff**	**2005-2006 Budget**
A. Develop outreach program based on one previous targeted pilot project (e.g.; packaging minimization, legal outreach, CopyGreen)		
➢ Conduct market/needs assessment to determine outreach campaign and targeted message for waste prevention activities in FY 2006-07	CRWG; Robin	$10,000
▪ Hire a contractor to assess barriers and benefits, past trends and current national programs, provide scoring on waste prevention activities, provide recommendations on outreach strategy and targeted messaging		
➢ Develop an outreach program that will be promoted region wide	CRWG; Robin	
Subtotal (Section A)		***$10,000***
B. Provide waste prevention technical assistance to businesses through CTAP		
➢ Promote waste prevention activities to businesses	CTAP Specialists	Included in Track 2.B.1.
Subtotal (Section B)		***$0***
TOTAL TRACK 1		***$10,000***

TRACK 2: RECOVERY **Develop a program to ensure effective commercial recovery is in place.**	**Staff**	**2005-2006 Budget**
A. Increase outreach and education to businesses		
1. Multi-tenant outreach ➢ Based on findings from the pilot project (FY 2003-04), develop a small targeted outreach strategy to property owners and managers	CRWG	$10,000
2. Outreach to the business community ➢ Develop two campaigns in FY 2005-06 ▪ Focus on specific materials (mixed paper, film plastics, commingled materials, scrap metal, carpet) ▪ Focus on specific topics (convenience of commingling, disposal ban, IMEX, packaging) ▪ Focus on selected business sectors (very targeted and coordinated with CTAP findings) ▪ Utilize the RIC as the number for businesses to call. The RIC would refer businesses for assistance to the correct local government representative.	Vicki; CRWG	$80,000
➢ Evaluate outreach campaigns ▪ Hire a contractor to evaluate the outreach campaigns to determine effectiveness	Steve; Vicki	$15,000

Subtotal (Section A)	***$105,000***

TRACK 2: RECOVERY, continued **Develop a program to ensure effective commercial recovery is in place.**	**Staff**	**2005-2006 Budget**
B. Commercial Technical Assistance Program (CTAP)		
1. Provide funding to local governments to hire recycling specialist staff to assist businesses on recycling, waste prevention, buying recycled-content materials activities	Robin	
➢ Local government assistance to businesses utilizing a one-on-one onsite approach – Total FTE is 6.51		
• City of Beaverton – Hire at .63 FTE		$39,171
• City of Fairview – Hire at .02 FTE		$1,290
• City of Gresham and Wood Village – Hire at .38 FTE		$22,538
• City of Portland – Hire at 1.63 FTE		$100,000
• City of Troutdale – Hire at .1 FTE		$4,521
• Clackamas County – Hire at 1.75 FTE		$106,533
• Washington County – Hire at 2 FTE		$125,947
Subtotal (Section B.1)		***$400,000***
2. Provide tools and resources to support CTAP	Robin	$20,000
➢ Tools and resources include deskside boxes, central collection containers, collateral to enhance program, information flyers/brochures, business cards, web assistance, CTAP recycling specialist awards, etc.		
➢ Provide funding for the Solid Waste Assessment Team (SWAT). SWAT supports CTAP and works with recycling specialists to do waste sorts at businesses in the region to provide them with waste characterization reports of their facilities	Robin	
▪ Assist [x] businesses with waste characterization services.		
3. Provide training to recycling specialists to enhance their skills and communication to businesses	Robin	$10,000
➢ Training includes skill building workshops, industry-specific trainings, personal development programs, etc.		
4. Purchase regional business list	Steve; Robin	$10,000
➢ The regional business list supports CTAP and provides recycling specialists with a way to identify businesses in their jurisdiction by sector, employee size, geographic location, etc.		
Subtotal (Section B.2-B.4)		***$40,000***
TOTAL TRACK 2		***$545,000***

TRACK 3: MARKET DEVELOPMENT **Ensure adequate market capacity and promote buying recycled-content products**	**Staff**	**2005-2006 Budget**
A. Provide technical assistance to businesses on buying recycled-content products through CTAP		
➢ Promote to businesses purchasing products made of recycled-content materials	CTAP Specialists	Included in Track 2.B.1.
Subtotal (Section A)		***$0***
B. Buyer's Guide to Recycled Products		
➢ Update and maintain online Buyer's Guide to Recycled Products	Marta	$4,000
Subtotal (Section B)		***$0***
TOTAL TRACK 3		***$4,000***

TOTAL PROPOSED BUDGET	**FY 2005-06**
TOTAL TRACK 1 – Waste Prevention	$10,000
TOTAL TRACK 2 - Recovery	$545,000
TOTAL TRACK 3 – Market Development	$4,000
GRAND TOTAL	***$559,000***

Metro Regional Construction and Demolition Work Plan
FY 2005-06

March 2005

According to the revised Regional Solid Waste Management Plan recovery rates, the Metro region must recover 35,000 tons of construction and demolition (C&D) waste to meet its goals. This one-year interim plan, cooperatively developed by the Regional C&D Recovery Work Group comprised of Metro and local government staff, is designed to guide the region in the direction of increased recovery while adhering to the solid waste hierarchy of reduce, reuse, recycle, recover, compost, landfill.

Three Tracks

This plan takes a three-track approach to minimizing the quantities of C&D waste and maximizing the resource value of C&D debris. The first track emphasizes waste prevention, salvage and reuse. The practices and programs in this section are among the most important in this plan because they are considered to be the lowest cost and most effective methods of managing C&D debris. Salvage and deconstruction practices are one of the few tools available to effectively reduce the 60 percent of C&D debris coming from demolition activities. The local salvage and deconstruction service provision and retail infrastructure is growing, but several barriers, which are addressed in this plan, have kept these practices from becoming widely adopted.

The plan's second track focuses on developing effective C&D debris recycling and processing programs for the debris that is not a candidate for deconstruction and salvage. This plan includes a wide range of tools and tactics being used to improve source-separated and post- collection recovery of C&D debris. To recover the necessary tonnage, education and cooperative partnerships with several construction industry associations are being used in conjunction with the development of new policies and programs to encourage post-collection recovery of dry waste loads.

The third track outlines targeted projects designed to facilitate the development of markets for salvage and recycling. The areas of focus include building the overall salvage infrastructure, the development of markets and market demand for used commercial building materials, and enhancement of recycling markets for drywall and composition roofing.

Targeted Construction and Demolition Activities

Based on prior years of research, the C&D Recovery Work Group is continuing to target these four sectors as the biggest opportunities for salvaging or recycling C&D debris:

- New commercial (under $3 million).
- Commercial remodel/tenant improvement.
- Wood-frame building demolition.
- Residential remodeling (performed by licensed contractors).

Development of the Work Plan

On an ongoing basis, the C&D Recovery Work Group receives feedback from the local government solid waste directors, salvage and recycling industry representatives, and Metro staff on the progress and direction of current and future task force activities. This feedback, along with the lessons learned implementing the FY 2002-03, 2003-04 and 2004-05 C&D Waste Reduction Initiative, has provided the basis for the FY 2005-06 plan.

The major themes in this work plan include:

- Continuing the partnership project with the construction industry.
- Increasing connections between waste reduction activities and the local green building movement.
- Boosting the salvage and utilization of commercial used building materials.
- Continuing to provide grants for salvage infrastructure.
- Providing support to the regional dry waste processing requirement work group.
- Developing markets and increasing extended producer responsibility efforts for drywall and composition roofing.

The following draft plan provides the details and the accompanying resources needed for the implementation of the next year of the regional construction and demolition waste management plan.

The FY 2005-06 Construction and Demolition Waste Reduction Initiative Work Plan

TRACK 1: WASTE PREVENTION: **Develop focused outreach and education programs on salvage and deconstruction practices for the Region's contractors, developers, architects, material specifiers and property owners.**	**Staffing**	**2005-06 Budget**
A. Waste prevention outreach and education: ▪ Extend the implementation of the three-year C&D communication and marketing program. ▪ Continue to refine the educational outreach and education project for a fourth year. Activities include: ✓ Building partnerships with local industry associations (ABC, AGC, CSI, HBA, ORA, public construction project managers and green building organizations). ✓ Working cooperatively with local plan centers, building permit centers, building material retailers and wholesalers to distribute Metro C&D literature. ✓ Creating interest in waste reduction by placing articles/case studies in local industry publications, such as the Daily Journal of Commerce, NW Construction magazine and the Business Journal. ✓ Coordinate activities to include with other Metro solid waste and waste reduction programs, including Metro paint, erosion control and CEG programs. ▪ Create and print collateral materials, including the Metro Construction Industry Recycling Toolkit, Toolkit Planners Guide, and the Commercial Used Building Material source book.	Contractor with oversight by C&D Recovery Work Group C&D Recovery Work Group	$50,000 $75,000
B. Evaluate and measure effect: ▪ Continue to measure the target audience's waste-related motivators, knowledge and behaviors to determine the need for and structure of future C&D education and outreach programs.	Contractor with oversight by C&D Recovery Work Group	$10,000
C. Create collateral for the promotion of commercial building material reuse	Contractor with oversight by C&D Recovery Work Group	$10,000
D. Reduce the barriers that constrain the donation of reusable building materials: ▪ Improve reuse options at solid waste facilities. ▪ Investigate the creation of reuse stations for used building materials at transfer stations, landfills and MRFs. ▪ Implement a six-month pilot project of the reuse station concept at a Metro transfer station, limited-purpose landfill and a local C&D MRF, and monitor results. ▪ Use pilot data to make a recommendation for constructing permanent reuse stations at solid waste facilities.	C&D Recovery Work Group to provide technical assistance to MSS and MCS operator to implement reuse program	0
Subtotal (Track 1-Sections A-D)		**$145,000**

TRACK 1: WASTE PREVENTION, continued: **Develop focused outreach and education programs on salvage and deconstruction practices for the Region's contractors, developers, architects, material specifiers and property owners.**	**Staffing**	**2005-06 Budget**
E. Waste prevention grants: ▪ Provide funding to nonprofit organizations and other governments to sponsor events that build a connection between C&D reuse and recycling and green building practices. Funding is for events that promote the concepts of deconstructing and building with salvage to contractors and property owners.	C&D Recovery Work Group	$10,000
Subtotal (Track 1-Section E)		**$10,000**
TOTAL (TRACK 1)		**$155,000**

TRACK 2: Develop a system to ensure that source-separated recycling and effective post-collection recovery is available or provided to the C&D industry.	**Staffing**	**2005-06 Budget**
A. Promote the use of source-separated recycling: ▪ Extend the implementation of the three-year C&D communication and marketing program for a fourth year. ▪ Continue to promote and demonstrate the benefits of and cost savings from source-separated recycling.	Contractor with oversight by C&D Recovery Work Group	Budget is in Track 1, A 1.
B. Require that specified C&D loads be processed before disposal: ▪ Assist in the development of the regulatory tools to carry out a processing requirement for all Metro-region dry waste. ▪ Assist in the development of policies, regulations, facility practices and inspection protocols to implement, monitor and support this contingency work group recommendation (with direction from Regulatory Affairs staff). ▪ Utilize the relationship with the region's construction trade associations to promote/support operational changes being made at the region's dry waste landfills and Metro transfer stations.	C&D Recovery Work Group	-0-
C. Provide technical assistance: ▪ Provide technical assistance to affected facilities to make long-term investment in MRF infrastructure.	C&D Recovery Work Group	-0-
D. Identify additional opportunities for post-collection recovery: ▪ Identify the types of programs and projects will be needed to recover additional C&D tonnage in the coming years. ▪ Gather local information on C&D loads and waste hauling to identify possible C&D projects. ▪ Coordinate research and data gathering with local governments and other organizations as appropriate. ▪ Convene a group of key stakeholders and local government staff to evaluate options. Participants include ORRA, Tri-County Haulers Association, AOR, Metro SWAC, facility operators and builder groups.	C&D Recovery Work Group	-0-
TOTAL (TRACK 2)		-0-

TRACK 3: MARKET DEVELOPMENT Assist in the development of markets that support the recycling and salvage of C&D materials.	Staffing	2005-06 Budget
A. Assist in the development of the local retail infrastructure for the used building material industry: ▪ Promote building with used building materials. ▪ Work with the building industry and others to implement the recommendations identified in the FY 2003-04 consultants' report to develop market share and procurement practices for building with used commercial building materials.	C&D Recovery Work Group and Contractor with oversight by C&D Recovery Work Group	$30,000
B. Provide salvage infrastructure grants to the region's used building material industry	C&D Recovery Work Group	$100,000
C. Develop markets for poorly performing C&D materials: ▪ Implement plan for market development project developed in FY 2004-05. Depending on the findings of the C&D Recovery Work Group, this may take the form of closer work with local manufacturers of drywall and comp roofing to implement EPR principles and/or research projects/technical work to increase market acceptance with potential end users (ODOT, paving and asphalt industry) of processed materials like shredded tear-off roofing.	C&D Recovery Work Group and contractor with oversight by C&D Recovery Work Group	$20,000
TOTAL (TRACK 3)		$150,000

TOTALS	Staffing	2005-06 Budget
TRACK 1		$155,000
TRACK 2		$0
TRACK 3		$150,000
GRAND TOTAL		$305,000

Metro Regional Organics Work Plan
FY 2005-06

March 2005

According to the revised Regional Solid Waste Management Plan recovery rates, the Metro region must recover 10,000 tons of organic waste from the commercial sector in order to meet its established goals. This one-year interim plan, cooperatively developed by the Regional Organics Work Team comprised of Metro, DEQ and local government staff, is designed to guide the region in the direction of increased recovery while adhering to the solid waste hierarchy of reduce, reuse, recycle, recover, compost, landfill.

This plan takes a two-track approach to organic waste management. The first track emphasizes waste prevention, donation and diversion. This is considered to be a least-cost approach as preventing the generation of the material in the first place removes the need to manage it as a waste product. Donation is the highest end-use of food that is produced, and an established system to collect and redistribute donated food exists in the region. Continued assistance and support is necessary to increase the amount of perishable foods donated.

The plan's second track focuses on the first year of full-scale implementation of the region's collection and processing system to recover organic waste that cannot be diverted to higher end uses. Every effort will be made to utilize existing infrastructure and tailor generator and collection programs to fit within existing operations and regulatory systems. In order for the region to reach its recovery goals, organic waste collection and processing must be implemented. As the commercial system begins full-scale implementation, the Organics Recovery Work Group will examine the development and implementation of residential food waste diversion programs through research and the region's first large-scale residential collection pilot program.

Outreach efforts to encourage the donation of edible food will continue while intensive large-scale education programs for businesses to properly separate and prepare organic waste for collection and processing will be undertaken in cooperation with the region's local governments, business community and solid waste & recycling haulers. The majority of program funding is allocated to support the collection and processing system as well as piloting the residential program.

The following draft plan provides the details and the accompanying resources needed for the implementation of the next year of the regional organic waste management plan.

TRACK 1: WASTE PREVENTION, DONATION AND DIVERSION Continue partnerships, focused outreach and education programs for targeted food-intensive businesses to increase waste prevention, donation and diversion practices.	**Staff**	**2005-06 Budget**
A. Continue to build on partnerships with industry associations, food rescue agencies and other governments to ensure suitable and effective outreach messages, appropriate outreach methods, identify areas of further coordination and develop alternative vehicles for information dissemination.		0
B. Continue focused outreach and education coupled with on-site assistance ▪ Continue regular presentations at industry events, meetings and trainings to emphasize donation as a safe business practice. ▪ Promote Good Samaritan Laws, assuage concerns over liability, enlighten "myths and realities" of food donation. ▪ Develop new partnerships to enhance outreach scope and effectiveness. ▪ Coordinate with CTAP waste evaluators for outreach assistance. ▪ Continue to implement outreach that emphasizes donation as the first choice over composting or disposal. ▪ Broad media campaign for food donation message.		0
C. Create new and update existing educational materials as needed.		$3,000
D. Provide support and assistance to organizations and associations involved in developing sustainable food systems in the region. ▪ Actively participate in Community Food Matters forums and committee meetings. ▪ Continue membership and active involvement with the implementation of the City of Portland/Multnomah County Food Policy Council. ▪ Connect and coordinate with other local industry initiatives where appropriate.		0
E. Continue to monitor and assess the potential for diversion of food waste to animal feed markets in light of new federal and state regulations for the feeding of food wastes to cattle and hogs.		0
TOTAL TRACK 1		**$3,000**

TRACK 2: ORGANIC WASTE COLLECTION AND PROCESSING SYSTEM IMPLEMENTATION Enhance public and private sector collection and processing options using existing infrastructure to the greatest extent possible.	Staff	2005-06 Budget
A. Assist with implementation of organic waste collection programs. ▪ Develop and provide appropriate outreach and educational materials and services. ▪ Provide cost-of-service or routing analysis assistance. ▪ Provide funds to local governments or directly to haulers to share in the costs of system implementation (collection containers, truck modifications, educational materials, etc.) ▪ Provide staff assistance for program roll out, education, on-site orientation.		$250,000
B. Assist with production and dissemination of specific educational materials focused on generator types, geographic area, hauler equipment, and end-use of materials collected. ▪ Provide on-site assistance to generators implementing separation and collection programs. ▪ Provide generators with a menu of alternative management options ensuring that the hierarchy of prevention and donation first is followed.		$10,000
C. Enhance local reload infrastructure to ensure an efficient system that serves the region. ▪ Monitor development of new state regulations regarding organics reloads. ▪ Work closely with facilities throughout the region to assist with the implementation of organics reload and transfer where feasible and needed. ▪ Continue to provide organics reload at Metro Central Transfer Station and open reload services at Metro South.		0
D. Develop residential food waste management program. ▪ Research approaches to residential food waste management used throughout the US. ▪ Develop management hierarchy (at-home management of food waste via waste prevention, home composting, worm bins) and associated outreach strategies.		$10,000
E. Implement large-scale residential pilot food waste collection projects ▪ Investigate and pilot different in-home collection methods and setout systems ▪ Determine true costs of program implementation under a variety of scenarios		
F. Investigate cooperative purchasing arrangements for collection system equipment and supplies. ▪ Conduct a needs assessment for a buyers' cooperative in Oregon and Washington for the purchasing, storage and distribution of compostable bags or other common program supplies for commercial and residential programs.	Work team	0
G. In partnership with regional commercial compost facilities, conduct a formal market study to determine if there is a need for a compost products market enhancement program.	*contractor*	$5,000
TOTAL TRACK 2		**$275,000**

TOTAL PROPOSED BUDGET	FY 2005-06
TOTAL TRACK 1	**$3,000**
TOTAL TRACK 2	**$275,000**
GRAND TOTAL	**$278,000**

Year 14 Performance Measures Assessment Report
(Fiscal Year 2003-04)

April 2005

Introduction

The purpose of this report is to evaluate the progress of the Annual Waste Reduction Program for Metro and Local Governments (AWRP). Each of the three sections in the plan has an independent progress measurement and reporting scenario tied to the specific tasks involved. At the end of the fiscal year, progress reports for each section are produced independently to assess regional waste reduction and recycling progress.

In 2003, the Metro region reached a 57 percent recovery rate, as reported by the Oregon Department of Environmental Quality. This reflects 6 percent credits from waste prevention, reuse and composting programs and a calculated 51 percent recovery rate from recycling and composting collection activities. Progress toward the region's goals grew in 2003, with an increase in the regional recovery rate of three percentage points, up from 54 percent in 2002. (The most recent full year of recovery data available from DEQ is 2003.)

Based on 2003 data, an additional 170,000 tons must be recovered in 2005 to meet the 62 percent recovery goal, given the projected waste generation for that year. Of the total new tons of recovery needed, about 70 percent, or 120,000 tons, are expected to come from initiatives in the commercial, construction & demolition and organics sectors. The remaining recovery to meet the 2005 goal is anticipated to come from curbside recycling collection programs and current Bottle Bill efforts.

Background

Since 1990, Metro and its local government partners have developed cooperative plans to implement the region's waste reduction and recycling programs. The AWRP for Fiscal Year 2003-04 (known as Year 14 in Annual Waste Reduction Plan parlance) brings together three integral pieces of the region's waste reduction and recycling system: New and focused efforts to recover more from the commercial, construction/demolition debris (C&D) and organics sectors; continuation of competitive grants for innovative waste reduction programs; and the maintenance of programs that form the foundation of the region's recycling infrastructure.

The long-term goal of the AWRP is to reduce the amount of materials generated and disposed in the Metro wasteshed. Secondary goals include:

- Developing and implementing new, focused waste prevention and recycling programs aimed at the largest remaining waste substreams.
- Targeting special waste prevention and recycling areas for increased attention.
- Maintaining and increasing existing Metro and local government waste prevention and recycling programs.

Program effectiveness is measured by increased regional recovery in total and by RSWMP recommended practice (total tons and per capita tons recovered and disposed). Data used to determine effectiveness are derived from DEQ recovery and disposal data and the DEQ waste composition study. (See Appendix A for an overview of the performance measures for the Annual Waste Reduction Plan.)

Progress Overview

In 2003, the region's solid waste prevention and recovery rate grew to approximately 57 percent; the combined Metro and local government waste reduction programs have played a pivotal role in achieving that success. This achievement, however, is tempered by the fact that waste generation in 2003 registered the largest annual jump (178,000 tons, or 8 percent over 2002) since DEQ began recording data. Increased generation was affected by stronger economic conditions and recovery of paper, metal and wood, as well as some changes in DEQ allocation methodology.

Program-specific Highlights

The success or progress of the Annual Waste Reduction Program is measured by looking at two aspects of program performance: Accountability and effectiveness. In other words, whether a program's work elements are being undertaken and completed, and whether the outcome of those work elements reflects the desired outcome.

Maintenance Support Program

Per-capita grants have successfully helped local jurisdictions implement waste prevention and recycling activities within their jurisdictions, provide regular outreach to citizens and businesses, maintain waste reduction progress to date, and participate in regional waste reduction work groups.

For the region to reach its 62 percent recovery goal by 2005, curbside recycling collection programs need to recover 255,000 tons, an increase of 57,000 tons over the 2000 baseline. Program recovery data from Oregon Department of Environmental Quality allow Metro to track progress toward this goal. In 2003, Metro region curbside programs recovered 218,000 tons, or 93 percent of their target for that year. At this pace, and assuming generation continues to increase as projected, curbside recovery would fall 18,000 tons short of its 2005 goal.

Local governments provide a variety of information to Metro Waste Reduction staff in annual plans and annual reports. In addition to a full range of waste prevention and recycling activities, local governments provide specific outreach efforts, participate in one or more regional waste reduction planning groups, and submit solid waste and recycling budget information.

Targeted Competitive Grant Program

Due to the wide variety of projects undertaken, it is difficult to assess the grants with an overall measurement. Each grant is evaluated based on program criteria and individual performance goals established by the grant applicant. A complete report of the grants is provided in Appendix C.

Some highlights of the FY 2003-04 grants are as follows:

- Clackamas County purchased and installed two vermicomposting units (at LaSalle High School and Full Circle Community School). The Earth Tub composting unit installed in the 2003-03 fiscal year at View Acres Elementary continues operation, and compost was used in new planter beds at the school.
- Clackamas County improved its event recycling program by placing permanent recycling bins at athletic fields and providing easy-to-transport mobile units for community events.
- The City of Gresham continues its GREAT Business Program, visiting an additional 26 businesses in the first quarter of the contract term and conducting presentations at business association meetings and forums.
- The City of Portland's project to secure business participation in food waste composting was delayed to coincide with Metro's process to obtain a composting contractor. Educational materials have been developed and the program is expected to begin implementation in November 2004.
- The City of Portland and Portland State University held information fairs for businesses through property management firms, to develop partnerships and increase recycling in multi-tenant buildings. Nine fairs were held; four firms asked for additional services for their tenants.
- The City of Portland used grants for SCRAP and the ReBuilding Center to expand the operations capacity of those organizations.

Targeted grants have been a useful tool for innovation, but their contribution to long-term waste prevention and recovery progress is uncertain.

Waste Reduction Initiatives

All three Waste Reduction Initiative work groups met or exceeded their *accountability* benchmark of completing 90 percent of their annual work plans for FY 2003-04.

Some highlights of the *effectiveness* measures from each initiative are listed below. Complete assessments for each initiative are included in Appendix D.

- The organics waste reduction initiative has achieved its greatest success to date in the diversion of edible food waste to food rescue agencies and the region's hungry. In FY 2003-04, a study was conducted to determine the benefits and barriers to food donation by businesses. The results of that study were used to develop a peer-to-peer outreach program using the principles of community-based social marketing. The resulting *Fork it Over!* campaign was rolled out in June 2004, and early indicators point toward success. The region is making steady progress in developing an all-food-waste composting facility to recover food waste unfit for human consumption. A Request for Proposals (RFP) to secure transportation and composting services for the region was issued in April 2004; proposals from three qualified firms were received. If the process continues on schedule, the region could have a commercial organic waste composting program by early 2005.

- The construction and demolition (C&D) waste reduction initiative work group surveyed construction and demolition contractors and found that they were incorporating recycling and salvage into their construction projects more often in FY 2003-04 than in FY 2002-03. The survey also reported higher awareness and use of Metro Toolkit publications than in previous years. In the area of market development, Metro awarded two grants totaling $100,000 to increase the capacity to handle used building materials. A phone survey of the largest deconstruction contractors and used building materials retailers saw sales of 10,017 tons of used building materials in 2004, up 27 percent from the previous year. The materials have an estimated value of $5 million. Metro distributed 8,000 toolkits on C&D recycling opportunities in the region. The wood recovery rate of 72 percent remains one of the highest of all recovered materials. The 2003 recycling rates for gypsum wallboard at 6 percent and roofing at 25 percent indicate infrastructure problems that need further review if the private sector does not respond.
- The commercial waste reduction initiative work group increased evaluations to businesses by more than one-third in FY 2003-04 over the previous fiscal year. Follow-up visits to businesses found that on average 80 percent of paper recycling recommendations were implemented and 60 percent of container recycling recommendations. By comparison, only about one-third of waste prevention practices and buy recycled recommendations were implemented by the time of the follow-up visit. It may take businesses longer to put these actions into practice. The assistance program encourages developing relationships with businesses, which will hopefully improve actions in higher-level waste reduction practices. An evaluation of the regional outreach campaign to distribute paper recycling boxes found that businesses with boxes and direct assistance were five times more likely to report increases in paper recycling levels than those that received neither boxes nor visits. Commercial recovery for calendar year 2003 was ahead of target, due in part to an additional 47,000 tons of scrap metal and 18,000 tons of scrap paper being recovered over 2002.

Appendices

A – Performance Measures Overview

B – Foundation/Maintenance Support Grant Program Performance Measurement

C – Targeted Competitive Grant Program Performance Measurement

D – Waste Reduction Initiatives Performance Measurement (Organics, Construction & Demolition, and Commercial)

E – Data Tables:
Table 1 – Progress Toward Revised RSWMP System Benchmarks in 2005
Table 2 – Progress in Meeting RSWMP Diversion Targets in 2005
Table 3 – Metro Recovery and Disposal 1995-2002, in Tons

F – Tons of New Recovery Needed to Meet 56 percent Goal for 2005

Appendix A
ANNUAL WASTE REDUCTION PLAN
Performance Measures Overview

Evaluation is built into all programs and projects designed and implemented in the Waste Reduction Division. In addition, several measures are built in to the budget. In recent months, new performance measures have been designed, developed and built in to the Annual Waste Reduction Plan specifically to address concerns brought forth during the plan review last fiscal year.

Staff's goal for the new performance measures was to develop meaningful and appropriate quantitative monitoring techniques for each Annual Waste Reduction Plan category and sub-category. Meaningful and appropriate measures are defined as those that:

- Reflect specific objectives, program elements and outcomes.
- Provide data to assist in evaluating existing program elements and developing new program elements.
- Require a limited amount of resources to implement so that the cost of measurement does not exceed that of the programs themselves.

These overall and category-specific measures are listed in the tables that follow.

Overall Program Goals and Performance Measures

Long-term goal
• To reduce the amount of materials generated and disposed in the Metro wasteshed.
Secondary goals
• To develop and implement new, focused Metro and local government waste prevention and recycling programs aimed at the largest waste substreams via Waste Reduction Initiatives. • To target special waste prevention and recycling areas for increased attention via targeted competitive grants. • To maintain and increase existing Metro and local government waste prevention and recycling programs via maintenance grants.
Measurement (effectiveness)
• Increased regional recovery in total and by RSWMP recommended practice determined by total tons and per capita tons recovered and disposed. [DEQ recovery and disposal data; DEQ waste composition study (bi-annual); State-of-the-Plan Report.]

Each of the three sections in the Annual Waste Reduction Plan has an independent progress measurement and reporting scenario tied to the specific tasks involved. At the end of the fiscal year, progress reports for each section will be produced independently and combinedto assess regional waste reduction and recycling progress.

Performance Measures Overview
Program Breakdown

Waste Reduction Initiatives				
Initiative	**Objectives**	**Method**	**Measurement (accountability)**	**Measurement (effectiveness)**
Organics	1. Reduce the generation of organic wastes through waste prevention. 2. Recover an additional 10,000 tons of organics (as of 2003).	1. Increase donation of edible food to food rescue agencies. 2. Develop processing infrastructure for food waste.	1. Work group will complete 90% of its annual work plan.	1. Increased capacity for donation of edible food and increased levels of donation (increases reported by food rescue agencies). 2. Increased organics processing infrastructure (number of facilities and tons processed per facility).
C&D	1. Reduce generation of C&D wastes through waste prevention. 2. Recover an additional 35,000 tons of C&D materials (as of 2003).	1. Increase salvage and deconstruction of usable building materials. 2. Increase source-separated recycling and post-collection recovery of C&D.	1. Work group will complete 90% of its annual work plan.	1. Increased salvage and deconstruction of C&D (reported by used building material infrastructure). 2. Increased recovery of C&D materials (determined by DEQ data, Metro facility reports, survey of contractors).
Commercial	1. Reduce the generation of commercial wastes through waste prevention. 2. Recover an additional 75,000 tons of commercial materials (as of 2003).	1. Increase business waste prevention practices and diversion. 2. Increase opportunity to recover commercial materials.	1. Work group will complete 90% of its annual work plan.	1. Increased waste prevention activities in businesses via targeted projects (diversion, participation). 2. Increased technical assistance to businesses for waste prevention, recovery & buy recycled (baseline data and follow-up visits). 3. Increased recovery of commercially generated materials (DEQ data).

Targeted Competitive Grants			
Objective	**Method**	**Measurement (accountability)**	**Measurement (effectiveness)**
1. Target RSWMP recommended practices and waste reduction initiative efforts not addressed in other program areas.	1. Targeted competitive grants.	1. Grant recipients will identify and undertake specific recycling or waste prevention projects (verified by progress and final reports by grant recipients that describe the planned and actual activities for each grant; annual report produced by Metro staff summarizing results of all grants).	1. Each grant application and resulting scope of work will identify goals, objectives, activities, measurement and anticipated results. Data are submitted in a final report to Metro 30 days after project completion.

Maintenance Grant Program			
Objectives	**Method**	**Measurement (accountability)**	**Measurement (effectiveness)**
1. Maintain and increase recovery through existing local government waste reduction and recycling programs. 2. Continue to ensure region is meeting (and exceeding) required state program elements for waste reduction and recycling programs. 3. Provide an incentive for local governments to participate in regional waste reduction planning activities.	1. Per-capita grant allocations to participating jurisdiction within the region.	To be provided in annual reports to Metro: 1. Local governments will identify and undertake a specific curbside recycling outreach activity for an existing program. 2. Local government representatives will participate in at least one regional waste reduction planning group (larger jurisdictions will tend to participate in more than one group). 3. Local governments will provide jurisdictional solid waste and recycling budget information.	1. Maintained or increased curbside recovery (total tons per capita recovered and disposed as reported by DEQ recovery and disposal data annual report and bi-annual waste composition study).

Appendix B
MAINTENANCE GRANT PROGRAM
Performance Measurement

Objectives

- To maintain and increase recovery through existing local government waste reduction and recycling programs.
- To provide an incentive for local governments to participate in regional waste reduction planning activities (Solid Waste Advisory Committee, Local Government Recycling Coordinator Group, Organics Waste Reduction Initiative Work Group, Commercial Waste Reduction Initiative Group, Construction & Demolition Work Group).
- To continue to ensure the Metro region is meeting (and exceeding) required state program elements for waste reduction and recycling programs.

Measurement (accountability)

- Local governments will identify and undertake a specific curbside recycling outreach activity for an existing local government program.
- Local government representatives will participate in at least one regional waste reduction planning group (larger jurisdictions will tend to participate in more than one group).
- Local governments will provide jurisdictional solid waste and recycling budget information.

Measurement (effectiveness)

- Maintain or increase curbside recycling recovery for the region (total tons recovered and disposed).

Effectiveness

In 2003, curbside recycling programs in the Metro region collected 218,000 tons, which is more than any previous year and a 22 percent increase over 2002. According to data supplied by the Oregon Department of Environmental Quality (see Curbside Recycling in the Metro Region table), the main driver behind the improvement was a 30,000-ton jump in reported yard trimmings.

For several years, DEQ had used too low a conversion factor to convert hauler-reported yard trimming volumes to tons. The error was rectified in 2003 data, so that the real gain in yard trimmings that was actually achieved over the previous two years was attributed to one year.

The gains in yard trimming recovery are due in part to program factors, such as more haulers providing large roll carts, and to Beaverton changing from every-other-week to weekly collection.

Recyclable paper and container recovery in 2003 increased by 9,000 tons over 2002, a modest 8 percent increase; however, 2003 collection of recyclable paper and containers was still 6,500 tons less than the all-time high of 127,000 tons registered in 2000, which was the first full year of the region-wide commingling program.

A fall-off in recovered recyclables from the 2000 peak can be explained by two factors. The most important factor is that less paper was being generated due to the economic recession, which didn't bottom out until mid-2003. Another contributing factor was reduced outreach efforts by Metro and local governments.

In 2000, residential paper generation was 145,000 tons, but it fell 12 percent by 2002, to 128,000 tons. At the same time, the recovery rate for the grades of paper that could be set out for curbside (e.g., newspaper, cardboard, mixed scrap paper) declined from 74 percent in 2000 to 71 percent in 2002. During this period, recovery of those paper grades dropped 15,000 tons, from 107,000 tons to 92,000 tons. Using scenario analysis, one can determine that decreased generation accounted for about 80 percent of the decline, with the lower recovery rate contributing to the balance of the drop.

During this period, both Metro and local governments conducted less outreach to households. For example, at the beginning of 2000, Metro ran a regional media campaign announcing commingling of paper and other recyclables. In 2000, in addition to semi-annual regular newsletters, local governments sent special mailings to households to explain how commingling was going to work. By 2002 and 2003, some local governments had reduced their contacts with households to an annual newsletter; in addition, no regional outreach campaign was conducted.

With the recession bottoming out in 2003 and starting to make a recovery in the last half of the year, it is likely that available recyclable paper began to increase in 2003, which could explain part of the 12,000-ton increase in paper over 2002. At the same time that recovered paper was increasing, recovery of commingled containers was decreasing, down more than 2,000 tons from 2002 to 2003. One factor for these opposing trends is that commingled recyclable containers are remaining in the scrap paper, because sorters at the materials recovery facility (MRF) are not able to remove them successfully. For the same reason, more prohibitive materials (prohibitive materials are ones that are contaminated or non-recyclable) are ending up in the scrap paper, whereas previously haulers would have rejected them at the time of collection.

Metro staff have conducted sampling at MRFs and found that about 3 percent of market-ready newspaper consists of recyclable containers and prohibitive materials, which translates into about 2,000 tons evenly split between containers and prohibitive material. Although households appreciate the convenience of commingling and set out more materials, the MRFs are still learning how to sort this commingled stream effectively.

As a result of Metro's field study of MRF processing curbside material, MRFs are increasing the number of sorters or slowing their conveyor belts to sort more effectively. Also, Metro and local governments are looking at some media campaigns and outreach programs that will focus on increasing awareness about prohibitive materials and give households proper instructions on how to set out glass so MRFs can be more efficient. In addition, DEQ has increased its review of MRF operations, in the process discovering that in early 2004, one MRF had illegally landfilled hundreds of tons of containers in 2003 that it had sorted out of the curbside mix it handled.

A 2004 Metro household telephone survey suggested no significant differences among jurisdictions for household participation in curbside recycling, which averaged about 95 percent for all respondents. Households in Clackamas and Washington counties (not including Beaverton), however, were more than twice as likely not to have signed up for curbside garbage and recycling service as households in Beaverton and Multnomah County – 9 percent to 4 percent, respectively. Ostensibly, this difference is explained by greater numbers of rural households that self haul in these two counties.

There could still be differences between local governments in program *effectiveness*, as illustrated by recovery rates. Differences in effectiveness could be affected by the frequency and content of outreach efforts. Local government curbside recycling rates will be examined in future reports to look for these differences.

The Regional Solid Waste Management Plan assumes that curbside programs will recover 255,000 tons by 2005. As of 2003, recovery from this program was at 93 percent of its target for that year (see Appendix D, Table 1), which, if recovered at the same pace, would mean a shortfall of about 18,000 tons by 2005. Preliminary 2004 curbside data indicate that the pace of recovery will likely continue to increase for that year due to several factors, such as:

- Roll carts being provided for recyclables by several haulers.
- More Bottle Bill containers being set out for recycling rather than being redeemed at stores.
- More recyclable paper available due to a rebounding economy.
- Continued gains in yard trimmings tonnage.

Increasingly important challenges are the need for multi-lingual newsletters and brochures because of the increasing percentage of non-English speaking households served by curbside programs, and the continuation of a strong outreach program to address the increasing net number of households that will move into the region as the economy improves.

Curbside Recycling in the Metro Region from 1998 to 2003, in tons

Curbside	1998	1999	2000	2001	2002	2003	Change 2002 - 03	Percent Increase
Recycling	96,667	104,923	127,107	98,226	111,581	120,664	9,083	8%
Yard debris	64,002	63,947	71,595	77,307	67,335	97,653	30,318	45%
Total recovery	160,669	168,871	198,701	175,534	178,916	218,317	39,401	22%
Disposal	243,710	NA	224,534	NA	251,332	NA		
Generation	404,379	NA	423,236	NA	430,247	NA		

NA = Not available.

Source: Oregon Department of Environmental Quality, 2003 Material Recovery Survey Report, December 2004.

APPENDIX B, continued
ACCOUNTABILITY

Jurisdiction	Curbside Outreach Activity	Work Group Participation	Total Solid Waste & Recycling Budget (Metro share)
Beaverton	▪ The city emphasized the proper collection of glass at curbside via the City newsletter, City web site and discussions at Mayor's picnics.	▪ Local Government Recycling Coordinators ▪ Commercial Work Group (CTAP) ▪ Regional Solid Waste Directors	$226,520 (14.8%)
Clackamas County*	▪ *Trash Talk* mailer sent to all 159,267 residential households in Fall 2003 and 159,417 in Spring 2004. ▪ Articles in cooperative cities' newsletters.	▪ Local Government Recycling Coordinators ▪ Organics Work Group ▪ Commercial Work Group ▪ C&D Work Group ▪ Solid Waste Advisory Committee ▪ Dry Waste Subcommittee	$1,171,363 (11%)
Fairview	▪ Coordinated with hauler to distribute curbside recycling packets to all residents on a neighborhood-by-neighborhood basis (5,000 packets distributed). Packets contained information on recycling, home composting and yard debris programs.	▪ Local Government Recycling Coordinators ▪ Commercial Work Group	$12,163 (30%)

*Within the county urban services boundary and cities of Oregon City, Gladstone, West Linn, Sandy, Molalla, Happy Valley and Lake Oswego.

Jurisdiction	Curbside Outreach Activity	Work Group Participation	Solid Waste & Recycling Budget
Gresham**	▪ *News to Reuse* recycling information publication mailed to 38,000 single- and multi-family residences in Gresham and Wood Village in November 2003 and April 2004.	▪ Local Government Recycling Coordinators ▪ Organics Work Group ▪ Commercial Work Group ▪ Solid Waste Advisory Committee ▪ Compost bin sale planning ▪ Oregon Green Schools ▪ Waste Reduction Educators Committee	$460,833 (9%)
Milwaukie	▪ *Trash Talk* distributed to all residents October 2003, April 2004. ▪ Curbside services flyer distributed at public events such as Milwaukie Festival Daze and Clackamas County Fair.	▪ Local Government Recycling Coordinators ▪ C&D Work Group	$63,771 (14%)
Portland	▪ *Curbsider* distributed to all 132,000 households in December 2003 and August 2004. ▪ Yard debris calendar distributed to all households in March 2004 contains recycling and yard debris information. ▪ Outreach program to non-English speaking residents.	▪ Local Government Recycling Coordinators ▪ Commercial Work Group ▪ Organics Work Group ▪ C&D Work Group ▪ Solid Waste Advisory Committee	$3,193,093 (7.5%)
Troutdale	▪ Fall rate mailing in October 2003 to all residents contained waste prevention and recycling information. ▪ *The Troutdale Spring Recycler* mailed to all residents in April 2004 with information on recycling, waste prevention and buy recycled. ▪ *The Troutdale Champion* city newsletter is mailed six times per year to all residents and includes waste reduction information.	▪ Local Government Recycling Coordinators ▪ C&D Work Group	$32,557 (19%)
Washington County ***	▪ *The WasteLine* newsletter with recycling preparation information mailed to all 168,762 residents in December 2003 (3,000 were also distributed via libraries and other venues). Normally, the newsletter is mailed twice a year, but the spring newsletter was not mailed. ▪ Haulers distributed 40,000 notices of improper glass preparation in four languages.	▪ Local Government Recycling Coordinators ▪ Commercial Work Group ▪ Organics Work Group ▪ C&D Work Group ▪ Solid Waste Advisory Committee	$991,176 (17.6%)

** Includes the City of Wood Village.

*** Within the county urban services boundary and the cities of Hillsboro, Tigard, Tualatin, Forest Grove, Cornelius, Wilsonville, Sherwood, King City, North Plains, Durham and Banks.

Appendix C

TARGETED COMPETITIVE GRANT PROGRAM

Performance Measurement

Background

The Regional Solid Waste Management Plan (RSWMP) emphasizes the need for comprehensive commercial, organics and C&D waste reduction and recycling programs for the region to reach its recovery goals. Outreach and education, waste prevention, recovery infrastructure improvements and the provision of appropriate collection services to these sectors are key elements to increasing recycling and recovery. The competitive grant program is designed to supplement the baseline funding available through the Annual Waste Reduction Plan. These grants are intended to assist local jurisdictions and their partners in targeting the RSWMP waste reduction practices for which local governments are primarily responsible, and to look for creative methods of addressing solid waste issues.

Area of Focus

Each year, Metro specifies focus area(s) or target(s) for this competitive grant program based on RSWMP needs and priorities. Applicants have the choice to either:

1) Submit a proposal in the focus area(s), or
2) Propose a project outside the focus area(s) and demonstrate that there is a true need that is not being addressed through Annual Waste Reduction Plan programs or other means. Alternative programs must also demonstrate that they contribute to meeting RSWMP goals.

The areas of focus for FY 2003-04 were waste reduction and recycling programs or initiatives that:

1) Bolster efforts in the organics, construction & demolition debris, and commercial sectors;
2) Are not otherwise funded or supported; and
3) Are innovative.

Eligibility Criteria and Reporting Requirements

This grant program is designed primarily for local governments, but is also open to school districts and non-governmental organizations partnered with local governments. Partnerships are strongly encouraged. Historically, the majority of the funds have gone to local governments and public school districts.

Applications must identify the specific practices of the RSWMP to which the funds will be applied, must demonstrate clear benefits to the Metro region, and describe how project results would be transferable to other jurisdictions. Applicants are required to provide a 50% match to funds requested. This match may be dollars, in-kind services or a combination of both.

Applicants are encouraged to cooperate or develop formal partnerships with nonprofit, volunteer agencies, business associations, chambers of commerce or other groups. In-kind matches may be provided in part by some or all partners. Metro staff evaluates applications, and greater weight is given to proposals that begin to move up the hierarchy from recycling to waste prevention.

Interim reports are due to Metro within 90 days of agreement execution, and a final report is due 30 days after the completion of the project. Reports must demonstrate how the project has met the stated criteria and the impacts the project has had on the prevention, recycling and recovery of waste.

Applications and Awards

The following table illustrates the applicants, projects and funds awarded during the fiscal year 2003-04 grant cycle.

APPLICANT AND PARTNERS	PROJECT	AMOUNT REQUESTED	AMOUNT GRANTED
Clackamas County, Clackamas County Refuse and Recycling Assn., LaSalle High School, local cities, City of Milwaukie, Full Circle Countryside School.	1. Vermicomposting at schools. 2. Scanning/imaging of development proposals submitted to the County. 3. Promotion campaign for Supply Our Schools program. 4. Event recycling. 5. Recycleman and the Dumpster Divers presentations (not funded).	$43,817	$40,817
City of Portland and Portland State University	Targeted recycling and waste prevention information fairs for businesses.	$4,000	$4,000
City of Portland	Training for commercial food waste separation/composting program.	$70,000	$56,000
City of Portland	Extend/enhance N/NE business community recycling outreach.	$20,000	0
City of Portland and SCRAP	Relocation and expansion of SCRAP.	$17,500	$2,500
City of Portland and The ReBuilding Center	Expand ReBuilding Center's site to increase capacity and quality of goods.	$200,000	$54,773
City of Gresham and East County Haulers Assn.	Implement organic waste collection system.	$31,910	*$26,910
City of Gresham and Center for Advanced Learning	Green building resource center.	$9,608	0
City of Gresham and City of Wood Village	Expand and enhance GREAT business program.	$32,000	$25,000
TOTAL		**$428,835**	**$210,000**

*This project was canceled because it was premature; $3,830 was re-allocated for organic waste characterization studies performed for Gresham by Portland State University.

Grant Program Results

The following tables provide data and information on the intent and actual results of the grant-funded programs for 2003-04.

CLACKAMAS COUNTY with Clackamas County Refuse and Recycling Assn., LaSalle High School, local cities, City of Milwaukie, Full Circle Countryside School				
1. Vermicomposting and in-vessel composting at schools.				
Goals	**Objectives**	**Activities**	**Measurement**	**Results**
▪ Divert inedible food from the waste stream through on-site management.	▪ Process the on-site food waste stream from the schools. ▪ Educate students and staff about the value of composting and alternatives to disposal of both edible and inedible food.	▪ Two BioStack units will be placed at LaSalle High, with a student population of about 650, grades 9-12. ▪ One unit will be at Full Circle Comm. School in Carver, a private school of about 100 students, grades K-8. ▪ Both schools have teachers that will integrate the systems into their curriculum. ▪ LaSalle students will be working with elementary age students at Christ the King and Lot Whitcomb Schools on environmental issues and will present this process to them. ▪ Full Circle will build the use of the system into the organic garden that it is developing at the school. ▪ View Acres will build raised beds and incorporate the finished compost from its in-vessel system.	▪ The volume of food waste diverted will be measured, including any edible food that is donated. ▪ The volume of finished material will also be measured. ▪ Track the ease of use of the units, any barriers that arise, acceptability by staff and students, and the integration of the project into the curriculum. ▪ The finished material will be used in the raised bed garden at Full Circle School. LaSalle has not yet determined the use of the finished product at its site.	▪ Temporary employee hired to assist with project implementation. ▪ BioStack units purchased and put in place. ▪ LaSalle High diverted 570 lbs. of food waste during the 5 months of the school year it was operating. ▪ Full Circle diverted 61 lbs. of food waste (all from home-packed lunches of 100 students). ▪ Earth Tub has processed 5,761 lbs. of food over the school year. Solid waste has been reduced. ▪ Compost from Earth Tub at View Acres harvested and used in new planter beds. ▪ Some delays were experienced resulting from staff changes and equipment malfunctions. Earth Tub was repaired twice and would not be recommended for use at other schools.

2. Scanning/imaging of development proposals submitted to the County

Goals	Objectives	Activities	Measurement	Results
▪ Allow for the scanning and distribution of electronic images of large documents such as maps, partitions, plats, etc., and supporting documentation dealing with development and zoning applications.	▪ Reduce paper flow internally as well as decrease the number of copies required to be submitted by the public.	▪ Scanner has been purchased, along with a small scanner. ▪ Assure project is fully implemented. Reduce the use of paper and move County to a waste prevention mode. ▪ Project initiative will begin in the Planning department for the capture and distribution of land use agreements, in particular the Temporary Permits, Home Occupation Permits, and Partition Plat Reviews. ▪ Includes the use of the large and small document scanners along with the Application Xtender Imaging Software and the Permits Plus workflow and permitting system.	▪ Required staffing time to be monitored to see if in the long term the reduction in copying of paper documents allows for current staff to scan documents. ▪ Staff will track the need to print copies to document submissions or to provide to other agencies and citizen groups. ▪ The decrease in paper generated internally as well as externally will be tracked. ▪ Issues with outside agencies, and applicants ability to use electronic copies of documents will be researched.	▪ Integra Information Technologies contracted to develop software and assist staff in implementing the electronic system. ▪ Training and discussion meetings held with all concerned parties. ▪ First live test scheduled for July 2004.

3. Promotion campaign for Supply Our Schools program

Goals	Objectives	Activities	Measurement	Results
▪ Make both school staff and business people aware of the SOS web site.	▪ Once awareness built, encourage businesses and schools to log on and use the site.	▪ Campaign to include ads in Chamber newsletters and local newspapers. ▪ Create a poster designed for distribution and posting in the 132 schools in the County. ▪ New color brochures printed for distribution to businesses. ▪ Colorful key chains made from recycled bicycle chain with the web site address engraved. ▪ Presentations to staff of both schools and businesses, and displays at events attended by large groups of businesses and/or school staff.	▪ Track web site visits and exchanges after the various outreach efforts. ▪ Reporting systems are built into the web site. ▪ Survey listing businesses and schools in an effort to determine if large numbers of "outside exchanges" take place once relationships between specific businesses and schools have been made.	▪ 500 brochures printed and distributed at Chamber and other business events. ▪ Ads placed in Chamber directories. ▪ SOS web site updated. ▪ Posters to be delivered for use in school staff areas. ▪ Short video being produced to be shown on County cable channel and chamber events. ▪ Promotional giveaway items have been purchased. ▪ Chamber ads have drawn some calls to the County. ▪ Promotion did not begin until Fall 2004, so results are pending.

4. Event recycling

Goals	Objectives	Activities	Measurement	Results
▪ Increase beverage container recycling at public events.	▪ Provide recycling at a minimum of six local events throughout the County. ▪ Test the use of the same collection containers at high school football and other athletic events during the school year.	▪ Purchase 30 "Link A Bag" event collection containers. ▪ Contract to place and monitor the collection containers, work with event coordinators to plan for recycling, and staff any information booths. ▪ Conduct outreach to local high schools to encourage placement of these same event collection containers at their athletic fields during the school year.	▪ Track the volume of recyclables collected, recyclables still in the trash, and contamination issues. ▪ Surveys of event coordinators and school contacts would provide feedback on the ease of use of the system and provide insight as to ways to make recycling a "given" at public events.	▪ 50 collection containers were purchased, 20 more as demand increased. ▪ English and Spanish language decals were provided. ▪ Milwaukie purchased 10 collection containers. ▪ Outdoor permanent collection containers placed in athletic fields at one high school and in another high school cafeteria. ▪ Collection containers were used at 28 separate events. The equivalent of more than 5,000 gallons of containers were collected for recycling. ▪ Collection containers and program well-received by event coordinators. Easy to set up and take down. ▪ 20 collection containers placed at Clackamas High cafeteria. Program was successful with minimal contamination and good recovery. Life Skills students did sorting of deposit from non-deposit containers. Collection could be optimized with an additional 6 to 8 collection containers. ▪ Lakeridge High School placed permanent collection containers in athletic venues and noticed a marked reduction in litter and increased recycling volumes. ▪ Volumes increased to the point of hauler needing to supply additional rollcarts. ▪ Lakeridge requested containers for the cafeteria in the Fall. City parks department saw containers and requested them for summer parks events.

CITY OF PORTLAND with Portland State University				
Establish relationships with property managers and tenants in multi-tenant properties in the City of Portland by coordinating Information Fairs.				
Goals	**Objectives**	**Activities**	**Measurement**	**Results**
▪ Develop improved relationships with property managers/firms. ▪ Gain additional access to multi-tenant buildings for provision of waste evaluation services (CTAP). ▪ Increase distribution of CTAP-related resources. ▪ Increase knowledge and practice of recycling, waste prevention, and buying recycled .	▪ Hold 10 Information Fairs. ▪ Distribute 500 deskside boxes. ▪ Conduct 10 CTAP evaluations. ▪ Develop presentation materials and resources. Develop relationships with additional property management firms.	▪ Developed presentation materials/resources ▪ Held Info Fairs. ▪ Distributed resources. ▪ Contacted property management firms. ▪ Staffed Info Fairs. ▪ Provided follow-up CTAP service delivery.	▪ Number of fairs held. ▪ Number of boxes distributed. ▪ Number of property management firms that participated in project. ▪ Number of Individual CTAP evaluations conducted.	▪ 9 Info Fairs held. ▪ 156 boxes distributed. ▪ 7 firms participated. ▪ 4 property management firms requested additional CTAP services. ▪ 5 individual businesses were evaluated through CTAP.

CITY OF PORTLAND				
Develop and implement outreach and training component of the voluntary commercial food waste composting program for the City of Portland.				
Goals	**Objectives**	**Activities**	**Measurement**	**Results**
▪ Secure business participation in voluntary food composting program. ▪ Maximize food waste diversion by providing technical assistance to participating businesses.	▪ Develop recruitment strategy and materials to promote program to target generators. ▪ Coordinate business recruitment and participation with commercial haulers. ▪ Develop technical assistance strategy and materials for food collection systems and employee training.	▪ Marketing and graphic design firm hired to develop promotional materials. ▪ Program brochure currently under development. ▪ RFP issued for recruitment and training contractors. ▪ Coordination with Fork it Over food donation campaign for cross-marketing of programs. ▪ Meetings scheduled with commercial haulers to develop recruitment and referral protocols.	▪ N/A: Further implementation of the grant-funded activities depends on pending contract negotiations between Metro and compost facility.	▪ N/A: Further implementation of the grant-funded activities depends on pending contract negotiations between Metro and compost facility.

CITY OF PORTLAND with SCRAP				
Relocation and expansion of SCRAP				
Goals	**Objectives**	**Activities**	**Measurement**	**Results**
▪ Increase the region's capacity for diversion of reusable materials.	▪ Provide funding to SCRAP to help it improve and move into a new larger location in N. Portland.	▪ Acquire, remodel and customize new space to accommodate reuse and facility operations.	▪ Level of completion of the project/move. ▪ The number of tons of used materials received and sold during the reporting period, and the total sales volume in dollars both before and after the move.	▪ Move completed in February 2004. ▪ 37 tons of material received and $38,357 sales volume.

CITY OF PORTLAND with the ReBuilding Center				
Expand ReBuilding Center's site to increase capacity and quality of goods.				
Goals	**Objectives**	**Activities**	**Measurement**	**Results**
▪ Increase the region's used building material diversion capacity.	▪ Provide funding to The ReBuilding Center of Our United Villages to help it implement a $2,000,000 capital improvement project at its N. Portland building	▪ Build 28,000 square feet of new covered outdoor space to retail used building materials.	▪ Level of completion of the project/move. ▪ The number of tons of used materials received and sold during the reporting period and the total sales volume in dollars both before and after the move.	▪ Project is 30% complete. ▪ Because construction was not started until September 2004, the grant contract and reporting requirements were extended into FY 2004-05.

CITY OF GRESHAM with Portland State University				
GREAT Business Program				
Goals	**Objectives**	**Activities**	**Measurement**	**Results**
▪ Increase the number and effectiveness of waste reduction practices in specific businesses, as well as increase diversion of recyclables and purchases of recycled products.	▪ Provide on-site waste reduction, recycling, and buy recycled assistance to businesses through an effective multimedia resource efficiency program called GREAT Businesses. ▪ Use Community-Based Social Marketing techniques by providing hands-on assistance and recommendations that can be immediately implemented and resources that can help businesses overcome implementation barriers.	▪ Each business will receive an initial on-site visit from Portland State University's Community Environmental Services program. ▪ Educate the owner/manager about waste reduction, recycling and buying recycled products, and how they relate to the business' operations. ▪ The business owner/manager will be asked to make a commitment to implement three specific recommendations and be provided with a list of additional potential actions that could be taken.	▪ Scheduled follow-ups will be made at two weeks, six months, and annually thereafter to evaluate the status of implemented recommendations and to provide support for additional actions. ▪ Additional contacts through e-mails and gatherings of business participants will further solidify the partnerships and commitment of businesses to maintaining positive operational changes.	▪ Only interim results available (program contract term expires 12/31/04). ▪ 26 businesses visited between February & April. ▪ Seven businesses re-certified and two new businesses certified. ▪ Distributed 30 deskside and 50 centralized recycling collection containers, one faucet aerator, 5 low-flow toilet rebate kits, and one Construction Toolkit. ▪ Presentations made at chambers of commerce and Rockwood business forum; mailer produced and distributed to all businesses.

Appendix D
WASTE REDUCTION INITIATIVES
Performance Measurement

ORGANICS

EFFECTIVENESS

Increased capacity for donation of edible food and increased levels of donation

An assessment of the Barriers and Benefits to Food Donation was conducted in 2003, and an outreach program was designed to address the specific results of the study (*Fork it Over!*) was developed and rolled out in June 2004. The goal is to focus outreach to businesses and to ensure that the message and the means of message delivery are effective and targeted to the specific concerns of the business community.

- Since 1999, $780,000 in grants have been awarded to food rescue agencies for the purchase of trucks, refrigerators and freezers to enable the increased recovery of perishable prepared foods. There was no food donation infrastructure development grant program in FY 2003-04, but partial funding was restored for FY 2004-05.
- For every $1 in Metro funds, food rescue agencies benefited by $31.
- Food rescue agencies increased the amount of food they collected and redistributed.
- Metro food donation web page continues to have increased hits.
- A full assessment of the impacts of the new *Fork it Over!* outreach campaign will be prepared for the FY 2004-05 Performance Measures Report.

Increased organics processing infrastructure

- Metro and the City of Portland cooperatively developed a $1 million grant program to assist with infrastructure development and the capital costs of establishing a facility in FY 2002-03. Due to significant questions regarding the methods of contracting and procurement, this grant was recalled and a formal Request for Proposals (RFP) was issued in April 2004.
- The RFP was sent to more than 60 firms and Metro received three responsive proposals. A proposal review committee, including representatives from the composting industry, hauling industry, affected businesses and governments, was convened in June. A decision is expected by Fall 2004.
- In FY 2002-03, staff prepared preliminary rate information, data and methodology for later review by the Metro Rate Review Committee on a proposed rate for compostable organic wastes delivered to Metro Central Station for composting. Once the proposal review process is complete, this methodology will be used to present an organics rate to the Metro Council for consideration.
- According to DEQ recovery data for 2003, the Metro region has increased food waste recovery only slightly, from 11,958 tons in 2002 to 12,074 tons in 2003. These numbers do not include edible food recovered for food rescue agencies.

ACCOUNTABILITY

Goal: Work group will complete 90% of its annual work plan. **Actual:** Work group completed 92% of its annual work plan.

WORK PLAN TASK	COMPLETION STATUS
TRACK 1	
A.1.) Research, development, assessment: ▪ Identify barriers to increased waste prevention. ▪ Develop examples of industry practices that encourage waste prevention. ▪ Implement barrier reduction program.	Complete. This task was combined with task B.3. below for implementation.
A.2.) Grants for waste prevention programs ▪ Grants will provide the means to enable implementation of model waste prevention practices at food businesses (e.g., offer vs. serve, less-wasteful display methods, reusable shipping containers, etc.)	Not implemented. It was determined that this project would not have the impact anticipated. Therefore, funds were reallocated to two projects: 1) support of the Oregon Food Bank's Fresh Alliance program, which seeks to recover perishable foods from large grocery stores; and 2) a study to determine the impacts of residential food waste collection on the region's existing yard debris composting industry.
A.3.) Continue focused outreach and education on waste prevention coupled with on-site assistance.	Complete/ongoing. Metro and local government staff have provided a wide range of outreach to food businesses on waste prevention coupled with food donation strategies including web sites, brochures, newsletter articles, newspaper ads and articles, and displays. Metro staff teaches classes every six weeks at Western Culinary Institute (Cordon Bleu). The new *Fork it Over!* program includes on-site assistance provided by local government waste evaluation staff.
B.1.) Enhance donation infrastructure and build capacity.	N/A for FY 2003-04. No funds were budgeted for this task during this fiscal year. A small grant, using available funds reallocated from task A.2., was given to Oregon Food Bank to assist with the Fresh Alliance food recovery program.
B.2.) Create network to assess outreach and coordinate messages, identify areas of further coordination and Metro's role in the edible food recovery system (coordinate with Council of Food Industry Presidents, Chefs' Collaborative and other existing groups).	Complete/ongoing: Metro staff serves on committees including Coalition for a Livable Future's Food Access Committee, the Portland Multnomah County Food Policy Council, Oregon Food Bank and others to coordinate messages and link with other efforts.
B.3.) Research and development: Identify the barriers and benefits to food donation: ▪ Rigorous study/survey to identify true barriers, convene focus groups within food industry, develop barrier reduction strategies, pilot them.	Complete: A comprehensive study of the barriers and benefits to food waste prevention and donation behaviors was completed in the 02-03 fiscal year; the final report was completed in Fall 2003. Recommendations are being implemented via the *Fork it Over!* multimedia outreach program, with implementation begun on June 28, 2004.

WORK PLAN TASK	COMPLETION STATUS
TRACK 1	
B.4.) Education and outreach: Based on the findings of the barrier identification research, educate targeted businesses about all aspects of food donation in coordination with charitable agencies (utilize community-based social marketing principles).	Complete/ongoing: New *Fork it Over!* program materials were developed and printed, including brochures, posters and static window stickers. New Fork it Over! URL developed (www.forkitover.org) and added to the Metro web site. Extensive outreach to professional organizations and efforts to promote program on a peer-to-peer basis were implemented. (Complete results will be available for the 2004-05 report.)
B.5.) Community involvement: Provide support and assistance to organizations and associations involved in developing sustainable food systems in the region.	Complete/ongoing: Metro staff are actively involved with the development of the Portland/Multnomah Food Policy Council, as well as serving as a member of Coalition for a Livable Future's Community Food Matters.
C. 1.) Continue to monitor and assess the potential for diversion of food waste to animal feed markets in light of new federal and state regulations for the feeding of food wastes to cattle and hogs.	Complete/ongoing: Despite changes in laws regarding feed additives, the region has been able to connect food manufacturers with animal feed operations and dairy/hog farms on a case-by-case basis to divert food from the landfill.

TRACK 2	
A.1) Develop specific educational materials focused on generator types, geographic area, hauler equipment, and end-use of materials collected.	Complete: In partnership with the City of Portland (which will be first to roll out a commercial organics collection program), materials have been drafted pending the availability of processing infrastructure. Metro has dedicated funds to assist with development and printing.
B.1.) Work with haulers and businesses to determine feasible organics collection routes throughout the region.	Partially complete: Metro provided funding for an organics rate review/cost of service study for the franchised areas of the region; the study will be completed in the 2004-05 fiscal year. The City of Portland is completing a separate cost of service study in 2004 for its non-franchised system. Due to delays in the implementation of a food waste collection and processing system for the region, determination of routes and associated costs of collection programs is behind schedule.
B.3.) Assist with implementation of organic waste collection programs. ▪ Develop and provide appropriate outreach and educational materials and services. ▪ Provide staff assistance for program roll out, education, on-site assistance/orientation.	Complete: In partnership with the City of Portland (which will be first to roll out a commercial organics collection program), materials have been drafted pending the availability of processing infrastructure. Metro has dedicated funds to assist with development and printing as well as staff time to assist with implementation. Portland expects to contract with a consultant to provide the bulk of the recruitment and outreach.
B.4.) Residential food waste management program development.	Partially complete: Study commissioned to assess the impacts of a combined residential food waste/yard debris collection program on the existing yard debris system in the region. Economic impacts, environmental impacts and feasibility examined. Final report to be completed October 2004. (Funding for study came from item A.2.) Regional policy and future actions will be developed in 2004-05, based on the results of the study.

Appendix D, continued

WASTE REDUCTION INITIATIVES

CONSTRUCTION AND DEMOLITION

EFFECTIVENESS

Increased salvage and deconstruction of C&D by used building material facilities

- In FY 2003-04, Metro created a one-time grant program to assist with the development of the used building material reclamation infrastructure. Staff administered a competitive process to select grant recipients and developed the contracts to distribute $85,000 to the ReBuilding Center and $15,000 to the Habitat for Humanity ReStore.
- A phone survey of the deconstruction contractors and used building material retailers operating in 2004 was completed in March 2005:

  Key findings:

  - The number of firms surveyed increased from 20 in 2003 to 24 in 2004.
  - Overall measured regional salvage tonnage increased 27 percent, from 7,339 tons in CY 2003 to 10,017 tons in CY 2004. Four firms accounted for 55 percent of the 2004 salvage volume.
  - The 2004 salvage had an estimated value of $5.0 million, or an average of almost $500 per ton.
  - The majority of building materials salvaged were residential, including but not limited to, windows, doors, millwork, architectural ornamentation, lumber, plywood, flooring, cabinets, structural steel sold for reuse, plumbing and electrical fixtures, whole cleaned and stacked red brick for reuse, factory seconds, returned or misordered building materials, building materials generated by the closure of a building material store, and other previously used building materials that are bound for reuse markets. This definition excludes rubble, sand and dirt, organics, metal piping, steel and other materials bound for scrap/recycling markets.

Increased recovery of C&D materials

- DEQ data for C&D materials indicated recovery of 276,418 tons in 2003, which represented an increase of 15,000 tons from the previous year. The four primary C&D materials registered increases over 2002 recovery: asphalt roofing, up 133 percent; brick, up 33 percent; gypsum wallboard, up 5 percent; and wood, up 7 percent.

  These increases obscure the weakness in several of these markets. The gypsum wallboard recycling rate of 6 percent in 2002 showed no substantial improvement in 2004 in 2003. Were it not for a recalculation by DEQ, recovery of post-consumer wood would have declined. This downward trend in wood waste recovery was and is occurring statewide; in fact, in 2004, Metro helped plan and presented at a statewide scrap wood forum on deteriorating supply and demand dynamics organized by the Association of Oregon Recyclers.

- Metro transfer stations reported a total recovery of 26,073 tons in 2003, an increase of 3 percent over the previous year. Other mixed solid waste sorting facilities reported recovery of 84,359 tons in 2003, an increase of 17% from the previous year. It is estimated that the majority of the recovery from Metro transfer stations and mixed solid waste sorting facilities is from construction and demolition materials.
- A phone survey of construction industry association members was conducted in May 2004 and compared to similar surveys done in 2002 and 2003. The purpose of the survey was to measure recycling attitudes and behavior among members of these groups in the wake of Metro's communication efforts targeted at industry associations. Compared to the response gathered in the baseline study, 2004 survey data show that the respondents remained favorably disposed to recycling and salvage, reported increased recycling activity for some materials, continue to use Metro Toolkit information for help in making C&D recycling decisions, and reported that they are implementing one of the key recommendations in this project, i.e., planning for recycling and salvage before the start of construction.

ACCOUNTABILITY

Goal: Work group will complete 90% of its annual work plan. **Actual:** Group completed 100% of its annual work plan.

WORK PLAN TASK	COMPLETION STATUS
TRACK 1 WASTE PREVENTION	
1. A.1.) Develop and implement three-year waste prevention and recycling education program for construction industry.	Complete/ongoing. The C&D work group hired a contractor to implement the second year of this three-year program. Scope of work emphasized partnerships with construction industry associations, taking advantage of earned media and the distribution of the Metro Toolkits. Highlights included: 1. Formed partnerships with five industry associations (Associated General Contractors, Associated Builders & Contractors, Home Builders Association, Oregon Remodelers Association, Construction Specification Institute). - Monthly columns on salvage and recycling in association newsletters. - Awards programs with each association to recognize excellence in recycling, salvage and green building. - Linking of association web sites to Metro Toolkit web site. - Working with an informal group of public construction project managers to increase their use of recycling and salvage practices. - Distribution of the Metro Toolkit directory and the Metro construction planners guide. 2. Created partnerships with permit and plan centers. - Distribution of Toolkit literature. 3. Created partnerships with the City of Portland Office of Sustainable Development for green building activities. Provided technical assistance for: - Build It Green! Home tour. - ReThink lecture series. 4. Implemented an earned media campaign: - Daily Journal of Commerce, NW Builder and Portland Business Journal.

WORK PLAN TASK	COMPLETION STATUS
A.2.) Implement Recycling Ambassador Program	No funds were budgeted toward these tasks in FY 2003-04
A.3.) Evaluate and measure effect	Complete/ongoing. Tracked the evaluation criteria identified in the partnership project contract. These include: The number of partnerships formed with targeted industry associations, quantities of Toolkits (8,000) and Planners Guides (2,000) distributed and number of articles placed (seven). Administered two surveys: • The first was a second year follow-up phone survey to construction industry partner association members in May 2004. Will repeat this survey again in May 2005 to evaluate changes in attitudes, awareness and behaviors related to C&D recycling and reuse. • The second survey was a phone survey to the retailers of use and salvaged building materials
B.1. & 2.) Reduce the Barriers to Deconstruction and Salvage	No funds were budgeted toward these tasks in FY 2003-04
B.3.) Improve reuse options at solid waste facilities	Complete/ongoing. The planned pilot program proved to be unnecessary because the new RFP for the operation of Metro Transfer Stations included language that encouraged proposers to provide for the separation of reusables from the waste stream, including reusable building materials.
C.1.) Provide funding to nonprofit organizations and other governments to sponsor events that build a connection between C&D reuse and recycling and green building practices. Funding is for events that promote the concepts of deconstructing and building with salvage to contractors and property owners. ▪ Funding for Oregon Remodelers Association (ORA) to assist ORA in promoting and managing the annual Builders Yard Sale. ▪ Funding for Portland Office of Sustainable Development.	Complete/ongoing. Since 1995, a yearly $2,000 grant has assisted with the implementation and promotion of the ORA annual Builders Yard Sale. Through the sale of used building materials donated by ORA member contractors and suppliers, this event promotes the value and availability of used building materials to the public. Complete/ongoing. In 2003, also provided $8,000 in sponsorship to the Portland Office of Sustainable Development for the Build It Green! Home tour and the ReThink lecture series. This sponsorship and Metro participation helped to demonstrate the ways in which used building materials can be used in construction and to educate the construction industry about C&D waste reduction techniques.

WORK PLAN TASK	COMPLETION STATUS
TRACK 2 RECYCLING AND PROCESSING	
A.1. &2.) Create incentives for haulers, source-separated recyclers and post-collection recovery facilities to increase their recovery of recyclables from the C&D waste stream.	Complete. C&D Work Group members participated in the three month Metro Contingency Work Group process to evaluate what the next steps should be to increase recycling in the C&D sector.
B.1.-3.) Require that specified C&D loads be processed before disposal.	Tasks were not implemented in FY 2003-04 pending the outcome of the Metro Contingency Work Group process.
C.1. & 2.) Ban the Disposal of Certain materials commonly found in C&D loads.	Tasks were not implemented in FY 2003-04 pending the outcome of the Metro Contingency Work Group process.

TRACK 3 MARKET DEVELOPMENT	
A.1.) Develop markets for used commercial building materials.	Complete/ongoing. C&D Work Group hired a contractor to conduct a market assessment on the reuse of commercial building materials and draft the text for a design guide to demonstrate how to get used commercial building materials back into commercial construction projects.
A.2.) Provide salvage infrastructure grants to the region's used building material industry.	Complete/ongoing. Distributed $100,000 in funding to The ReBuilding Center and Habitat for Humanity ReStore to provide facility improvements and purchase material handling equipment.

Appendix D, continued
WASTE REDUCTION INITIATIVES

COMMERCIAL

EFFECTIVENESS

Increased waste prevention activities

Have implemented:

- **Business Recycling Awards Group (BRAG)**
  Late in FY 2003-04, BRAG was discontinued as a regional program. Recognition will be continued on a local government level to allow jurisdictions to develop unique programs based on their businesses needs. Metro provided funding to each jurisdiction to design a new recognition program or to enhance its current program. Clackamas County continued with the original BRAG program, whereas the City of Portland created a new improved recognition program under its BlueWorks business assistance program.
- **Recycled product database**
  An interactive database with more than 1,000 locally available recycled-content products was launched on Metro's web site in January 2003. The guide's vendor list was updated in FY 2003-04 and will continue to be updated annually. The Buyer's Guide receives approximately 1,000 hits per month. An evaluation in 2004 indicated that users found this tool very helpful; however, it was infrequently used by businesses, including Commercial Technical Assistance Program (CTAP) recycling specialists in their waste evaluation assistance program. CTAP recycling specialists' use could increase if they could access an easy report that lists all vendors for a given product, which they could then provide to businesses.
- **Solid Waste Assessment Team (SWAT)**
  In the spring 2004, Metro contracted with Portland State University's Community Environmental Services to conduct a pilot project to provide solid waste assessment services to 10 businesses in the region. The goal was to provide rapid waste composition sorting services to assist recycling specialists in their assistance with businesses. Of the nine businesses that received a sort, eight had 60% or more recyclable materials in their garbage. This information was helpful in providing statistical information to the businesses to show the composition of their waste stream.
- **Deskside and central collection recycling boxes**
  In FY 2003-04, deskside and central collection boxes were designed and distributed throughout the region to businesses through the Commercial Technical Assistance Program. During this period, almost 9,000 deskside containers and 2,000 central containers have been ordered.
- **Commercial Technical Assistance Program**
  Metro's FY 2003-04 budget of $400,000 for the Commercial Technical Assistance Program (CTAP) funds local government waste reduction evaluations and general assistance to businesses, governments and other institutions. The following table illustrates accomplishments of the local government CTAP programs in providing evaluations to businesses. In FY 2003-04, CTAP recycling specialists reached 856 businesses, an increase of 33 percent over the previous fiscal year. They provided more than 1,700 evaluations, with the emphasis on recycling activity.

	CTAP EVALUATIONS							
FY 2003		**Total**		**Follow-up/**		**Waste**	**Buy**	
Govt	**Companies**	**Evaluations**	**Baseline**	**Progress**	**Recycling**	**Prevention**	**Recycled**	**Operations**
Beaverton**	395	418	414	4	397	8	6	7
Clackamas	214	489	416	73	203	116	99	71
Gresham	108	331	230	101	113	97	84	37
Portland	21	81	81	0	20	21	20	20
Troutdale	17	39	29	10	16	10	7	6
Washington	101	362	347	15	108	93	93	68
Total CTAP	**856**	**1,720**	**1,517**	**203**	**857**	**345**	**309**	**209**
FY 2004								
Beaverton**	141	141	140	1	141	0	0	0
Clackamas	172	475	309	166	202	115	84	74
Gresham	133	396	175	221	146	120	110	20
Portland	105	372	180	192	114	82	73	103
Troutdale	51	59	29	30	52	3	3	1
Washington	155	376	258	118	227	56	55	38
Total CTAP	**757**	**1,819**	**1,091**	**728**	**882**	**376**	**325**	**236**
Change from FY 2003 to FY 2004	**-12%**	**6%**	**-28%**	**259%**	**3%**	**9%**	**5%**	**13%**

In follow-up evaluations, CTAP recycling specialists check to see how successful businesses are at implementing recommendations. Success rates vary by program, with recycling recommendations having the highest implementation rates because of their relative ease compared to waste prevention and buy recycled actions. Sample implementation rates for various activities are:

- Recycling cardboard, 83 percent.
- Recycling mixed office paper, 77 percent.
- Recycling plastic bottles, 61 percent.
- Two-sided copying, 35 percent.
- Durable dishware, 44 percent.
- Buy recycled printer/copy paper, 42 percent.
- Buy recycled paper towels, 37 percent.

*** Beaverton recycling staff contact businesses and provide deskside boxes at the time of their visit. Phone follo ups have been conducted with businesses that received boxes, but are not included above. A random sample of these businesses will be visited to confirm phone results.*

Increased recovery of commercial recyclables

- DEQ data indicate that Metro region recovery of commercial materials (including depots) totaled 678,000 tons in 2003, an increase of 16 percent over the previous year. Paper and scrap metal recovery increased slightly in 2003.
- A regional commercial outreach campaign reached more than 500 businesses, providing almost 90 percent of them with boxes and more than 50 percent with further assistance from CTAP recycling specialists. More than half of businesses (54 percent) that received boxes and CTAP evaluations reported increases in paper recycling levels, compared to just 11 percent of businesses that received neither boxes nor visits.
- A random telephone survey of 211 businesses in 2004 reported that 84 percent of regional businesses had a paper recycling program. Lower participation rates were reported by Beaverton and Washington County businesses. Of businesses that were recycling paper, 66 percent had deskside boxes. Beaverton businesses led the region, with 83 percent providing boxes to all employees.

ACCOUNTABILITY

Goal: Work group will complete 90% of its annual work plan. **Actual:** Work group completed 94% of its annual work plan for which it was responsible.

WORK PLAN TASK	COMPLETION STATUS
TRACK 1	
A. Targeted waste prevention projects:	
A.1.) Implement first waste prevention project.	Complete. Funding was provided to the City of Portland for multi-year Green Copier Project, formally named CopyGreen. The project was determined to be unfeasible at this time and was ended before implementation. There were numerous issues that arose that prevented the contractor from fully implementing the project; one of the primary reasons this project was not able to move forward that the selected vendor, IKON, was not able to commit the time or the staff necessary to move the project forward.
A.2.) Evaluate first project.	Complete. An evaluation of CopyGreen was not necessary, but a final report was generated with recommendations on future steps to work on promoting duplexing and the use of recycled-content paper.
A.3.) Implement second waste prevention project.	Complete/ongoing. Funding was provided to Oregon Department of Environmental Quality to conduct a packaging technical assistance project. DEQ worked with six companies in the Metro region to evaluate packaging alternatives to reduce resources and to increase recycled content. A lifecycle analysis of different packaging materials used for "soft" mail order products was completed in the summer of 2004. Case studies and tools will be developed by March 2005. Project completion date is March 2005.
A.4.) Legal outreach project.	Incomplete. Promotion of use of recycled-content paper and double-sided submissions to Oregon courts via advertising in legal journals and direct mail to lawyers and legal personnel. A survey of law firms provided an evaluation of the outreach efforts. With assistance from the Portland State University Mathematics Department, the results of the 2002 survey were then compared to a previous survey in 1997. In 2003, a review of waste reduction by regional circuit courts estimated reductions in paper use of more than 200 cases of paper per year (five tons) and associated savings in printing, postage and labor costs of more than $35,000/year. The project is complete, but the final report has not been issued.

TRACK 2	
A. Increased outreach to businesses:	
A.2.) Multi-tenant retail outreach.	Complete/ongoing. Contract was provided to Clackamas County for a multi-year effort working with property managers and businesses to increase recycling and communication at their properties. Startup was delayed when the Clackamas County staff person assigned to the project left to take a job with a private paper recycling company. Between January and June 2004, the contractor selected representatives from janitorial and property management firms to be on an advisory committee. These representatives participated in a focus group and assisted in providing feedback on resource materials.
A.4.) Outreach campaign evaluation.	Complete. An evaluation survey of the FY 2002-03 campaign was completed in FY 2003-04. Companies that received boxes and CTAP assistance were five times more likely to report increased paper recovery in the previous 12 months than businesses that received neither boxes nor assistance.
A.5.) Regional outreach program to businesses.	Complete. A regional outreach program to promote paper commingling by providing deskside paper recycling collection boxes was initiated in June 2003 and continued in the Fall. Billboards, radio spots and Ezines (emailed newsletters) to businesses were utilized. More than 500 businesses called Metro, requesting over 5,500 boxes. Business contact information was referred to local government Commercial Technical Assistance Program recycling staff, who contacted each business and arranged for box delivery. At that time, the recycling staff was able to see if the business wanted additional waste reduction assistance.
B. Commercial Technical Assistance Program:	
B.1.) Evaluate technical assistance program.	Cancelled. The evaluation was cancelled after an internal evaluation found the CTAP program to be successful.
B.2.) Technical assistance program.	Complete. In FY 2003-04, funding of $400,000 continued for the regional CTAP. Funding to local governments allows them to hire 6.5 FTE staff to implement waste reduction technical assistance program for recycling, waste prevention and buy recycled actions for the FY 2003-04.
C. Required recycling:	
C.1.) Conduct stakeholder review to identify issues with implementing disposal bans.	Complete. Metro Council approved the creation of an RSWMP Contingency Plan Work Group in FY 2002-03, and stakeholders were selected and approved in early FY 2003-04. Stakeholders met on four separate occasions and came up with a list of recommended strategies to meet the 2005 recovery goals.

Track 3	
B. Buy recycled program:	
B.2.) Develop and implement an evaluation plan to assess impact of buy recycled database efforts.	Complete. An evaluation of the Buyer's Guide to Recycled Products was completed in FY 03-04. In January and February, a contractor conducted telephone interviews with representatives of 302 businesses that received information on the online Buyer's Guide to Recycled Products. Twenty- two percent of those that had heard of recycled-content products had also heard about the online guide, and 65 percent of all respondents said they would like more information about the guide.

Appendix E

Table 1 -- Progress in Meeting RSWMP Diversion Targets in 2003 (in tons)

Practices	2000 Actual	2001 Actual	2002 Actual	2003 Actual	2003 Target	2005 Target (2)	2005 Target Less 2003 Actual
Waste Prevention							
Home Composting Bins	6,458	7,606	8,555	9,226	10,383	13,000	3,774
Home Composting Other (3)	NA	8,018	8,558	1,212	8,000	8,000	6,788
Commercial (4)	18,510	17,501	25,966	29,735	21,804	24,000	-5,735
Deconstruction	1,600	4,253	4,744	7,339	3,640	5,000	-2,339
Waste Prevention Subtotal	**26,568**	**37,378**	**47,824**	**47,513**	**43,827**	**50,000**	**2,487**
Recovery							
Organics Waste Reduction Initiative							
Commercial Organics (5)	4,395	9,646	11,958	12,074	14,958	22,000	9,926
Construction & Demolition Waste Reduction Initiative							
On-site Construction & Demolition	168,000	194,311	174,049	177,029	176,400	182,000	4,971
Post-collection (6)	86,063	87,023	87,204	110,432	118,425	140,000	29,568
Subtotal C&D WRI	254,063	281,334	261,253	287,461	294,825	322,000	34,539
Commercial Waste Reduction Initiative							
Source-separated Business Paper and Containers (7)	265,086	318,442	300,197	314,497	334,934	381,500	67,003
Expanded Multi-family Collection	11,820	8,806	10,448	10,945	16,302	19,000	8,055
Subtotal Commercial WRI	276,906	327,248	310,645	325,442	351,236	400,500	75,058
Other Recovery Practices							
Expanded Residential Curbside	200,670	178,812	178,916	218,317	235,783	255,000	36,683
Bottle Bill	35,204	35,142	24,852	24,585	29,395	25,000	415
Depot	55,615	23,169	3,773	2,937	25,518	5,000	2,063
Source-separated Other Business Recyclables (7)	143,997	242,058	282,124	360,453	283,679	371,758	11,305
Subtotal Other Recovery Practices	435,486	479,181	489,665	606,292	574,375	656,758	50,466
Recovery Subtotal	**970,850**	**1,097,409**	**1,073,520**	**1,231,269**	**1,235,394**	**1,401,258**	**169,989**
Total, Prevention and Recovery	**997,418**	**1,134,786**	**1,121,344**	**1,278,781**	**1,279,221**	**1,451,258**	**172,477**

RSWMP = Regional Solid Waste Management Plan.
NA = Not applicable.
(1) To more accurately portray program goals and results, this table has been revised by dividing commercial recovery into two practices — paper and containers, and other business recyclables — to reflect the recommendation of the RSWMP Contingency Work Group. In addition, targets for various sectors were modified to reflect actual recovery through 2003.
(2) Revised 2005 targets in 2001 and 2003 using DEQ recovery survey data that included new materials and new markets.
(3) Composting from households that use composting technologies other than the composting bin sold at Metro's annual sales. In 2003, lower diversion resulted from a lower participation rate in composting and a lower estimate of total eligible households. In addition, a technical correction to the methodology subtracted 1994 and 1995 bin sale data from the current year.
(4) Includes food reuse, thrifts and rebuilt computers.
(5) Includes food and non-recyclable paper.
(6) Recovery from mixed solid waste processing facilities and regional transfer stations, of which construction and demolition materials represent the bulk of recovery.
(7) The recommended practice of "Source-separated Business Recyclables" has been split into two practices: Source-separated Business Paper and Containers and "Source-separated Other Business Recyclables," which includes scrap metal, pallets, plastic film and other materials.
Source: Metro, March 2005.

Appendix E, continued

Table 2 – Progress Toward Revised RSWMP System Benchmarks in 2003

	Year 1995	Year 2000	Year 2001	Year 2002	Year 2003	Year 2005
System Benchmarks	**Actual**	**Actual**	**Actual**	**Actual**	**Actual**	**Target**
Recycling Rate (1)	37.8%	37.2%	38.6%	38.4%	40.5%	48%
Energy Recovery Rate (2)	4.7%	7.4%	10.2%	9.6%	10.4%	8%
Total Recovery Rate	**42.5%**	**44.6%**	**48.8%**	**47.9%**	**50.9%**	**56%**
Per Capita						
Recovery (t/cap/yr)	0.56	0.67	0.75	0.72	0.82	0.91
Disposal (t/cap/yr)	0.76	0.83	0.78	0.79	0.79	0.71
Generation (t/cap/yr)	1.33	1.50	1.53	1.51	1.61	1.62
Solid Waste Hierarchy						
Prevention	NA	1.2%	1.6%	2.1%	1.9%	2%
Recycling (3)	30.9%	29.6%	31.3%	29.2%	32.0%	35%
Composting	6.9%	7.2%	6.7%	8.3%	7.7%	12%
Energy/Fuel	4.7%	7.3%	10.1%	9.4%	10.2%	8%
Disposal	57.5%	54.8%	50.4%	51.0%	48.1%	43%
Projected Generation (4)	100.0%	100.0%	100.0%	100.0%	100.0%	100%

RSWMP = Regional Solid Waste Management Plan.
Columns may not add due to rounding.
t/cap/yr = tons per capita per year.
NA = Not applicable.

(1) Recycling Rate includes contributions from recycling and composting.
(2) Energy Recovery Rate measures diversion of source-separated material into fuel end uses.
(3) Recycling includes recycling and inventory in stock.
(4) Projected Generation is prevention plus actual generation (i.e., recovery plus disposal).

Appendix E, continued

Table 2 (Part 2) – Progress Toward Revised RSWMP System Benchmarks in 2003

	1998	1998	2000	2000	2001	2001	2002	2002	2003	2003
Management	**Tons**	**Percent**	**Tons**	**Percent**	**Tons**	**Percent**	**Tons**	**Percent**	**Tons**	**Percent**
Prevention	**6,160.0**	**0.3%**	**26,568.0**	**1.2%**	**37,377.5**	**1.6%**	**47,824.0**	**2.1%**	**47,513.0**	**1.9%**
Recycling	613,550.6	29.0%	647,777.3	29.4%	715,415.7	31.3%	666,469.3	29.1%	789,783.8	32.0%
Composting	138,324.0	6.5%	158,238.5	7.2%	152,234.0	6.7%	190,476.9	8.3%	189,115.0	7.7%
Stock (3)	54.5	0.0%	4,575.5	0.2%	0.1	0.0%	2,123.0	0.1%	9.9	0.0%
SubRecycling	751,929.1	35.6%	810,591.2	36.8%	867,649.7	38.0%	859,069.1	37.6%	978,908.7	39.7%
Energy	160,088.8	7.6%	160,258.4	7.3%	229,758.9	10.1%	214,451.2	9.4%	252,359.8	10.2%
Recovery total	912,017.9	43.1%	970,849.6	44.0%	1,097,408.7	48.0%	1,073,520.3	46.9%	1,231,268.5	50.0%
Disposal	1,196,485.7	56.6%	1,207,348.0	54.8%	1,151,338.5	50.4%	1,165,761.9	51.0%	1,185,743.0	48.1%
Generation	**2,108,503.6**	**99.7%**	**2,178,197.6**	**98.8%**	**2,248,747.2**	**98.4%**	**2,239,282.2**	**97.9%**	**2,417,011.5**	**98.1%**
Generation + Prevention	**2,114,663.6**	**100.0%**	**2,204,765.6**	**100.0%**	**2,286,124.7**	**100.0%**	**2,287,106.3**	**100.0%**	**2,464,524.5**	**100.0%**

2000 waste prevention total includes more activities than 1998 report.
The 1998 report was not adjusted to include these other activities.

Year	Population	T/per/year
2000	1,451,650	1.50
2001	1,467,300	1.53
2002	1,484,150	1.51
2003	1,503,900	1.61

Sources: Oregon Department of Environmental Quality 2003 Material Recovery Survey Report, December 2004; Metro, March 2005.

Appendix E, continued

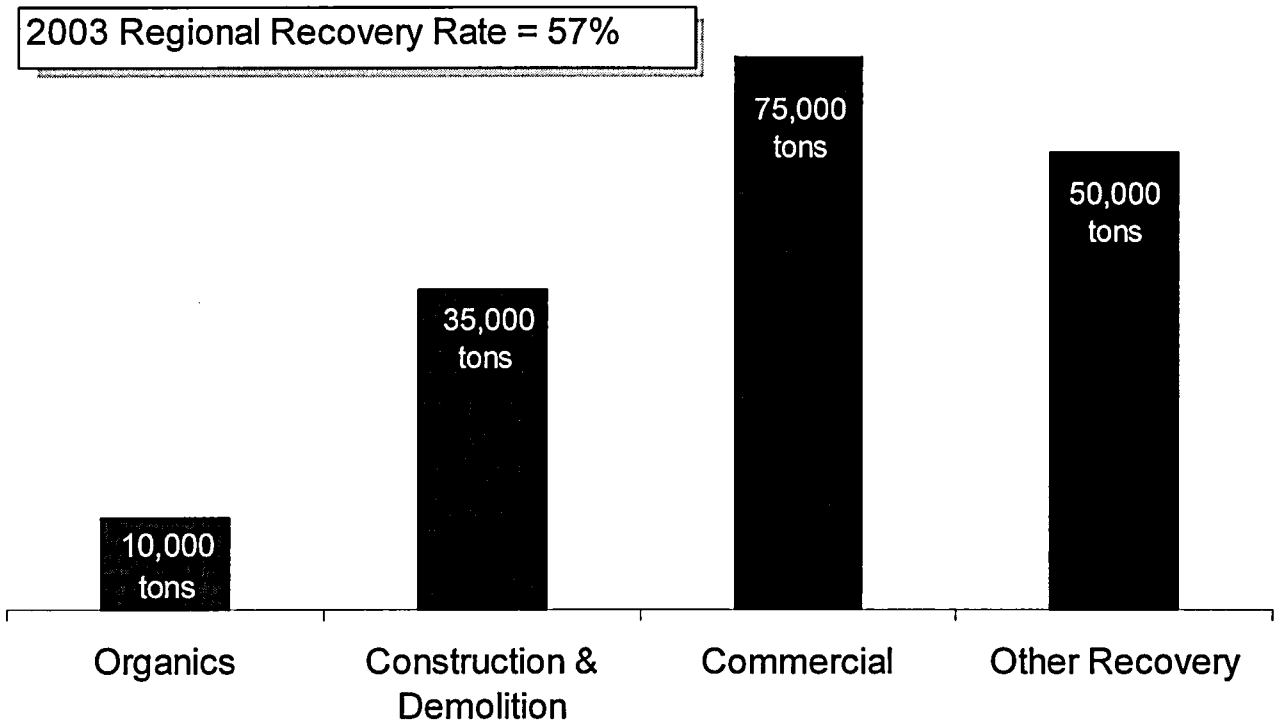
Table 3– Metro Recovery and Disposal, 1995-2003 (in tons)

	1995	1995	1996	1996	1997	1997	1998	1998	1999	1999
Management	tons	percent	tons	percent	tons	percent	tons	percent	tons	percent
Recycling	534,583.4	30.9%	478,022.2	25.8%	580,712.2	28.9%	613,550.6	29.1%	637,638.7	29.3%
Composting	118,947.6	6.9%	144,861.5	7.8%	136,993.9	6.8%	138,324.0	6.6%	123,432.0	5.7%
Stock (1)	8.6	0.0%	25.0	0.0%	1.1	0.0%	54.5	0.0%	194.1	0.0%
Recycling Subtotal	653,539.6	37.8%	622,908.7	33.7%	717,707.2	35.7%	751,929.1	35.7%	761,264.8	35.0%
Energy	81,691.2	4.7%	129,561.0	7.0%	117,886.0	5.9%	160,088.8	7.6%	171,623.7	7.9%
Recovery Total	735,230.8	42.5%	752,469.7	40.7%	835,593.2	41.6%	912,017.9	43.3%	932,888.5	42.9%
Disposal	995,035.0	57.5%	1,097,246.0	59.3%	1,173,593.0	58.4%	1,196,485.7	56.7%	1,240,432.7	57.1%
Generation	1,730,265.8	100.0%	1,849,715.7	100.0%	2,009,186.2	100.0%	2,108,503.6	100.0%	2,173,321.2	100.0%
									Change	Change
	2000	2000	2001	2001	2002	2002	2003	2003	2003 to 2003	2004 to 2003
Management	tons	percent	tons	percent	tons	percent	tons	percent	tons	percent
Recycling	647,777.3	29.7%	715,415.7	31.8%	666,469.3	29.8%	789,783.8	32.7%	123,314.5	18.5%
Composting	158,238.5	7.3%	152,234.0	6.8%	190,476.9	8.5%	189,115.0	7.8%	-1,361.9	-0.7%
Stock (1)	4,575.5	0.2%	0.1	0.0%	2,123.0	0.1%	9.9	0.0%	-2,113.0	-99.5%
Recycling Subtotal	810,591.2	37.2%	867,649.7	38.6%	859,069.1	38.4%	978,908.7	40.5%	119,839.6	13.9%
Energy	160,258.4	7.4%	229,758.9	10.2%	214,451.2	9.6%	252,359.8	10.4%	37,908.6	17.7%
Recovery Total	970,849.6	44.6%	1,097,408.7	48.8%	1,073,520.3	47.9%	1,231,268.5	50.9%	157,748.2	14.7%
Disposal	1,207,348.0	55.4%	1,151,338.5	51.2%	1,165,761.9	52.1%	1,185,743.0	49.1%	19,981.1	1.7%
Generation	2,178,197.6	100.0%	2,248,747.2	100.0%	2,239,282.2	100.0%	2,417,011.5	100.0%	177,729.3	7.9%

(1) Represents change in inventory of materials to be marketed.

Source: Oregon Department of Environmental Quality, 2003 Material Recovery Survey Report, December 2004.

Appendix F
New Recovery Needed to Meet 62% Recovery Goal by 2005
(Revised April 2005)



Source: Oregon Department of Environmental Quality, 2003 Material Recovery Survey Study, December 2004.

Total additional recovery needed to meet the region's 2005 goal is 170,000 tons, of which 120,000 tons will come from the Waste Reduction Initiatives.

The goals for the Waste Reduction Initiatives were revised to reflect actual recovery through 2003 and to align them with the recommendations of the RSWMP Contingency Work Group. The Organics WRI goal was lowered because a composting facility did not come on line until 2005. The Construction & Demolition WRI goal was lowered to reflect weakening local markets for roofing and gypsum wallboard. Finally, the Commercial WRI was redefined to focus on paper and container recovery from businesses, rather than all recyclables from businesses. It also includes recovery from the multi-family sector.

In addition, the calculation more explicitly recognizes the 50,000-ton contribution needed by other recovery practices, such as increased residential recycling and the Bottle Bill.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 05-3567, FOR THE PURPOSE OF APPROVING THE YEAR 16 METRO AND LOCAL GOVERNMENT ANNUAL WASTE REDUCTION PLAN (FISCAL YEAR 2005-06)

Date: April 4, 2005 Prepared by: Jennifer Erickson

BACKGROUND

Each year since 1990, Metro and local government staff have prepared a work plan for the region's waste reduction activities in the upcoming fiscal year. The plan is designed to provide a regional framework for programs that lend continuity throughout the region, as well as to partner in our efforts to meet state requirements and work toward reaching regional goals.

Despite demonstrated successes in the residential sector, findings from the State of the Regional Solid Waste Management Plan Report indicated a need to place more emphasis and resources on three critical areas: Commercial waste reduction and recycling; construction and demolition debris management; and recovery of organic wastes. Substantial changes were made to the Annual Plan during 1999-2000, with the Year 11 (2000-01) Plan as the inaugural year for the new format.

Year 16 begins the sixth year of this new structure, a focused approach to the three critical areas (commercial, organics and C&D) and continued support and maintenance of existing regional programs. The Year 16 plan includes improved accountability for the per capita grants, a theme for the targeted competitive grants, and increased technical assistance, education and outreach for the commercial sector. The Plan is presented in three parts reflecting these focus areas:

- *Maintenance* provides baseline support (on a per capita basis) for the foundation of regional recycling through a joint work plan and funding for established local and regional waste reduction and recycling programs.

- *Targeted competitive grants* supplement maintenance funding by helping local governments target Regional Solid Waste Management Plan practices that are not addressed elsewhere and for which other sources of funding are not available, especially for "lagging" waste sectors. Local governments provide matching funds. The area of focus for Year 16 is multi-family recycling programs.

- *New initiatives in waste reduction* are focused efforts in the commercial, construction & demolition debris, and organics sectors. Three work groups comprised of Metro and local government staff, developed separate detailed work plans addressing each of these sectors.

Also included with the Year 16 plan documents is the complete Year 14 (FY 2003-04) Performance Measures Assessment Report. This report measures two aspects of program performance: Accountability and effectiveness. In other words, whether a program's work elements are being undertaken and completed, and whether the outcome of those work elements reflects the desired results.

Solid Waste Advisory Committee (SWAC) Review: The plan has been to SWAC for review, comment and approval and received its unanimous endorsement as presented herein without amendments on March 24, 2005.

ANALYSIS/INFORMATION

1. Known Opposition

There is no known opposition.

2. Legal Antecedents

ORS 459A "Opportunity to Recycle Act" requires "that the city, county or metropolitan service district responsible for solid waste management" provide recycling services, public education programs, and contribute to the statewide solid waste recovery goals. OAR 340-90-040 sets forth the administrative requirements for such programs. In response to state requirements and more aggressive regional goals, Metro developed a Regional Solid Waste Management Plan (a functional plan) adopted by Council via Ordinance 95-624, "For the Purpose of Adopting the Regional Solid Waste Management Plan." The Partnership Plan, adopted by resolution annually, is one of the implementation tools developed to fulfill the recommended practices of the Regional Solid Waste Management Plan.

3. Anticipated Effects

This resolution will approve the format and framework for the Metro and Local Government Annual Waste Reduction Plan between local governments and Metro. This enables local jurisdictions to complete their portion of the plan and for Metro and local jurisdictions to begin the annual waste reduction program implementation process.

4. Budget Impacts

A total of $1,743,803 has been proposed in the FY 2005-06 draft budget for the three parts of this program:

$636,803 for Maintenance of Existing Programs
$80,000 for the Targeted Competitive Grants
$1,027,000 for the Waste Reduction Initiatives

RECOMMENDED ACTION

The Chief Operating Officer recommends approval of Resolution No. 05-3567.

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Agenda Item Number 6.3

Resolution No. 05-3576, For the Purpose of Authorizing the Execution of a Multi-Year Contract to Provide Daycare Services at the Metro Regional Center.

Metro Council Meeting
Thursday, April 28, 2005
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING EXECUTION OF A MULTI-YEAR CONTRACT TO PROVIDE DAYCARE SERVICES AT THE METRO REGIONAL CENTER	))))))	RESOLUTION NO. 05-3576 Introduced by Chief Operating Officer Michael J. Jordan, with the concurrence of Council President David Bragdon

WHEREAS, Metro operates the Metro Regional Center, which includes a daycare services operation available to Metro employees and the community at large; and

WHEREAS, the existing contract with the current day care services provider terminates on June 30, 2005; and

WHEREAS, the Chief Operating Officer issued a Request for Proposal to solicit responses for a daycare operations contract effective on and after July 1, 2005; and

WHEREAS, the Chief Operating Officer received and evaluated two proposals and proposes selection of the proposal most advantageous to Metro which offers a payment for use of the space partially offsetting some of the costs to support the daycare operation; and

WHEREAS, pursuant to Metro Code Section 2.04.026 (1)(a), the Chief Operating Officer must obtain the authorization of the Metro Council prior to executing the Daycare Operations Contract; and

WHEREAS, this Resolution was submitted to the Chief Operating Officer for consideration and was forwarded to the Council for approval; now therefore

BE IT RESOLVED

1. The Metro Council authorizes the Chief Operating Officer to execute a multi-year contract for daycare operations at the Metro Regional Center in a form approved by the Office of the Metro Attorney.

ADOPTED by the Metro Council this _____ day of _____, 2005.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 05-3576, FOR THE PURPOSE OF AUTHORIZING EXECUTION OF A MULTI-YEAR CONTRACT TO PROVIDE DAYCARE SERVICES AT THE METRO REGIONAL CENTER

Date: April 19, 2005 Prepared by: William Jemison and Brian Phillips

BACKGROUND

MetroKids Center is located on the main floor of the Metro Regional Center and has been in operation since June 1993. It is currently operating at or near capacity enrollment. Approximately 40% of the children currently enrolled have parents that are Metro employees; the remaining parents with children in the Center are from the general public.

The current five-year contract expires in June 30 2005, and a request-for-proposals was issued in March 2005.

The current full-time tuition as of the RFP release date is:

Registration	$35 per child or $50 family one time fee
Tuition	
Infant/Wobbler	$883/month
Toddler	$859/month
Young Preschool	$762/month
Preschool	$663/month

Metro staff estimates the cost of services to Metro to run the center in 2004 were:

Service	Revised cost 2004
1. Electricity	$8,787.72
2. Water/sewer	$1,319.90
3. Garbage/recycling	$211.91
4. Custodial	$8,540.00
5. Natural gas	$281.37
6. Telephone	$1,132.41
7. Copies	$2,103.20
8. Facility & maintenance	$52,619.00
9. Bond payments	$71,893.50
Total	$146,889.01

Items 1 through 5 are based on square footage of center in relation to the rest of Metro Regional Center.

Item 6 is based on the number of phones in center in relation to the rest of Metro Regional Center.

Item 7 is based on actual usage.

Item 8 is based on budget or estimated staff and material cost throughout 2004. This includes items such as maintenance calls, equipment repairs, landscaping and other requests throughout the year.

Item 9 is based on the bond payments (similar to a mortgage payment) for the structure and is based on the square footage of the center in relation to the rest of Metro Regional Center.

Note: Metro and the current provider have operated exempt from property taxes. Contractor is responsible for property taxes assessed or any other taxes arising from this contract.

ANALYSIS/INFORMATION

Staff received two proposals in response to the RFP.

1. Knowledge Learning Corporation.
2. Joyful Noise Child Development Centers, Inc., the current operator.

The Knowledge Learning Corporation proposes a management contract to operate the Center on behalf of Metro at a cost of $55,000 annually. The pro forma budget projects revenues of $521,537 and expenses of $597,042 (covering direct operating expenses (such as wages and benefits, equipment and supplies, maintenance, marketing, promotion and recruiting, insurance and field management and corporate support). The shortfall of $75,505 is to be assumed by Metro; the cost to Metro to operate the center would be $130,505 (shortfall plus management fee) the first year of the contract.

The proposal also noted start-up costs (equipment and curriculum materials) estimated at $87,000, although if no equipment is needed, the startup costs drop to $4,000.

The Joyful Noise Child Development Centers, Inc (the current provider) proposes to continue the personal services arrangement with a balanced budget (both revenue and expense) of $587,796 to provide daycare on Metro property while paying $24,000 per year for use of the space. Based on the proposed tuition rate, the cost to Metro to operate the center would be $122,889 the first year of the contract.

Additionally, Joyful Noise noted that to maintain licensing and National Association for the Education of Young Children (NAEYC) accreditation, the center would require Metro to make repairs estimated by Metro Building Services to cost $34,000:

1) Replace carpets (estimate $18,000),
2) Repaint interior of the center (estimate $4,000) and
3) Replace counters and backsplashes in the kitchen (estimate $12,000).

The costs are important in so far as the Council may consider not spending $34,000 for daycare repairs, but for some other use of the space.

After careful consideration and follow-up to additional questions, the evaluation committee recommended to the Chief Operating Officer award the contract to Joyful Noise Child Development Centers, Inc.

1. **Known Opposition:** A continuing subsidy of the daycare center costs may trigger concerns by departments who pay the allocation for Metro Regional Center building costs. Terminating daycare services at Metro Regional Center may elicit opposition from Metro and non-Metro parents who have children in the daycare facility.

2. **Legal Antecedents:** None.

3. **Anticipated Effects:** The Joyful Noise Proposal will result in a $24,000 decrease in the annual subsidy for daycare services (currently $146,889).

4. **Budget Impacts:** This will result in a net annual $24,000 decrease in costs to Property Services due to the additional revenue. There will also be a one time cost of $34,000 over the next fiscal year to make the repairs required by the proposal.

RECOMMENDED ACTION

Based on the proposals, staff recommends selection of Joyful Noise Child Development Centers, Inc proposal if the Council and Chief Operating Officer intend to enter into a new contract for daycare services.

Agenda Item Number 6.4

Resolution No. 05-3541, For the Purpose of Approving the FY 2006 Unified Planning Work Program

Metro Council Meeting
Thursday, April 28, 2005
Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2006 UNIFIED PLANNING WORK PROGRAM	)))	RESOLUTION NO. 05-3541 Introduced by Councilor Rex Burkholder

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A, describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2006; and

WHEREAS, the FY 2006 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Oregon Department of Transportation, TriMet, SMART and the local jurisdictions; and

WHEREAS, approval of the FY 2006 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2006 UPWP is consistent with the proposed Metro budget submitted to the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council hereby declares:

1. That the FY 2006 UPWP is approved.

2. That the FY 2006 UPWP is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

3. That Metro's Chief Operating Officer is authorized to apply for, accept and execute grants and agreements specified in the UPWP.

4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.

ADOPTED by the Metro Council this _____ day of April 2005.

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

FY 2005-06
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Adopted

Exhibit A to Resolution No. 05-3541

FY 2005-06

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Exhibit A to Resolution No. 05-3541

Table of Contents

Other Projects of Regional Significance

FY 2005-06
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 3 counties. It is Metro's responsibility to meet the requirement of the Transportation Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12) and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use plans for the region, with an emphasis on implementation of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and is consistent with financial constraints.

The Unified Planning Work Program (UPWP) primarily includes the transportation planning activities of Metro and other area governments with reference to transportation planning activities, for fiscal year July 1, 2005 through June 30, 2006.

DECISION-MAKING PROCESS

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

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are 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 include two additional Metro Councilors; nine locally-elected officials (including two from Clark County, Washington) and appointed officials from Oregon Department of Transportation (ODOT), TriMet, Port of Portland and Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

BI-STATE

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, 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 o 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 this requirement, the transportation plan developed to meet TEA-21, the LCDC Transportation Planning Rule and Charter requirements was developed 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 plus six citizen members, and makes recommendations to JPACT.

METRO TECHNICAL ADVISORY COMMITTEE

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

PLANNING PRIORITIES FACING THE PORTLAND REGION

TEA-21, the Clean Air Act Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule, the Oregon Transportation Plan, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan, in combination, have created a policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt and implement a multi-modal transportation system. Major land use planning efforts underway include:

- A re-evaluation of the 2040 Growth Concept
- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan
- Natural resource and habitat protection planning to implement the State's Goal 5
- Planning for UGB expansion areas, especially in Damascus and industrial areas

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

- Implementation of the Regional Transportation Planning (RTP)
- Development of a financing strategy for the RTP
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2006-2009
- Implementation of projects selected through the STIP/MTIP updates

- Multi-modal refinement studies in the corridors of Highway 217, South Transit Corridor, the I-5/99W Corridor and Sunrise Corridor
- Land use and transportation concept plan for the Damascus area

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

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

Insert Self Certification Resolution

PROGRAM

The adopted Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. The RTP is updated regularly to ensure compliance with state and federal regulations, and to reflect evolving travel and economic trends and any subsequent changes in the region's transportation needs. The 2004 RTP established necessary updates to the projects and policies to ensure continued compliance with federal regulations. Local transportation plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR). Metro provides ongoing technical and policy support for local transportation planning activities. The RTP Program also includes corridor studies conducted in cooperation with the state and local jurisdictions.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

RTP Update: An update is scheduled to begin in Fall 2005, with completion of federal requirements anticipated in late 2006, prior to the March 5, 2007 lapse date for the current RTP. Amendments identified in local and regional corridor planning efforts will be incorporated as well as a new horizon year of 2030 for project planning and systems analysis. It also will re-establish conformity with air quality regulations, and all other planning factors called out in federal regulations and in corrective actions identified in the 2004 federal triennial review that have not already been addressed through separate actions. This update will include development of a new financially constrained transportation system that will become the basis for upcoming funding allocations.

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

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

Management Systems: Congestion Management Systems (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1997-98. Key activities for FY 2005-06 will be to incorporate information into planning activities, system monitoring based upon management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies. The report will list information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly, public-release version as well as a Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project.

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups interested in the RTP as well as public agencies involved in local plan updates. The work site will be continually upgraded and expanded to include emphasis on 2000 RTP implementation as well as an on-line public forum for transportation and other planning issues.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC
- Regional Transportation Council (RTC) of metropolitan Clark County, Washington
- Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation (MWACT) and Northwest Area Commission on Transportation (NWACT)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Publish an the 2004 RTP document
- Complete and publish the RTP Technical Appendix for regional distribution
- Complete follow-up studies on street design and connectivity
- Expand the web presence of the RTP to include a public forum and implementation tools
- Coordinate and provide technical assistance in local transportation system plan development and adoption
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOT's Corridor Studies
- Maintain database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends
- Participate with local jurisdictions involved in implementation and development of local transportation system plans
- Approval of a schedule for the 2007 RTP

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A major update to the RTP began in FY 1995-96 and concluded in early FY 2000-01, with the adoption of the 2000 RTP in August 2000. The purpose of the update was twofold: first, the plan had to meet the State TPR requirements. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote the use of alternative modes of transportation. Second, the update reflected the ongoing Region 2040 planning effort. The RTP now serves as the transportation element of the Regional Framework Plan. During the four-year process, the update advanced through three distinct phases: (1) policy revisions in 1996 (approved by Metro Council resolution), (2) system alternatives analysis in 1997 and (3) project development and analysis in 1998-99. Finally, an adoption phase occurred from December 1999 to August 2000.

The 2000 RTP established consistency with federal regulations for development of a financially constrained transportation system. The RTP financially constrained system was created in partnership with ODOT, TriMet and local governments using state forecasts generated by ODOT. The 2000 RTP also addresses all planning factors called for in federal regulations. As such, the RTP functions as an element of the Oregon Highway Plan for the metropolitan region, and establishes eligibility for use of federal funds in transportation projects.

The State TPR required the 25 cities and 3 counties in the Metro region to update local plans to be consistent with the RTP within one year of the August 10, 2000 adoption date. To assist local jurisdictions, a number of supporting fact sheets were produced along with other materials to help local officials interpret the new plan. In 2002, many jurisdictions were still involved in local transportation updates to implement the new regional policies. Specific Metro staff were assigned to each implementing jurisdiction and worked closely with their staff to ensure those local-plan updates proceeded successfully. Though State TPRs require the local plans to be updated within one year, it is likely that several jurisdictions will need more time to fully address the new RTP.

The 2000 RTP also included a number of "refinement plans" for corridors where more detailed work is needed to identify specific transportation needs. In 2001, Metro completed the Corridor Initiatives project, thereby establishing an implementation program for these corridor studies. It was adopted as an amendment to the RTP Appendix. In 2002, JPACT and the Metro Council adopted a package of "post-acknowledgement" amendments that were largely required as part of state approval of the RTP in 2001.

In late 2003, the 2004 Federal Update to the RTP was adopted to address federal planning requirements that must be considered in a three-year ongoing basis. In FY 2004-05, an update began that addressed both state and federal requirements, and replaces the 2000 Plan. The work plan accommodated both the Metro Council direction to incorporate lessons and policy initiatives from the 2040 Growth Concept Review and requirements to maintain an RTP that meets federal regulations for transportation planning and air quality.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services		$ 442,528	PL	$ 304,378
Interfund Transfers		$ 143,295	STP/ODOT Match	$ 182,076
Materials & Services		$ 29,000	ODOT Support	$ 73,527
Printing	$10,000		Section 5303	$ 16,600
Misc.	19,000		TriMet	$ 31,133
Computer		$ 20,178	Metro	$ 27,286
TOTAL		**$ 635,000**	**TOTAL**	**$ 635,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.649
TOTAL	**4.649**

PROGRAM

The Green Streets program began in FY 2001 to address the growing conflict between good transportation design, planned urbanization in developing areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the program include:

- A regional database of culverts on the regional transportation system with rankings according to their relative impacts on fish passage
- Stream crossing guidelines for new streets that reflect tradeoffs between stream protection and an efficient, connected street system
- The Green Streets Handbook, which establishes "best practice" design solutions for managing storm runoff from streets

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Green Streets was initiated in response to the federal Endangered Special Act listing of salmon and steelhead in the late 1990s. The listing affect the Metro region because of spawning habitat that exists within the urban area, and because the region straddles the Columbia and Willamette River migratory routes that encompass most of the Pacific Northwest. The response from Metro is to:

- Continue to expand and update the regional database of culverts, stream and wildlife resources; continue to update ranking information for culverts on relative fish blockage that can be used to allocate regional funding for retrofit projects
- Continue to Green Streets design principles and projects through Metro's MTIP program, including demonstration projects for street retrofits and culvert replacements on the regional transportation system
- Sponsor future Green Streets workshops that spotlight successful projects in the region, and promote Green Streets principles among practicing professionals and interested citizens involved in local project development
- Promote stream crossing guidelines in local transportation plans that address tradeoffs between stream protection and an efficient, multi-modal transportation system
- Periodically update the *Green Streets* handbook to reflect recent trends and new science on best management practices for managing urban stormwater runoff on public streets
- Continue public outreach and education to promote Green Streets design principles and projects

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC

OBJECTIVES/PRODUCTS/DELIVERABLES

The Green Streets program has a number of objectives:

- Continue to distribute the *Green Streets* handbook to local officials and interested citizens
- Implement Green Street design principles through the MTIP process
- Identify and fund needed culvert retrofits on the regional system through the MTIP process
- Conduct outreach and training activities to promote the Green Streets program
- Develop an expanded online presence for the Green Streets program on Metro's web site
- Work with TPAC and Water Resources Policy Advisory Committee (WRPAC) to develop a long-term action plan for culvert retrofits and forward final recommendations as amendments to the 2000 RTP to JPACT, MPAC and the Metro Council

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The Green Streets project builds upon the 1996-97 Regional Street Design project and complements the RTP program. Like the "Creating Livable Streets" handbook from the street design project, the Green Streets program helps guide future transportation improvements in the region to support the 2040 Growth Concept, sustainable environmental practices for stormwater management and the Oregon Salmon Recovery Plan.

In 2003, the region allocated federal funds for two Green Street pilot projects through the MTIP program. These projects will serve as a working laboratory for emerging design practices and to monitor the ongoing effectiveness of various Green Street design strategies.

During FY 2005-06, focus will continue on implementing the Green Streets design principles and project recommendations through the MTIP program and local programs. It will include distribution of the *Green Streets* handbook, education and outreach to promote the program and local design support for project planning that incorporates the design principles.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	17,095	PL	$	6,710
Interfund Transfers	$	6,905	STP/ODOT Match	$	19,836
Materials & Services	$	5,000	Metro	$	2,454
TOTAL	**$**	**29,000**	**TOTAL**	**$**	**29,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.16
TOTAL	**0.16**

LIVABLE STREETS PROGRAM

PROGRAM

The program implements RTP design policies for major streets and includes ongoing involvement in local transportation project conception, funding and design.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2005-06, the Livable Streets Program will more closely focus those activities on projects that directly relate to implementation of Region 2040 land use components, including "boulevard" projects funded through the MTIP. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

Staff has also recommended enhancing the program to improve technical outreach and advocacy. An enhanced Livable Streets Program would include more extensive public outreach, special workshops and tours, 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.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC

OBJECTIVES/PRODUCTS/DELIVERABLES

- 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
- Sponsor a boulevard design workshop that spotlights successful projects in the region, and promotes livable streets principles among practicing professionals and interested citizens involved in local project development
- Ensure that local plans and design codes adequately accommodate regional design objectives through the local TSP review process
- Expand Metro's web-based resources for livable streets implementation
- Implement the proposed Livable Streets enhancement activities should supplemental funding be allocated

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In previous years, work has been conducted as part of the "local implementation" and "local project development" programs, a broader work emphasis that included local comprehensive planning and project-development activities. In FY 2003-04, the second edition of the 1997 "Creating Livable Streets" handbook was printed, providing updated design guidelines for implementation of the Livable Streets Program. In 2002, the complementary "Green Streets" and "Trees for Green Streets" were developed, and subsequently published in 2003. Throughout the life of the program, staff has focused on implementation of regional street design policies and objectives at the local project-development level.

In 2004, program activities were focused on participating in ODOT's Special Transportation Area mapping, and subsequent amendments to the RTP to reflect these designations. In FY 2002-03, staff participated in development of ODOT's Highway Design Manual, and prior to that, was involved with development of "Main Street: When a Highway Runs Through It," ODOT's version of "Creating Livable Streets." Staff will continue to monitor these activities as they relate to the Livable Streets Program.

LIVABLE STREETS PROGRAM

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	10,955	PL	$	4,710
Interfund Transfers	$	4,045	STP/ODOT Match	$	21,258
Materials & Services	$	13,000	Metro	$	2,032
TOTAL	**$**	**28,000**	**TOTAL**	**$**	**28,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.1
TOTAL	**0.1**

PROGRAM

The Performance Measures program completes the second half of Metro's effort to evaluate past policies, especially the 2040 Growth Concept. The program ensures that a small number of measurements of all relevant topics relating to "how are we doing" are addressed.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro is required both by state law (ORS 197.301) and Title 9 of Metro's Urban Growth Management Functional Plan to complete performance measures. These measures are intended to gauge progress towards Metro's 2040 Growth Concept while still addressing concerns such as housing affordability, acres of parks per capita and other measures. The requirements also mention corrective actions where the Metro Council finds issues in need of addressing. Possible corrective actions could be explored in those areas where targets and actual performance diverge. This work effort would measure progress in achieving better communities including safe, stable neighborhoods, the ability to get from here to there, access to nature, clean air and water, resources for the future and a strong regional economy.

In cooperation with the Data Resource Center, the first performance measures were completed in 2002. These measures included those mandated by the state and are related primarily to factors assessing the region's UGB. FY 2005-06 work includes further refinement of measures and development of an ongoing monitoring and data-collection system. An annual publication will help the region to better understand how we have done. Metro will be able to update public interests and concerns with how our region should manage growth.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC

OBJECTIVES/PRODUCTS/DELIVERABLES

- Ensure a broad and complete understanding of how the region is doing
- Develop a sustainable system for monitoring and updating performance measure data
- Create an annual update on regional performance

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The development and data collection for the first measures were completed in FY 2004-05. This will give Metro some experience with calculating and preparing such assessments of progress. Both measurement and evaluation of measures are important skills to apply to a systematic process of planning. The process includes not only preparing plans and completing implementation but with the measurement of progress, evaluation and (as necessary) consideration of policy-course corrections by Metro Council.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	54,947	PL	$	14,320
Interfund Transfers	$	18,618	STP/ODOT Match	$	51,884
Computer	$	435	ODOT Support	$	1,000
			Section 5303	$	1,000
			TriMet	$	1,000
			Metro	$	4,796
TOTAL	**$**	**74,000**	**TOTAL**	**$**	**74,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.616
TOTAL	**0.616**

PROGRAM

The 2004 Federal Update to the RTP identified hundreds of needed improvements throughout the region, including numerous capacity improvements and system-management projects aimed at relieving congestion in chronic traffic "hot spots." The RTP is also largely unfunded, which means that congestion-relief projects may not proceed in a timely manner. The Regional Mobility Program seeks to monitor the ongoing effects of congestion on livability and the regional economy, the degree to which delayed improvements are compounding these effects, and develop multi-modal strategies for coping with the gap in needed improvements.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Regional Mobility Program encompasses federal mandates to maintain "congestion management" and "intelligent transportation" systems. These programs are largely incorporated into the RTP and include:

- Inventory of Congestion Hot Spots: Staff will work closely with TPAC, ODOT, the Port of Portland and local jurisdictions to develop and maintain an inventory of known congestion hot spots. This element will be conducted in concert with data inventory requirements of the Congestion Management System
- Ranking of Congestion Hot Spots: Metro will work with TPAC, ODOT and local jurisdictions to develop ranking criteria for evaluating the relative magnitude of known congestion hot spots, including measures addressing safety, system mobility and relative accessibility. These criteria will be used to develop a ranked list of congestion relief projects, incorporating existing RTP projects and others identified through this effort
- Congestion Action Plan: Working with JPACT and Metro Council, develop an action plan for implementing multi-modal congestion relief projects, including specific funding strategies for unfunded improvements. This work may be coordinated with a proposed regional transportation funding initiative in 2004
- Public Involvement: All activities require early, ongoing and responsive public involvement techniques, consistent with Metro public involvement policies. Newly-developed procedures to address environmental justice issues will be applied to this effort

The region's intelligent transportation activities are further guided by the TRANSPORT Committee, a multi-agency group of system providers involved in implementing intelligent transportation policy. In early 2005, the role of this group as a Subcommittee of TPAC was formalized.

The 2004 Triennial Review identified a number of improvements to the Regional Mobility Program that will be implemented in FY 2005-06 through improvements to the RTP and through activities at the TRANSPORT Committee.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

Objectives for FY 2005-06 include:

- Prepare and map an inventory of congestion hot spots that affect the regional transportation system
- Develop criteria for ranking congestion hot spots. Prepare a ranked list of proposed congestion relief projects that improve movement of people and goods for review by JPACT and Metro Council
- Support JPACT and the Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner

- Develop a Congestion Management System procedure manual defining data collection and publication requirements

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The RTP Update was completed in August 2000 with two purposes: first, it had to meet requirements set forth in the state TPR. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. Together, these state and regional policy initiatives are expected to go far in slowing growth in travel demand and congestion in the region.

A new congestion policy in the 2000 RTP recognizes that different congestion measures should be applied in different areas. In the updated plan, the peak-hour congestion standard is relaxed in densely developed areas with high-quality transit, for example, since these areas are less dependent upon motor vehicles as a means of travel. The standard is higher in major statewide "through-traffic" corridors and key-freight connections.

The remaining congestion relief projects within the 2000 RTP were developed subject to congestion management system provisions within the plan. These provisions require jurisdictions to consider other solutions, such as alternative mode improvements, before making capacity improvements to address congestion. These provisions resulted in a combination of capacity projects and alternative mode improvements in situations where alternative mode projects were not sufficient to meet projected travel need.

In 2003, a Federal Update to the 2000 RTP was completed, with an expanded system of projects eligible for federal funding and new revenues identified for future improvements. However, the RTP is still substantially under-funded, despite new revenues.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	37,542	PL	$	5,591
Interfund Transfers	$	12,358	STP/ODOT Match	$	21,834
Materials & Services	$	1,100	ODOT Support	$	15,643
			Section 5303	$	3,000
			TriMet	$	2,000
			Metro	$	2,932
TOTAL	**$**	**51,000**	**TOTAL**	**$**	**51,000**

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

PROGRAM

Metro is responsible for periodic updates to the metropolitan UGB, which encompasses 25 cities and the urban portions of Multnomah, Clackamas and Washington counties. In addition to the legislative update, Metro also considers smaller requests from individual applicants to amend the UGB. In both cases, the Metro Code requires analysis of the proposed potential impacts on the regional transportation system. This work is generally conducted within Metro, or involves Metro review of private contractor work. Because transportation is often a driving force behind or against a particular boundary proposal, the transportation analysis is a critical step in amending the UGB.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Metro Council directed transportation support for UGB planning activities includes:

- Developing and refining regional transportation networks for affected areas for the purpose of transportation demand modeling and analysis
- Conducting transportation demand modeling and analysis of affected areas, and preparing summaries of potential impacts of urbanization in potential expansion areas on regional transportation
- Identifying improvements to the regional transportation system needed to serve potential UGB expansion areas
- Coordinating necessary updates to the RTP and MTIP, as needed, to implement UGB decisions

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC

OBJECTIVES/PRODUCTS/DELIVERABLES

The following objectives will be completed in FY 2005-06:

- Ongoing general support and coordination with UGB planning activities
- Coordination between the upcoming 2004-06 update to the RTP with UGB planning activities to ensure work efficiencies and project consistency between efforts

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro has conducted numerous periodic reviews of the UGB, most since the 2040 Growth Concept was adopted in 1996. In each case, some degree of transportation analysis was completed as part of fully addressing applicable state administrative rules and Metro Code requirements. The most recent review occurred as part of expanding the UGB to include the Damascus area in Clackamas County. In this example, the transportation analysis was conducted as part of a concurrent update to the RTP update. Because of the cost and complexity of completing transportation analyses, Metro attempts to coordinate RTP updates with UGB amendments to the degree possible.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	4,841	Section 5303	$	5,600
Interfund Transfers	$	2,159	Metro	$	1,400
TOTAL	**$**	**7,000**	**TOTAL**	**$**	**7,000**

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

PROGRAM

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

During the next several years, Metro will be updating the long-term vision with a Region 2060 plan that is also known as the "Big Look." Like the 2040 plan, the Big Look will establish a long-term blueprint for urban growth in the region that shapes UGB decisions and all other planning activities that follow.

To support this activity, Metro will conduct an extensive transportation analysis that evaluates the relative merits of different 2060 growth scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work will shape a major update to the RTP in five to six years.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In 2004, the Metro Council formally delayed a planned update to the RTP in order to focus staff resources and public attention on the 2060 "Big Look" planning activities. The project includes:

- Developing and refining conceptual 2060 transportation networks for varying growth scenarios for the purpose of transportation demand modeling and analysis
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation
- Identifying major "backbone" improvements to the regional transportation system needed to serve varying growth scenarios and a preferred 2060 scenario
- Conduct a subsequent update to the RTP that draws from the 2060 work, and identifies improvements needed to implement the first 20 years of the 50-year vision

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC and MTAC
- JPACT and MPAC
- NW ACT
- MW ACT
- Salem-Keizer MPO
- Hood River
- SW RTC

OBJECTIVES/PRODUCTS/DELIVERABLES

The following objectives will be completed in FY 2005-06:

- Develop a conceptual work plan for 2060 transportation planning
- Coordination between the upcoming 2004-06 update to the RTP and the proposed 2060 planning.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro will be conducting a major update to the RTP in 2004-06 that will provide a base system for completing the 2060 transportation analysis. The approach to the 2060 work will be patterned after the 2040 transportation analysis completed in 1994-95, and will involve a full demand model analysis.

BUDGET SUMMARY

Requirements:			Resources:	
Personal Services		$ 239,972	PL	$ 368,113
Interfund Transfers		$ 75,128	STP/ODOT Match	$ 60,042
Materials & Services		$ 150,000	ODOT Support	$ 4,000
Consultant	$100,000		Section 5303	$ 32,456
Postage	10,000		TriMet	$ 1,000
Ads & Legal Notices	15,000		Metro	$ 12,389
Printing	17,500			
Misc.	7,500			
Computer		$ 12,900		
TOTAL		**$ 478,000**	**TOTAL**	**$ 478,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.503
TOTAL	**2.503**

PROGRAM

Bike There! is a popular map of regional bike routes that illustrates bicycle lanes, multi-use paths and a suitability ranking of roads shared by bicyclists and automobiles. The map was updated and published in the Spring 2005. Work has also started on an interactive web-based route selection too, such as a "map quest" for bicyclists. In FY 2005-06, work will continue toward developing the interactive web-based route selection tool and enhancing the bicycle travel demand model. Going "on-line" with the Bike There! map will increase the number of people using the Bike There! map and will help to increase the number of people bicycling in the region.

Walk There! is an interactive online walking tool for 2040 Centers to increase the number of people walking in Centers. An online walking tool would be created for finding the best route using a walkability model and sidewalk inventory.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Increasing bicycling and walking is identified as a goal in the RTP. The Bike There! map is a marketing tool for the Regional Travel Options (RTO) Program. Wide availability of the Bike There! map helps to address bicycle safety issues that have been identified in RTO program marketing research.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public, especially bicyclists and pedestrians
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Create an online survey
- Develop bicycle mode accessibility measures
- Calibrate the bicycle travel demand forecasting model
- Develop an interactive web site to calculate desirable bicycle route choices
- Create and monitor an online tool that bicyclists can use to track the number of miles they bike, and that pedestrians can use to track the number of miles they walk
- Create a database of bicyclists and pedestrians
- Create an incentive program with the online tool
- Develop an origin/destination type walkability model and expand to include land use type, street type, sidewalks and trails

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Metro has published a bicycle map since 1983, and updates it every three to four years. The most recent update of the map was Spring 2005. A sidewalk inventory was compiled in the mid-1990s and updated in 1993. Metro has reviewed pedestrian maps published by the City of Portland and other jurisdictions.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	28,450	STP/ODOT Match	$	36,619
Interfund Transfers	$	10,150	Metro	$	1,981
TOTAL	**$**	**38,600**	**TOTAL**	**$**	**38,600**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.34
TOTAL	**0.34**

PROGRAM

MTIP is a critical tool for implementing the region's 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 ODOT and other regional, county and city agencies as well as significant public-involvement efforts.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The MTIP is entering the third year of a major reorganization of both the policy and database components. The objective of the MTIP reorganization is to emphasize tangible, built results where citizens will see Metro regional growth management programs in action through transportation improvements. MTIP allocations have been increasingly judged against their ability to help implement the 2040 Growth Concept. This has been accomplished through a system of technical scoring and special project categories that place emphasis on 2040 centers, industry and ports.

The program relies on a complex database of projects and funding sources that must be maintained on an ongoing basis to ensure availability of federal funds to local jurisdictions. The two-year updates set the framework for allocating these funds. The Federal Highway Administration (FHWA) monitors this process closely, to ensure that federal funds are being spent responsibly, and in keeping with federal mandates for transportation and air quality. Metro also partners closely with the State of Oregon to coordinate project selection and database management with STIP.

STAKEHOLDERS

- Metro Council
- Regional partner agencies and members of the public
- TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

The following are MTIP program objectives for FY 2005-06:

MTIP/STIP Update: Metro will begin the Priorities 2006-09 update; implementing updated MTIP policies and project review criteria for the next funding cycle. The updated MTIP will be published in complete and executive summary formats. Continued conformity with federal air quality standards will be demonstrated. The timing of this update will also bring the Metro program into alignment with the STIP.

Database Maintenance: Metro will provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will also monitor past and current funding allocations and project schedules to manage cost variations from initial project estimates, and produce quarterly reports that document funding authorizations, obligations and reserves by funding category and jurisdiction. Metro will also produce an annual report required by FHWA that reflects current costs, schedules, priorities, actual appropriations and other actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by ISTEA.

Other MTIP activities for FY 2005-06:

- Develop a long-term program to diversify funding opportunities beyond the current scope of federal funds, implementing regional policy through a combination of transportation and other funding sources on an ongoing basis

- Develop a local partnership initiative, to provide improved linkage between local capital improvement plans (LCIP) and the MTIP and determine what combination of funding and regulatory incentives would be most effective in drawing local funds toward regional policy goals
- Create a public-awareness program in coordination with Metro and agency communications staff to promote regional policies at the time of project construction and completion, including public signage, dedication activities and a significantly-expanded web resource on projects built with MTIP funds
- Conduct a block analysis on the areas surrounding each project submitted for funding consideration to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial
- Expand the MTIP public awareness program to include printed materials, web resources and possibly a short video for use by public access broadcasters
- Work with ODOT and Metro's Data Resource Center to develop broad agency and public electronic access to a common MTIP database
- Continue to update the MTIP hardware/software platform to improve production of specialized report formats, cross connection with ODOT data sources and other database refinements
- Continue to coordinate inter-agency consultation on air quality conformity as required by state regulations. Conduct full public outreach (including notification), reports and public hearings that are required as part of the conformity process

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In early 2002, a major update of MTIP policies and review criteria was launched in anticipation of the Priorities 2004-07 MTIP update. The purpose of this effort was to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP.

FY 2004 saw completion of the Priorities 2004-07 update to the MTIP and allocation of $52 million in transportation funds to regional projects. The 2004-07 update included a demonstration of ongoing conformity with air quality laws. In November 2001, FHWA staff review identified a number of corrective actions, which were incorporated into this updated MTIP. A final draft of the updated MTIP was published in December 2003.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	213,576	PL	$	55,340
Interfund Transfers	$	69,721	STP/ODOT Match	$	131,763
Materials & Services	$	22,000	ODOT Support	$	33,866
Computer	$	8,704	Section 5303	$	13,307
			TriMet	$	64,100
			Metro	$	15,624
TOTAL	**$**	**314,000**	**TOTAL**	**$**	**314,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.15
TOTAL	**2.15**

PROGRAM

The Damascus/Boring Concept Plan will provide the blueprint for urbanization of approximately 12,000 acres of land added to the Metro UGB in 2002. The planning effort will recommend a future land use pattern for an adjacent 9,700 acres outside the UGB.

The Damascus/Boring Concept Plan will also identify and evaluate multi-modal transportation system alternatives to serve intra-state, regional and community needs in the area. The alternatives will include combinations of highway, arterial, boulevard and transit improvements that are complemented by a network of local streets, multi-use trails, and bicycle and pedestrian connections. If the Damascus/Boring Concept Plan reaffirms that Highway 212 Corridor Improvements are needed, the concept plan will identify transportation alternatives to be evaluated through one or more future Draft Environmental Impact Statement (DEIS) or Environmental Assessment (EA) process(es). The concept planning process will document existing conditions and evaluate alternatives at a level of detail comparable to a Draft Location EIS; specifically determine the purpose and need for any Highway 212 Corridor transportation improvements and services and the appropriate type of facility, services and recommended transportation alternative(s) to serve the land uses identified in the concept plan.

The Sunrise Project/I-205 to Rock Creek Junction is a coordinated effort to complete an environmental analysis of an adjacent urban portion of the Sunrise Corridor. This DEIS process is underway and being funded through the same grant award.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As set forth in Metro Code 3.07.1120, concept planning is a required step in the urbanization process and must take place before urban development can occur. Concept planning also includes development of a comprehensive transportation plan for the project area; subsequently amending regional and local transportation plans. The concept planning for this area must be completed by March 2007.

The JPACT recommended and Metro Council approved the original work program for this project in April 2003. The Intergovernmental Agreement (IGA) between the ODOT and Metro, passing through the federal funds, was signed in November 2003. The IGA was subsequently amended in September 2004. IGAs between Metro and Clackamas County, Metro and the City of Happy Valley, and Metro and the City of Gresham were signed to pass funding through to local partners in early 2004.

STAKEHOLDERS

Metro, ODOT and Clackamas County are serving in lead roles on this project. Metro and Clackamas County share the lead on the concept planning for the Damascus/Boring area in coordination with cities of Damascus, Happy Valley and Gresham, Community Planning Organizations (CPO). Metro is providing technical services on the land use and natural resource components, and serving in the lead role on the transportation component. The county serves as lead on land use, natural resources, public facilities and public involvement. Local partners include the cities of Damascus, Happy Valley and Gresham, CPOs, advocacy groups and others interested in the outcome.

Metro and Clackamas County signed a Memorandum of Understanding (MOU) with three local CPOs and the Committee for the Future of Damascus to share in the public involvement process. Other stakeholders include the community of Boring, City of Sandy, TriMet, existing and future service providers, watershed organizations and other local businesses.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete UGB expansion concept planning for the Damascus/Boring area, including implementation strategies and a conceptual street network that complements the planned Sunrise Project, I-205 to Rock Creek Junction improvements
- Recommend to the Metro Council future land uses of a 9,700-acre secondary study area

- Develop a Draft Purpose and Need Statement for any Highway 212 Corridor transportation improvements that would go through a future National Environmental Policy Act (NEPA) process within the study area
- Initiate the goal-exception process for the rural portions of the study area and coordinate with the UGB master planning process
- Initiate RTP amendments to incorporate recommended transportation facilities needed to serve urbanizing areas, including possible amendments to federal functional classifications and National Highway System designations.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

A detailed work plan was completed by Clackamas County and Metro in Fall 2003. The project began in October 2003 and is being staged over a two-year period, with some elements of the transportation and land use planning work being completed concurrently.

Goals, principles and evaluation measures were developed and adopted by the project Advisory Committee in early Summer 2004. Existing conditions reports for land use, transportation, natural resources and public facilities were completed in late Summer 2004. A two-week design charrette was held in October 2004 to develop several alternative concept plans, including arterial/collector level transportation systems and broad-based natural resource protection areas. These alternatives have been refined to incorporate a wide-range of possibilities and are currently undergoing evaluation. The evaluation process will occur between January and May 2005, resulting in a hybrid concept plan by September 2005.

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services	$ 63,091		Metro IGA*	$ 213,206
Materials & Services	$ 136,038		Metro	$ 8,832
Clackamas County	$100,000			
City of Gresham	5,038			
City of Happy Valley	6,000			
City of Damascus	25,000			
Interfund Transfers	$ 22,365			
Computer	$ 544			
TOTAL	**$ 222,038**		**TOTAL**	**$ 222,038**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.64
TOTAL	**0.64**

*Federal Aid STP – C000(015)

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM TRIP PLANNER DEVELOPMENT

PROGRAM

The TRANSIMS project is a USDOT research program intended to develop new travel demand modeling paradigms for use in assessing the transportation system response to policy issues. Portland is the chosen site for model development activities and test applications. Metro is one of several project participants - including the FHWA, the Los Alamos National Laboratory and several consulting firms.

The TRANSIMS project has been underway for multiple years and will conclude in FY 2005-06.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

STAKEHOLDERS

The stakeholders to this activity include the USDOT (FHWA), the Los Alamos National Laboratory, several consulting firms, and the Metro Planning Department.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Develop a fully functional micro-simulation assignment model. The assignment model will route and assign individual vehicles on a second by second basis throughout the entire metropolitan area
- Develop a prototype model to estimate travel demand that is capable of determining activity patterns and locations, trip tours, mode choice decisions, and time of day choices. The model will perform these functions for each individual in the metropolitan area

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Networks and all the required roadway attributes have been prepared for use in the micro-simulation assignment
- Prototype assignments have been run to identify anomalies, to optimize the assignment process, and to test the reasonableness of the results
- A preliminary model to estimate the travel demand has been prepared

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	108,302	TRANSIMS – FHWA	$	188,000
Interfund Transfers		$	35,338	Metro	$	47,000
Materials & Services		$	91,360			
Consultant	$80,000					
Misc.	11,360					
TOTAL		**$**	**235,000**	**TOTAL**	**$**	**235,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.02
TOTAL	**1.02**

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The FHWA and Environmental Protection Agency (EPA) require that project modeling be carried out using techniques and modeling tools that meet certain guidelines. Failure to meet the guidelines may result in project analysis conclusions that may not meet federal approval.

STAKEHOLDERS

The Research and Model Development activity benefits those agencies that require modeling services. Specifically the Metro Planning Department, ODOT, Port of Portland, the cities and counties of this region, and private sector clients.

OBJECTIVES/PRODUCTS/DELIVERABLES

Survey and Research

- Travel Behavior Survey: Evaluate results of the Pilot Travel Behavior Survey conducted during the third and fourth quarter of FY 2004-05. Based on the findings, determine the most effective survey design and finalize procedures for the full implementation. If funds are secured to conduct the full survey, it will be fielded during FY 2006-07 and FY 2007-08.

  Several alternative approaches are possible for the full survey. One approach is to conduct a one-time survey of 6,000 households. Another is to implement a continuous survey. This technique requires fewer samples (approximately 2,000 households), but is conducted annually. Furthermore, a subset of the households is part of a specially designated group – they are repeatedly surveyed each year. This technique is effective at measuring how travel characteristics change when a household trait is altered. Other approaches are possible that combine elements from each of the above.

  The use of global positioning system (GPS) devices is being tested in the pilot survey. This technique is effective in providing a rich and extremely accurate database of trip records, travel times and travel destinations. This information is often deficient in traditional surveys.

  In FY 2005-06, a funding plan must be developed in order to conduct the full survey. Participating partners could include (but are not limited to) ODOT-Region 1, TriMet, the jurisdictions (through MTIP funding), and the Southwest Washington Regional Transportation Council.

- Freight Data Collection: Continue to participate on a regional committee to advise and comment on the survey objectives and survey process.

- Intelligent Transportation System (ITS): Coordinate with the Portland State University ITS Laboratory to conduct traffic flow research using the ODOT flow monitoring sensors.

Model Enhancements

- Personal Transport Model: Continue the enhancement of the algorithms used to estimate travel decisions. Incorporate elements derived from the TRANSIMS demand model research into the Metro models.
- Regional Freight Model: Update the regional freight model using data collected during the Phase 2 Freight Data Collection effort. The origin – destination freight data is being collected during calendar year 2005.
- Statewide Travel Demand Model: Coordinate with the ODOT regarding integration of the statewide model (completed in FY 2004-05) and the more detailed Metro regional model. The statewide model will be useful in that it provides an indication of traffic (auto and truck) growth rates that may occur at the regional boundaries. In addition, it will provide indications as to how Metro land use policies may affect other Willamette Valley cities.
- New Modeling Software: Complete the transition to new travel demand modeling software. This process was begun in FY2004-05. The software will provide enhanced visual and analytical capabilities.

Model Maintenance

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

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee (OMSC): Participate on the OMSC. Staff currently serves as the chair for this committee.
- Transportation Research Board (TRB) Committees: Serve on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee, the Innovations in Freight Modeling Committee, and the Committee on Survey Methods.
- National Panels: Serve on national committees as warranted. Examples include the Travel Model Improvement Program Review Panel, the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting, and the Panel on Assessing Transit System User Benefits. In addition, staff occasionally participates on peer review panels that help to assess the functionality of the travel demand models used in other regions.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Survey and Research

- Travel Behavior Survey: Participated on a statewide committee to design and administer the pilot test for the Travel Behavior Survey.
- Freight Data Collection: Participated on a regional committee to advise and comment on the survey objectives and survey process.
- Oregon State University (OSU) TransNow Research Project: Served in an advisory role to an OSU study team assembled to assess the use of GPS technology in capturing truck origin and destination data.

Model Enhancements

- Personal Transport Model: Updated the travel demand models to align with the new employment designations (Bureau of Labor Statistics) adopted by the Data Resource Center. Refinements were also made to the algorithms in the destination choice and mode choice models.
- New Modeling Software: Began the transition to new travel demand modeling software. This process was begun in FY 2004-05. The software will provide enhanced visual and analytical capabilities.

Model Maintenance

- Modeling Network Attributes: Reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).
- Volume Delay Functions: Using data derived from the PSU Intelligent Transportation System laboratory, updated the functions used to estimate congested vehicle speeds given volume and capacity relationships.

Statewide and National Professional Involvement

- OMSC: Participated on the OMSC. Staff currently serves as the chair for this committee.
- TRB Committees: Served on TRB committees that help shape national planning guidelines. Examples include the Transportation Planning Applications Committee, the Innovations in Freight Modeling Committee, and the Committee on Survey Methods.
- National Panels: Served on national committees as warranted. Examples include the Travel Model Improvement Program Review Panel, the task force to assess the State of the Practice of Metropolitan Area Travel Forecasting, and the Panel on Assessing Transit System User Benefits. In addition, staff participated on peer review panels that help to assess the functionality of the travel demand models used in other regions (e.g., Anchorage model review).

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	226,700	PL	$	152,037
Interfund Transfers		$	70,379	STP/ODOT Match	$	115,031
Materials & Services		$	15,000	ODOT Support	$	4,000
Household Survey	$15,000			Section 5303	$	21,418
Computer		$	10,922	TriMet	$	2,851
				Metro	$	27,663
TOTAL		**$**	**323,000**	**TOTAL**	**$**	**323,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.269
TOTAL	**2.269**

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Model applications require the use of quality data. Federal officials scrutinize the data used in the model during project analysis. One such item is travel costs (i.e., operating cost per mile, parking costs, transit fares). In addition, model applications must be carefully validated to observed data (i.e., traffic counts, VMT measurements, transit patronage) to ensure 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.

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

The Metro Council desires to regularly produce a document that provides indicators to benchmark the performance of the regional goals and objectives.

STAKEHOLDERS

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

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Collect and compile regional system monitoring data (vehicle and truck counts, transit patronage, travel costs by mode, and parking costs)
- Coordinate with Portland State University and the ITS Laboratory to ensure the collection of ITS data that are meaningful and useful to Metro and its regional partners
- Assemble data from reports that compare statistics from cities throughout the United States
- Provide response to system performance data requests (e.g., traffic counts, VMT, VMT per capita)
- 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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Coordinate collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and enter the data in a computerized database
- Compile Highway Performance Monitoring System (HPMS) vehicle counts from ODOT
- Compile TriMet patronage information
- Collect parking cost information for key areas within the central city

SYSTEM MONITORING

- Review and comment 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)
- Provide information to those seeking system performance data (e.g., traffic counts, VMT, VMT per capita)
- Transportation system performance data were assembled for inclusion into the first Metro Performance Measure document (2004)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	82,490	PL	$	20,422
Interfund Transfers	$	24,510	STP/ODOT Match	$	58,311
			Section 5303	$	20,000
			Metro	$	8,267
TOTAL	**$**	**107,000**	**TOTAL**	**$**	**107,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.92
TOTAL	**0.92**

PROGRAM

The purpose of the Client Services program is to provide transportation data and modeling services to the regional jurisdictions, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses and the general public. A budget allocation defines the amount of assistance that can be provided to each regional jurisdiction.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

USDOT protocols require the preparation of future year travel forecasts to analyze project alternatives. Similarly, modeling is required by the EPA in project analysis to quantify emissions in air quality analysis. Thus, the provision of modeling services must be available to clients.

STAKEHOLDERS

The major stakeholders to this program include the regional jurisdictions, TriMet, ODOT, the Port of Portland, private sector businesses and the general public. Other stakeholders include agencies that enter into agreements with Metro.

OBJECTIVES/PRODUCTS/DELIVERABLES

- Provide data and modeling services to regional jurisdictions and agencies
- Provide data and modeling services to private consultants and other non-governmental clients

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Provide data and modeling services to regional jurisdictions and agencies (e.g., ODOT – I-5 Delta to Lombard Study, DEQ – emission data)
- Provide data and modeling services to private consultants and other non-governmental clients (e.g., future forecast volumes, trip distribution patterns)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	52,865	STP	$	38,192
Interfund Transfers	$	14,919	ODOT Support	$	27,500
Computer	$	10,578	TriMet	$	8,300
			Metro	$	4,370
TOTAL	**$**	**78,362**	**TOTAL**	**$**	**78,362**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.544
TOTAL	**0.544**

PROGRAM

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

- Data Collection: maintains an inventory of socioeconomic and land related geographic data (Regional Land Information System - RLIS), which are the foundation for providing services to the DRC's array of clients, including local governments, business and the public. Primary data is collected for land use and transportation planning, solid waste management, performance measures and the transport and land use models
- Model Development: responsible for development and maintenance of the regional population and employment forecast model and the growth-simulation model – MetroScope
- Forecasting: the DRC is responsible for providing forecasts of population and employment. This model is an econometric representation of the regional economy and is used for mid-range (5-10 years) and long-range (10-30 years) forecasts
- Client Services: technical assistance and GIS products and services to internal Metro programs, jurisdictions, TriMet, the Oregon Department of Transportation and Storefront customers (private-sector businesses and the general public). The DRC Storefront provides services and products to subscribers and non-subscribers. Subscribers include local jurisdictions that have entered into intergovernmental agreements with Metro. Non-subscribers are primarily business and citizen users
- Performance measures: databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

MPO mandates include long range and detailed demographic and employment forecasts (FHWA Forecast Certification Process). Travel demand studies require valid forecasts that are a primary input to the transport model. State periodic review requirements for the Portland metropolitan area include extensive forecast, land information and research capabilities.

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

STAKEHOLDERS

Internal stakeholders are transportation planning, growth management, parks planning and solid waste management. External are citizens, local governments, utilities and businesses

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

OBJECTIVES/PRODUCTS/DELIVERABLES

Provide services for growth management and transportation planning using the 2030 forecast of population and employment completed in FY 2004-05.

Completion of the process of streamlining the MetroScope model is planned. In addition, the model will become a "transparent" planning facilitation tool though incorporating off the shelf software components to enable control of all model assumptions and provide clear model scenario results in the from of graphics (charts and graphs), maps and 3-D renderings and fly-throughs.

The DRC is also developing a new database structure that will house MTIP and RTP project data and system maps. The database will be housed at Metro, but maintained through a cooperative partnership with local jurisdictions to ensure that the project information is maintained in a timely manner.

- Maintain the information in RLIS, providing quarterly updates to subscribers
- Annually update key census items such as population by census tract
- Annually update employment at the place of work with state Employment Division records
- Annually purchase aerial photography
- Purchase building permit records monthly
- Continue development of the MTIP and RTP database

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Forecast of pop/emp for bi-state region to 2030
- Allocation of pop/emp to census tract and TAZ for the transport model using MetroScope
- Forecast of pop/emp for bi-state region to 2030
- Allocation of pop/emp to census tract and TAZ for the transport model using MetroScope
- Completion of the 2030 forecast of population and employment and its distribution to TAZ's by MetroScope. This is a primary data input to the transport model
- Refinement of the MetroScope algorithms to produce a more reliable land-use modeling tool
- Update of population by census tract and block group to the current year from 2000
- Update of employment to mapped locations for current year.

The following activities are conducted annually and have been or are being accomplished, except the employment update, which will occur in March.

- Maintain the information in RLIS, providing quarterly updates to subscribers
- Annually update key census items such as population by census tract
- Annually update employment at the place of work with state Employment Division records
- Annually purchase aerial photography
- Purchase building permit records monthly.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	1,006,452	PL	$	86,373
Interfund Transfers	$	336,186	ODOT Support	$	15,000
Materials & Services	$	194,650	Section 5303	$	63,336
Computer	$	9,808	TriMet	$	37,500
			Metro	$	854,791
			Other*	$	490,096
TOTAL	**$**	**1,547,096**	**TOTAL**	**$**	**1,547,096**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	10.682
TOTAL	**10.682**

*To be determined.

PROGRAM

Provide for overall ongoing department management, including budget, UPWP, contracts, grants and personnel. It also includes staff to meet required needs of TPAC, JPACT, MTAC, Bi-State Coordination Committee, Highway 217 Corridor Policy Advisory Committee (Hwy. 217 PAC), Regional Freight Committee, RTO Subcommittee, HTAC and the Metro Council.

JPACT serves as the MPO for the region in a unique partnership that requires joint action with the Metro Council on MPO matters. The MPO purpose is to ensure that federal programs unique to urban areas are effectively implemented.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Ensure compliance with all federal requirements. Maintain "certification" of the region for continued receipt of transit and highway construction funds. Provide documentation to the FHWA and Federal Transit Administration (FTA) of all such activity.

Provide support to JPACT, TPAC, MTAC, Bi-State Committee, Hwy. 217 PAC, Regional Freight Committee and subcommittees to ensure coordination between state, regional and local transportation and land-use plans and priorities.

Provide overall department management, including budget, personnel, materials, services and capital expenditures. Monitor and ensure grants and contracts compliance including OMB A-133 Single Audit. Provide information to the public. Participate in periodic coordination meetings with other state MPOs and transit agencies. Also, maintain active memberships and support in national organizations such as Cascadia, American Public Transportation Association (APTA) and the Association of Metropolitan Planning Organizations (AMPO) as available funds allow.

STAKEHOLDERS

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

OBJECTIVES/PRODUCTS/DELIVERABLES

- Prepare and manage the department budget, personnel, programs and products
- FY 2006-07 UPWP/Self Certification
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports
- Monthly progress reports to TPAC
- Minutes, agendas and documentation
- Execute, administer and monitor contracts, grants and agreements
- Periodic review with FHWA and FTA on UPWP progress
- Federal Certification
- Single audit responsibility for Planning grants
- Comprehensively review the JPACT Bylaws to consider representation by smaller cities and SMART
- Execute a planning coordination agreement with SMART
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This is an ongoing program.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	480,046	PL	$	344,132
Interfund Transfers	$	151,512	STP/ODOT Match	$	214,178
Materials & Services	$	23,700	ODOT Support	$	16,027
Computer		9,460	Section 5303	$	30,800
			TriMet	$	8,000
			Metro	$	51,581
TOTAL	**$**	**664,718**	**TOTAL**	**$**	**664,718**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.039
TOTAL	**5.039**

PROGRAM

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

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Title VI of the 1964 Civil Rights Act and related regulations; The President's Executive Order on Environmental Justice; the USDOT Order; the FHWA Order; and Goal 1 of Oregon's Statewide Planning Goals and Guidelines.

Under FHWA/FTA guidelines, 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
- Evaluate and, where necessary, improve their public-involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making

The majority of work to ensure compliance with the above will be done within the individual program/ project work plans. However, broad community data collection, outreach and qualitative evaluation methods will be developed and employed to assist the Planning Department, as a whole, to effectively comply with the spirit and letter of the guidelines. TriMet does separate Title VI outreach.

STAKEHOLDERS

Specific stakeholders are identified per program or project area. However, generally speaking stakeholders include residents and businesses in close proximity to or potentially impacted by a specific project or program. This would include community representatives and/or organizations speaking on behalf of low-income or minority populations.

OBJECTIVES/PRODUCTS/DELIVERABLES

Census 2000 information provides the foundation from which staff can assess aspects of projects or programs that may be of interest or have potential impact or benefit to minority and/or low-income populations. This, combined with community outreach efforts such as stakeholder interviews, helps us to better engage appropriate communities in effective communication and decision-making processes. A comprehensive Title VI/Environmental Justice report will be published in FY 2005-06 to include mapping analysis and procedures for consideration and periodic update. In conjunction with this report, Metro will work with ODOT to define procedures for coordination.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This on-going program helps to identify the location of traditionally underserved and/or non-English speaking members of the community. It works in tandem with organizations, schools, businesses or other community assets that might help engage those traditionally unaware of or disconnected from the making

of public policy. It also helps to identify where the use of translators or translated information, might be helpful.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	22,602	STP	$	4,487
Interfund Transfers	$	8,398	ODOT Support	$	5,134
			Section 5303	$	2,947
			TriMet	$	6,316
			Metro	$	12,116
TOTAL	**$**	**31,000**	**TOTAL**	**$**	**31,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.22
TOTAL	**0.22**

PROGRAM

This project is a follow up to the I-205/Portland Mall Light Rail Project Final Environmental Impact Statement (FEIS) completed in FY 2004-05. This activity will be funded through an IGA with TriMet. Tasks will include the monitoring of mitigation measures during Final Design and Construction, FTA coordination and new starts reporting, implementation of the project's funding plan, and resource agency coordination. This will be the start of a multi-year IGA with TriMet that will likely run through FY 2009-10 when construction of the I-205 and Portland Mall segments is complete.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- This project implements the Region 2040 Plan and the RTP, which include policies to connect the central city, and regional and town centers together with high capacity transit, which is typically light rail
- As the region's MPO, Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with ODOT and TriMet help to cement Metro's role as the lead agency for the federal transportation planning projects, particularly News Starts projects

STAKEHOLDERS

- Metro Council
- Central City, SE Portland and Clackamas County neighborhoods
- City of Portland
- Downtown business community – LID participants
- Clackamas and Multnomah Counties
- FTA
- ODOT
- TriMet
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Support TriMet in the completion of Final Design and in preparation for a Full Funding Grant Agreement with FTA
- Provide assistance to ensure that the mitigation plans in the FEIS are implemented in the Final Design and construction of the project
- Provide travel forecasting support for the annual FTA New Starts Program submittal as well as strategic and technical support for the required cost-effectiveness calculations

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – South/North DEIS Locally Preferred Alternative selected, which included the Portland Mall
- 1999 – 2001 – South Corridor Transportation Alternatives Study evaluates non-light rail options in the corridor, which leads to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments
- 2002 – 2003 – South Corridor Supplemental DEIS includes a Phase 1 I-205 alignment for light rail between Gateway and Clackamas Regional Centers as well as light rail on the Portland Mall
- January 2004 – Amended SDEIS for downtown Portland Mall and I-205 LRT Project, solidifying mode, terminus, station location and alignment decision on the Portland Mall segment
- December 17, 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final Environmental Impact Statement published in the Federal Register

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	30,259	TriMet	$	50,000
Interfund Transfers	$	9,421			
Computer	$	10,320			
TOTAL	**$**	**50,000**	**TOTAL**	**$**	**50,000**

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

PROGRAM

This project advances Phase 2 of the LPA for the South Corridor Light Rail Project. Environmental work for the Willamette River Crossing, the Lincoln Street portion of the alignment needs to be updated from the original 1998 South/North Draft EIS. A new terminus station in Milwaukie also requires revision of the LPA selected in April 2003.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project implements the Region 2040 Plan and the RTP which include policies to connect the central city and regional and town centers together with high capacity transit which is typically light rail.

As the region's MPO, Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with ODOT and TriMet help to cement Metro's role as the lead agency for the federal transportation planning projects, particularly New Starts projects.

STAKEHOLDERS

- Metro Council
- Central City, SE Portland and Milwaukie neighborhoods
- City of Milwaukie
- City of Portland
- Clackamas County
- Multnomah County
- FTA
- ODOT
- TriMet
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Begin environmental analysis for the Milwaukie Light Rail Project SDEIS
- Publish Notice of Intent in the *Federal Register*
- Prepare appropriate FTA New Starts submittal
- Complete Definition of Alternatives
- Complete Biological Assessment for the Caruthers Bridge
- Complete evaluation of alternatives including financial, transportation, social, energy, economic and environmental criteria and measures
- Prepare travel demand forecasts
- Develop and undertake public involvement program
- Coordinate with the FTA and federal resource agencies

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- February 1998 – Milwaukie Light Rail Project included in South/North Draft EIS Locally Preferred Alternative
- 1999-2001 – South Corridor Transportation Alternatives Study evaluates non-light rail options in the corridor, which leads to a public outcry to add light rail to the study in both the Milwaukie and I-205 segments
- 2002-2003 – South Corridor Supplemental Draft EIS revisits Milwaukie alignment over Hawthorne Bridge. Metro Council adopts new LPA that includes the Caruthers Bridge and Lincoln Street alignments in the central city as well as a new Kellogg Lake terminus in Milwaukie, April 2003

- January 2004 – Amended SDEIS for downtown Portland Mall alignment is published that includes reference to and confirmation of the Phase 2 LPA, with the recognition that additional environmental work would be required in the Milwaukie Corridor when the project is advanced
- December 17, 2004 – I-205/Portland Mall Light Rail Project (South Corridor Phase I) Final EIS published in the *Federal Register*

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	136,361	TriMet	$	255,000
Interfund Transfers		$	45,383			
Materials & Services		$	71,080			
Consultant	$50,000					
PI Consultant	10,000					
Misc.	11,080					
Computer		$	2,176			
TOTAL		**$**	**255,000**	**TOTAL**	**$**	**255,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.375
TOTAL	**1.375**

WILLAMETTE SHORELINE ALTERNATIVE ANALYSIS

PROGRAM

This project will evaluate alternative transit modes and alignments to connect the North Macadam streetcar alignment to the Lake Oswego Town Center. The Jefferson Branch rail line, owned by the Willamette Shoreline Consortium, will be a potential transit route, as will Highway 43 and other local roadways. A bicycle and pedestrian trail will be considered within the envelope of the Jefferson Branch right-of-way and possibly on local streets, depending upon the transit alternative being evaluated.

This activity is the first step in the federal transit planning process. In order to be eligible for federal funding, the project must be selected through a thorough analysis of reasonable alternatives and must receive FTA approvals to move into subsequent phases of project development. Rail, bus and other system management alternatives will likely be developed and evaluated in the alternatives analysis. In addition, the propensity of particular transit modes to spur economic development and potential land use changes will be evaluated, which is a new analysis for these types of studies.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's MPO, Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with ODOT and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects
- The Region 2040 Plan, the RTP, City of Portland Plans for North Macadam, and Lake Oswego Redevelopment plans all call for improved transit service in the Macadam/Highway 43 corridor between the central city and the Lake Oswego Town Center
- The Willamette Shoreline Consortium, formed in 1985, managed the acquisition of the Jefferson Branch rail line and has been operating historic trolley service on the line. The Consortium also manages maintenance of the line to ensure it remains an active rail alignment for future enhanced transit service
- The City of Lake Oswego is developing a Foothills District Refinement Plan for an urban renewal district in the Foothills area adjacent to the Jefferson Branch rail alignment that anticipates a high level of transit service

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- City of Lake Oswego
- TriMet
- ODOT
- Clackamas County
- Multnomah County
- JPACT
- Metro Parks and Greenspaces (trail component)

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete Alternatives Analysis for the Willamette Shoreline Transit Project that will likely include streetcar, bus and other transportation alternatives
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding proposed in the pending federal transportation authorization bill
- Ensure that the project is properly positioned for federal review and target the most appropriate level of federal environmental (NEPA) analysis to be undertaken in FY 2006-07
- Successfully identify bicycle and pedestrian trail opportunities in conjunction with the various transit alternatives

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- First segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001
- RiverPlace extension is under construction
- Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	405,900	Willamette Shoreline OR-90-X115	$	165,000
Interfund Transfers		$	125,302	MTIP STP	$	688,000*
Materials & Services		$	416,211	Metro	$	97,629
Consultant	$396,211					
PI Consultant	20,000					
Computer		$	3,216			
TOTAL		**$**	**950,629**	**TOTAL**	**$**	**950,629**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.84
TOTAL	**3.84**

*Anticipated.

PROGRAM

This project will evaluate alternative transit modes and alignments to connect downtown Portland to the Lloyd District and Central Eastside. Alternatives would likely include a no-build option, buses with varying degrees of signal priority and separated right-of-way and potential streetcar alignments. .The proposed streetcar alternative would be an extension of the existing Portland Streetcar alignment over the Broadway Bridge to the Lloyd District , extending south through the Central Eastside to OMSI, and eventually connecting with a new Caruthers light rail bridge when Milwaukie light rail is constructed or possibly using the Hawthorne Bridge to connect to south downtown.

This alternatives analysis is the first step in the federal transit planning process. In order to be eligible for federal funding, the project must be selected through a thorough analysis of reasonable alternatives and must receive FTA approvals to move ahead into subsequent phases of project development. Rail, bus and other system management alternatives will be developed and evaluated in the alternatives analysis. In addition, the propensity of particular transit modes to spur economic development and potential land use changes will be evaluated, which is a new type of analysis for these types of studies.

After the Alternatives Analysis is completed, the project could move forward into the National Environmental Policy Act (NEPA) federal environmental impact analysis phase, and then into preliminary engineering and construction. Funding has been identified for future environmental and engineering work including $1 million in regional STP funds and a potential $1.5 million earmark in the upcoming TEA-21 reauthorization bill. Use of these funds is dependant upon completion of the planning process, so they are not included in the budget for the Alternatives Analysis in the UPWP.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- As the region's MPO, Metro has responsibility for the region's long-range transportation planning, including transit. Recently signed memoranda of agreement outlining Metro's planning responsibilities and relationship with ODOT and TriMet help to cement Metro's role as the lead agency for federally-funded transit and transportation planning projects, particularly FTA New Starts projects
- The Region 2040 Plan, the RTP and various City of Portland plans including the Central City Plan (1986) and the Central City Transit Plan (1994) call for improved internal Central City circulation for workers, residents and visitors

STAKEHOLDERS

- Metro Council
- City of Portland
- Portland Streetcar, Inc.
- Eastside Transit Project Advisory Committee
- TriMet
- Central Eastside Industrial Council
- Lloyd Business Association and TMA
- Private development community
- Downtown and central eastside workers and residents
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete Alternatives Analysis for the Eastside Transit Project that will likely include streetcar, bus and other transportation alternatives
- Successfully develop a funding strategy that makes use of local funds, and federal "Small Starts" funding proposed in the pending federal transportation authorization bill

- Ensure that the project is properly positioned for federal review and target the most appropriate level of federal environmental (NEPA) analysis to be undertaken in FY 2006-07
- Select a range of alternatives that will support the City of Portland's goals calling for 15,000 new housing units and 75,000 new jobs in the Central City alone over the next 20-25 years. Jobs, housing and public attractors in close proximity to each other, connected by high quality transit services, support substantial growth and activity in the Central City.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- 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. The alignment provides service to NW 23rd Avenue shopping, Good Samaritan Medical Center, the Pearl District, the West End of downtown and Portland State University. The double-tracked line is 2.4 miles end-to-end with 32 stop locations.
- Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. Reduced vehicle-miles-traveled per capital provides associated environmental benefits, energy conservation and urban land-use efficiencies.
- Portland Streetcar currently is providing over 2,000,000 rides per year. Since 1997, nearly 5,300 new units of multi-family housing have been built within 2-3 blocks of the streetcar and there has been over 3.5 million square feet of non-residential space developed.
- RiverPlace streetcar extension is under construction
- Extensions are planned to SW Gibbs and SW Bancroft as well as to the Lloyd District and Central Eastside over the Broadway Bridge
- Metro entered into a contract with Portland Streetcar, Inc. in FY 2004-05 to develop the work program for the project and prepare methodologies for the upcoming alternatives analysis
- Portland Streetcar, Inc. has been discussing an eastside streetcar alignment for several years and, after considerable public review and discussion has developed an alignment that was adopted by Portland City Council on June 25, 2004.

The Eastside Streetcar Steering Committee was established several years ago by the City of Portland and will serve as the Project Advisory Committee for the Eastside Transit Project Alternatives Analysis

BUDGET SUMMARY

Requirements:				**Resources:**		
Personal Services		$	369,635	Portland IGA*	$	674,000
Interfund Transfers		$	117,569	Metro	$	6,000
Materials & Services		$	191,300			
Consultant	$150,000					
PI Consultant	20,000					
Misc.	21,300					
Computer		$	1,496			
TOTAL		**$**	**680,000**	**TOTAL**	**$**	**680,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE			3.6			
TOTAL			**3.6**			

*To be determined.

PROGRAM

The Transit Planning program supports Metro's efforts to identify and promote multiple transportation choices that easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles supports improving air quality. This program will implement the policy direction of the RTP with emphasis on coordinating with TriMet and other transit providers to ensure that short- medium- and long-range transit needs of the region are addressed. Specific elements of the FY 2006 work program include continued work on two primary tasks, the Willamette Shore Line Right-of-way management, and Elderly and Disabled Transit Planning.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- Assist public, non-profit organizations and local jurisdictions that provide public transit service in development of their short- medium- and long-range transit plans
- Assist transit operators in meeting service requirements mandated by the Americans with Disabilities Act (ADA), Title VI the Civil Rights Act and other federal requirements
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources
- Assist transit providers in implementation of the Tri-County Elderly and Disabled Transportation Plan and related elements of the RTP
- Coordinate right-of-way management issues with the other agency and local jurisdiction members of the Willamette Shoreline Consortium

STAKEHOLDERS

Transit Planning (and Elderly and Disabled Transportation Planning):

- TriMet
- SMART (South Metro Area Transit – Wilsonville)
- Canby Transit
- Sandy Transit
- Molalla Transit
- Ride Connection (and numerous other Non-Profit Elderly and Disabled Transportation Providers)
- ODOT – Public Transit Division (administers the Special Transportation Fund)
- Other Public and Private Elderly and Disabled housing and service providers such as the three county Area Agencies on Aging and Disabilities (AAADs)

Willamette Shoreline Consortium:

- Right-of-way Owners
  - Metro
  - TriMet
  - ODOT
  - City of Portland
  - City of Lake Oswego
  - Clackamas County
  - Multnomah County
- Portland Streetcar, Inc.
- Homeowners and businesses along the right-of-way

OBJECTIVES/PRODUCTS/DELIVERABLES

- Organize and facilitate meetings of the Willamette Shoreline Consortium as needed
- Coordination with TriMet, Lake Oswego and Portland as necessary to facilitate operation of the Willamette Shore Trolley and manage and maintain the right-of-way

- Coordination with the Tri-County Elderly and Disabled Transportation Steering Committee on implementation of the E&D Transportation Plan
- Continue to work with the Special Transportation Fund Advisory Committee to advise TriMet as the governing body on the use of State of Oregon Special Transportation Formula and Discretionary Funds
- Prepare detailed work programs, budgets and schedules for various transit planning related activities
- Manage transit related studies in accordance with defined work programs, budgets and schedules
- Assist TriMet, Ride Connection and other paratransit providers in developing and implementing productivity improvements
- Serve as liaison with FTA
- Manage federal grant funding and execute intergovernmental agreements as needed

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Work with transit providers to develop the Tri-County Elderly and Disabled Transportation Plan
- Ongoing management of the Willamette Shoreline right-of-way in coordination with the other members of the Willamette Shoreline Consortium

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	11,269	TriMet	$	16,800
Interfund Transfers	$	5,501			
Materials & Services	$	30			
TOTAL	**$**	**16,800**	**TOTAL**	**$**	**16,800**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.15
TOTAL	**0.15**

PROGRAM

The program implements multi-modal RTP projects and policies for major transportation corridors. It involves ongoing involvement in local and regional transit and roadway project conception, funding and design.

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development Program has focused on projects that directly relate to completion of planning and project development activities in regional transportation corridors outlined in the RTP. A few of these corridors already had major planning efforts underway under separate budget lines. However, for the bulk of the corridors project development is still needed. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

In FY 2001, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies for the Powell/Foster and Highway 217 corridors. In Fall 2005, Metro, again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the outcome of that consultation in Spring 2005, the Corridor Refinement Work Plan will be updated to reflect current and new efforts and responsibilities.

STAKEHOLDERS

- Project partners include ODOT, FHWA, TriMet and associated counties and cities
- Business dependent on the corridor including those directly within the corridor, those who utilize it for freight and those whose employees rely on the corridor to reach work
- Commuters who travel to or through the corridor for work, shopping or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES/PRODUCTS/DELIVERABLES

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes as well as formal comment on proposed projects
- Implement the Corridor Initiatives Project strategy in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

(Most of the these projects started under this program, but many evolved into independent studies)

- Corridor Initiatives Project prioritized the multi-modal corridors outlined in the 2000 RTP (2001)
- Corridor Refinement Work Plan adopted into RTP (2002)
- Highway 217 initial scoping and grant application (2002)
- Powell Foster Phase I initiated (2002)
- Powell Foster Phase II work completed (2003)
- Travel forecasting and FTA liaison for Washington County Commuter Rail project (2001-present)

- Participation in eastside streetcar and I-405 loop studies (2004-2005)
- Scoping and grant applications for I-5/99W project (2003-present)
- Participation in scoping, funding, travel analysis and advisory committees for Sunrise Corridor (2003-present)
- Update of Corridor Priorities Work Plan (2005)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	37,105	ODOT Support	$	2,000
Interfund Transfers	$	13,795	Section 5303	$	25,000
Materials & Services	$	100	TriMet	$	17,750
			Metro	$	6,250
TOTAL	**$**	**51,000**	**TOTAL**	**$**	**51,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.395
TOTAL	**0.395**

PROGRAM

This work program is designed to complete the corridor refinement planning needed on the next priority corridor as defined by JPACT and Metro Council. The 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 2005-06, this program will focus on commencing a multi-modal alternatives analysis. Work is intended to conclude in FY 2006-07 with selection of preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and Metro Council. Alternatives will be developed to the point that they can proceed directly into NEPA and detailed planning.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies for the Powell/Foster and Highway 217 corridors.

In Fall 2004, Metro, again consulted with regional jurisdictions to identify the next priority corridor(s) for commencement of planning work. Based on the consultation, in Spring 2005 Metro will select the next corridor for study. Preliminary interest has been shown in the following corridors: Powell/Foster Phase II work in conjunction with study of an I-84/US 26 connector, I-5 south from Highway 217 to Wilsonville, I-405 loop and I-205 South.

STAKEHOLDERS

- Project partners include ODOT, FHWA, Tri-Met and associated counties and cities
- Business dependent on the corridor including those directly within the corridor, those who utilize it for freight and those whose employees rely on the corridor to reach work
- Commuters who travel to or through the corridor for work, shopping or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES/PRODUCTS/DELIVERABLES

- Complete scoping of study
- Issue consultant contracts
- Establish advisory committees
- Complete background and existing conditions analyses
- Identify initial range of alternatives for study
- With advisory committees, establish goals and objectives for the corridor

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Reviewed corridor priorities process with TPAC subgroup (December 2004)
- With TPAC subgroup, identified potential next corridor study candidates (January 2004)
- Select corridor for next study (March 2005)
- Develop scope (Spring 2005)

BUDGET SUMMARY

Requirements:			Resources:	
Personal Services		$ 307,210	PL	$ 123,204
Interfund Transfers		$ 96,390	STP/ODOT Match	$ 520,221
Materials & Services		$ 330,810	ODOT Support	$ 5,000
Consultant	$300,810			
PI Consultant	30,000			
Computer		$ 2,400	Section 5303	$ 2,325
			TriMet	$ 15,402
			Metro	$ 70,658
TOTAL		**$ 736,810**	**TOTAL**	**$ 736,810**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.315
TOTAL	**3.315**

PROGRAM

This work program is designed to complete the corridor refinement planning needed in the Highway 217 corridor. The RTP identified a significant transportation need in this corridor but specified that additional work was needed before a specific project could be implemented. In FY 2005-06, this work program will focus on completing a multi-modal alternatives analysis. This work program is intended to conclude in late FY 2005-06 with selection of preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and Metro Council. Alternatives will be developed to the point that they can proceed directly into NEPA and detailed planning.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

As provided by the TPR, the 2000 RTP calls for completion of 18 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor refinements and studies.

In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. In FY 2001-02, Metro, in consultation with agencies and jurisdictions, developed the scope and budget and submitted a proposal to the FHWA Value Pricing Pilot program for funds to support completion of the work. Metro staff also completed a background report for the project. In FY 2002-03, Metro obtained grant approval, executed intergovernmental agreements, issued a request for proposal and selected consultants. It also established a policy advisory committee (PAC), comprised of elected officials and citizens from the corridor, to guide the work.

STAKEHOLDERS

- Project partners include ODOT, FHWA, TriMet, Washington County, and the Cities of Beaverton, Tigard and Lake Oswego
- Business dependent on the corridor including those directly within the corridor (e.g., Washington Square Mall, Platt Electric), those who utilize it for freight (e.g., Jet Delivery, United Parcel Service, Intel, St. Vincent Hospital) and those whose employee rely on the corridor to reach work (e.g., Nike)
- Commuters who travel to or through the corridor for work, shopping or to reach leisure destinations
- Residents of the area and neighborhood associations within or adjacent to the corridor

OBJECTIVES/PRODUCTS/DELIVERABLES

- Develop multi-modal transportation strategies to be implemented within the near- and medium-term
- Provide efficient movement of goods and people through and within the Highway 217 Corridor over the next 20 years
- Support economically dynamic and attractive regional and town centers
- Respect the livability of nearby communities
- Develop Phase II findings (Summer 2005)
- Complete Phase II final report (Summer 2005)
- PAC makes recommendation on transportation improvement strategies including implementation strategy (Summer 2005)
- Present study findings and recommendations to TPAC, JPACT and Metro Council (Fall 2005)
- Resolution regarding changes to the RTP (Fall 2005)

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Obtained FHWA Value pricing Pilot program grant (FY 2003)
- Consultants under contract (FY 2004)
- Established PAC (Fall 2003)
- Completed stakeholder interviews (Fall 2003)
- Identified initial alternatives (Winter 2003/2004)

- Held focus groups with public (Winter 2004)
- Completed Phase I technology review (Spring 2004)
- Obtained 1,500 responses to on-line survey (Spring 2004)
- Completed Phase I evaluation (Fall 2004)
- Held open houses and on-line survey to review phase I results (Fall 2004)
- PAC identified three alternatives for further study (Winter 2004)
- Develop phasing plan and financing strategies for three alternatives (Winter 2004)
- Prepared and presented PowerPoint regarding study and express tolling options to employers business and citizen groups (Spring 2004)
- Held small meetings regarding freight and interchange impacts and other issues with community (Spring 2004)
- Presented Phase II results to study PAC (Spring 2004)
- Held public open house regarding Phase II results (Spring 2004)

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	61,693	PL	$	9,673
Interfund Transfers	$	21,307	STP/ODOT Match	$	91,853
Materials & Services	$	35,000	Section 5303	$	9,200
			Metro	$	7,274
TOTAL	**$**	**118,000**	**TOTAL**	**$**	**118,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.675
TOTAL	**0.675**

PROGRAM

The Bi-State Coordination Committee was created in April 2004, through a transition from the Bi-State Transportation Committee. The change was recommended in the I-5 Transportation and Trade Partnership Strategic Plan, as a means of encouraging dialogue among agencies with responsibility for land use as well as transportation and economic development and environmental justice issues when they intersect with transportation or land use issues of bi-state significance.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

- Code of Federal Regulations, Title 23, Chapter 1, Subchapter I, Section 134, Metropolitan Planning at subsection (d) (1) Coordination in Multistate Areas says: "The Secretary shall encourage each Governor with responsibility for a portion of a multistate 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 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).

STAKEHOLDERS

- Metro Council as a means to coordinate with partners in southwest Washington about land use and transportation issues of bi-state significance
- City of Portland, City of Vancouver, Multnomah County, Clark County, Port of Portland, Port of Vancouver, TriMet, CTRAN

OBJECTIVES/PRODUCTS/DELIVERABLES

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

- Coordination of federal funding preferences for the bi-state area
- Large land use plan amendments as they are proposed
- Coordination with I-5 Columbia River Crossing
- Freight rail issues
- Transportation Demand Management (TDM) measures on transportation facilities of mutual interest
- Other issues of bi-state significance as they may emerge

Products/Deliverables will include:

- Recommendations to JPACT or other agencies about land use and transportation issues of bi-state significance
- Annual Report

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Transitioned from the Bi-State Transportation Committee to the Bi-State Coordination Committee. This change was approved through consideration of a Bi-State Coordination Committee Charter by member agencies including the cities of Vancouver, Washington and Portland, Oregon, Clark County Washington and Multnomah County Oregon, the Port of Vancouver, the Port of Portland, the Oregon Transportation Commission and WSDOT, CTRAN and TriMet. This change marked a wider portfolio

for the committee that included land use and transportation issues of bi-state significance as well as economic development and environmental justice issues as they may relate to land use or transportation

- Approved Bi-State Coordination Committee by-laws
- Coordinated Bi-State review of the I-5/Delta Park/Lombard Project
- Reviewed and made recommendations concerning
  - Federal funding reauthorization
  - I-5 Columbia River Crossing
  - WSDOT Congestion Relief Project
  - Freight rail update and Oregon Rail Users League (ORULE) coordination
  - CTRAN 20 Year Strategic Plan
  - Cascade Station Comprehensive Plan Amendment

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	37,717	PL	$	33,044
Interfund Transfers	$	12,783	STP/ODOT Match	$	4,058
Materials & Services	$	6,000	ODOT Support	$	5,000
			Section 5303	$	5,000
			TriMet	$	7,484
			Metro	$	1,914
TOTAL	**$**	**56,500**	**TOTAL**	**$**	**56,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.355
TOTAL	**0.355**

PROGRAM

This program manages the identification of the region's freight system, policies and project needs and includes them in RTP. It provides coordination with local, state and federal plans so that freight plans are consistent. It ensures that prioritized freight requests are competitively considered within federal, state and regional funding programs. It will also allow continued freight data collection, analysis, education and coordination within the region. Note that the level of effort identified is contingent upon receipt of continued MTIP funding.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

TEA-21 requires MPOs to meet seven planning factors including planning for people and freight and supporting economic vitality by enabling global competition, productivity and equity. In support of Oregon's Statewide Planning Goals 9 and 12, the Transportation Planning Rule requires TSPs to identify the "needs for movement of goods and services to support industrial and commercial development." Further, the 2040 growth concept identifies the importance of industrial activity to the region by establishing special industrial districts as a priority land use.

RTP Policy 15.0, Regional Freight System, requires Metro to "provide efficient, cost-effective and safe movement of freight in and through the region" by identifying freight needs and projects to resolve them. TPR 660-012-0020, Elements of TSPs, requires consistency between local, regional, state and federal functional classifications. The RTP Freight Policies 15.0 and 15.1 specifically direct Metro to work with local jurisdictions and state agencies to meet federal mandates for the intermodal and congestion management systems, to identify projects and to coordinate plans. RTP Policy 15.1, Regional Freight System Investments, specifically directs Metro to "protect and enhance public and private investments in the freight network" by seeking opportunities for public private partnerships and encouraging public funding of freight investments.

STAKEHOLDERS

- Metro Council, TPAC and JPACT
- Metro Planning (RTP)
- Cities and counties within the region
- ODOT, Port of Portland, FHWA
- Businesses, including freight shippers and carriers, distribution companies, manufacturers, retailers and commercial firms
- Oregon Trucking Association and other business associations including the Westside Economic Alliance, the Columbia Corridor Association, and the Portland Business Alliance
- Metro area residents and neighborhood associations

OBJECTIVES/PRODUCTS/DELIVERABLES

- Working with the Port of Portland, complete the freight data collection study
- Update the regional truck model to incorporate origin and destination information from the Freight Data Collection Study
- With the trucking industry and other interests, lead a review of the street design guidelines to ensure that they accommodate freight needs
- Expand regional freight committee to include significant private sector representation and make it an official subcommittee of TPAC
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities
- Participate in the Portland Freight Committee and the Portland Freight Master Plan project
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing, I-5 Delta Park and the Sunrise Corridor projects

- Participate in the Port of Portland led Oregon Rail Users League, which is identifying key rail priorities and advocating for funding with the State Legislature
- Provide information regarding freight needs in support of freight funding proposals being considered by the legislature ("Connect Oregon")
- Work with the Port of Portland and private interests to explore methods to increase private sector participation in rail funding
- Work with agencies and private interests to identify key multi-modal priorities, secure appropriate private matching funds and ensure that they are competitively considered under state freight funding programs

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Established regional freight network as part of 2000 RTP
- Established Freight Policies (15 and 15.1) as part of 2000 RTP
- Updated freight network as part of 2003 RTP
- Participated in Commodity Flow Study and Updates
- Developed regional truck model and incorporated updates to reflect new commodity forecasts
- Initiated Freight Data Collection Study
- Established and led the Regional Freight Committee, comprised of 13 local, regional and state agencies
- Developed the freight category and criteria for MTIP
- Led regional freight project prioritization effort (2003-04) as part of OTIA III, which resulted in the region obtaining significant funding for freight projects
- Participated in State and federal freight model development programs
- Member of Freight Data users Group
- Member of Portland and Oregon Freight Advisory Committees
- Active participant in local freight planning efforts such as the St. Johns Truck Study and the Sandy Boulevard study
- Provide leadership on Columbia Corridor Association and Westside Economic Alliance Transportation Committees
- Worked with ODOT on I-5 rail capacity analysis
- Participated in ORULE

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	138,748	PL	$	46,871
Interfund Transfers	$	44,963	STP/ODOT Match	$	17,549
Computer	$	7,288	MTIP STP	$	75,000
			Section 5303	$	20,000
			Metro	$	16,580
			Metro/Port/ODOT IGA	$	15,000
TOTAL	**$**	**191,000**	**TOTAL**	**$**	**191,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.435
TOTAL	**1.435**

PROGRAM

Metro, through JPACT and MPAC, provides a forum for cooperative development of funding programs to implement the RTP and Regional Framework Plan. In order to fund the RTP Priority System, new (or expanded) revenue sources need to be pursued.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

- Create linkage between the long-term vision for 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
- Help coordinate a regional finance request to the 2005 Oregon Legislature
- Work with the business community and local governments to determine the viability of a regional transportation ballot measure

STAKEHOLDERS

- Metro Council
- JPACT
- Business Community
- General Public

OBJECTIVES/PRODUCTS/DELIVERABLES

- Develop regional priorities for funding from federal sources, including recommendations from the Transportation Investment Task Force
- Coordinate with funding strategies for TriMet's Transit Investment Plan
- Work with local partners, the public and business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level
- Facilitate regional consensus on priority projects to seek state and federal authorization and appropriations

ACCOMPLISHMENTS

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. This program provides Metro staff support for these efforts in FY 2006, oriented toward implementing key elements of the RTP Priority System. These efforts do not include lobbying activities of any kind. In June 2004, the Transportation Finance Investment Task Force recommended that JPACT and Metro draft a legislature proposal for the 2005 Oregon Legislature and consider a regional election in 2006.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	108,367	PL	$	59,500
Interfund Transfers	$	37,053	STP/ODOT Match	$	19,515
Materials & Services	$	3,000	ODOT Support	$	17,303
Computer	$	3,080	Sec 5303	$	31,667
			TriMet	$	5,364
			Metro	$	18,151
TOTAL	**$**	**151,500**	**TOTAL**	**$**	**151,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.912
TOTAL	**0.912**

PROGRAM

The RTO program is the region's TDM strategy for reducing reliance on the automobile. The program has been funded for nearly 20 years, and has grown to include a variety of regional partners and outreach programs proven to reduce travel demand and encourage alternatives to driving alone. Since the early 1990s, the program has provided a daily reduction of 10,700 auto trips and daily VMT reduction of 79,400 miles, or the equivalent capacity to 10 highway lane miles. The program is also central to the region's efforts to maintain "attainment" status with federal air quality requirements. The program's effectiveness in meeting these goals s monitored on an ongoing basis through a system of detailed evaluations of individual components and employer surveys, and is documented in annual reports published by Metro.

The Metro Council approved a new strategic plan for the RTO program in 2004, shifting the lead role for managing the program from TriMet to Metro. The updated program places a major emphasis on individual marketing, and will be augmented by a recently funded state TDM program. Most of the RTO program activities are carried out by public agency partners or consultant contracts, administered by Metro. The key components of the RTO program are:

- Marketing Program
- Rideshare - Vanpool Program
- Transportation Management Association Program
- Grant Program
- Annual Program Evaluation

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The 2003 RTO Strategic Plan was approved by Metro Council resolution, and provides the framework for RTO policy development activities. The RTO Subcommittee of TPAC serves as the technical committee for RTO policy development.

The RTO program is an economic development tool for regional centers and industrial areas. RTO strategies support economic growth in centers by freeing up land currently used for parking for jobs and housing. The program increases the capacity of current transportation infrastructure by providing and promoting alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking and telecommuting.

The RTO program works directly with employers to find the best travel options for their employees through TriMet's Employer Outreach Program and local transportation management associations (TMAs). Services provided through the RTO program, such as carpool matching, vanpools and transit pass program ensure access to jobs for low-income residents of the region.

STAKEHOLDERS

- Metro Council
- RTO Service Providers (a regional consortium that includes Metro, TriMet and others)
- RTO Subcommittee and TPAC
- JPACT

OBJECTIVES/PRODUCTS/DELIVERABLES

- Continued implementation of the RTO Strategic Plan and Phase I transition
- Continued policy development and evaluation in partnership with RTO Subcommittee
- Completion of 2005 Annual Report

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Completion of 2002 RTO Annual Report
- Completion of 2003 RTO Strategic Plan
- Completion of 2003 RTO Annual Report

BUDGET SUMMARY

Requirements:			**Resources:**	
Personal Services		$ 292,132	CMAQ	$ 356,228
Interfund Transfers		$ 89,118	ODOT Transit*	$ 450,000
Materials & Services		$ 465,750	Metro	$ 40,772
Marketing Consultant	$450,000			
Misc.	15,750			
TOTAL		**$ 847,000**	**TOTAL**	**$ 844,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.05
TOTAL	**3.05**

*Marketing Agreement No. 22211

CITY OF PORTLAND – RED ELECTRIC RECONNAISSANCE STUDY

The study will determine how the Red Electric Line might be incorporated into a continuous regional network of safe and convenient off-street bicycle and pedestrian routes.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Portland Parks and Recreation, along with the Portland Office of Transportation, is performing an evaluation of the Red Electric Trail Line. The City will determine whether a multi-use trail could be constructed along this long-abandoned rail alignment and propose conceptual design solutions to any constraints that include ROW issues, traffic, environmental zoning, and private property. The Red Electric is one of three routes at the east end of the Fanno Creek Greenway that will connect the Tualatin River to the Willamette River. Metro managed a multi-jurisdictional study of the Fanno Creek Greenway that resulted in the *Fanno Creek Greenway Trail Action Plan* that was completed in January 2003. It focused on gaps in the other two routes, neither of which will serve both pedestrians and bicyclists.

STAKEHOLDERS

- Portland Parks
- Portland Office of Transportation (bikes, pedestrians, traffic, policy, planning, engineering)
- SW Trails Group
- SW Neighborhood Associations
- SWNI
- City of Portland Pedestrian Advisory Committee
- Willamette Pedestrian Coalition
- Bicycle Transportation Alliance
- City of Portland Bicycle Advisory Committee
- Neighboring property owners
- Washington County

OBJECTIVES/PRODUCTS/DELIVERABLES

- Investigate topography, vegetation, development, land use/zoning, property ownership and ROW delineation along the abandoned Red Electric rail alignment
- Propose conceptual design solutions to any constraints revealed in site investigation
- Present results of site investigation and design alternatives to neighbors and interested citizens for their input
- Provide preliminary cost estimates for acquisition, design and construction of an approximately 4.5-mile, multi-modal trail between Willamette River and Garden Home Community Center
- Identify funding opportunities and propose plan for implementation

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

In previous years, Metro and its regional partners have cooperated in planning the overall regional trail system and constructing initial bicycle and pedestrian improvements. Southwest Portland is particularly challenging for non-motorized traffic because the topography is rugged and the street system incomplete. Portland's Office of Transportation identified this route in the *Southwest Urban Trails Plan.* The Red Electric Line could potentially provide an east-west alternative transportation corridor for southwest Portland that connects to downtown Portland.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services (PP&R)	$	110,000	Regional STP*	$	135,000
Materials and Services (PDOT)	$	40,000	PP&R Match	$	15,000
TOTAL	**$**	**150,000**	**TOTAL**	**$**	**150,000**

*Federal Aid #X-STP 5900(1400)

CITY OF PORTLAND – DIVISION STREETSCAPE PLAN: SE 11TH – SE 60TH AVENUES

The Division Streetscape Plan will develop design alternatives and identify streetscape and transportation improvements between SE 11th and SE 60th Avenues such as:

- Pedestrian crossing improvements
- Bicycle parking and improved access from adjacent parallel bike routes to Division Street
- Transit amenities such as curb extensions, benches, and shelters
- Green street solutions such as porous pavement, stormwater mitigation and street trees
- Pedestrian-scale street amenities such as lighting, kiosks, benches, and public art
- Signal enhancements to increase safety for motorists and pedestrians and to improve signal communications for transit priority technology
- Opportunities for creating a sense of place that supports the mixed-use, multi-modal character of the neighborhood.

Improvements in the public right-of-way are elements to address a broad array of community issues that go beyond traditional transportation and land use issues. Urban design that reflects the surrounding neighborhood's history and incorporates sustainability, along with the process of community organization and development, are fundamental objectives of the plan. With the plan in place, preliminary engineering and construction can take place for Phase 1 implementation of the Division Streetscape and Reconstruction Project between SE 6th and SE 39th Avenues.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

This project is identified in the *Transportation System Plan* of the City of Portland. The project will be carried out and managed by the Project Management Division of the Portland Office of Transportation.

STAKEHOLDERS

- Portland Office of Transportation
- Portland Bureau of Environmental Services
- Portland Parks and Recreation
- Portland Bureau of Planning
- Portland Office of Sustainable Development
- TriMet
- Central Eastside Industrial Council
- Division-Clinton Business Association
- Division Vision Coalition
- Southeast Uplift District Coalition
- Hosford-Abernethy Neighborhood
- Richmond Neighborhood
- South Tabor Neighborhood

OBJECTIVES/PRODUCTS/DELIVERABLES

Project Scoping
- Develop project work plan and assemble project team.
- Undertake detailed intersection and corridor traffic analyses and determine roadway horizontal alignment.
- Identify specific green infrastructure improvements that can be incorporated into the project.
- Develop design alternatives for specific improvements.

Plan Implementation
- Provide preliminary cost estimates for design and construction of street paving and reconstruction and streetscape improvements.
- Incorporate segment between SE 6th and SE 11th Avenues into project planning and estimates.

- Prioritize planned improvements and determine the scope of the MTIP-funded Phase 1 construction.
- Identify additional funding sources to complete the plan.

Public Outreach and Involvement
- Develop planning process and public outreach plan.
- Gather input from the project's Community Working Group and project stakeholders at key milestones.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The project is intended to help support Division Street's 2040 Main Street designation. The Portland Office of Transportation identified the project in its *Transportation System Plan* that was adopted in October 2002. The project will be a follow-up to the 2003-2005 TGM-funded Division Green Street/Main Street land use and transportation study currently underway.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services (PDOT)	$	285,000	Regional STP* (13529)	$	303,000
Materials & Services	$	52,680	PDOT match	$	34,680
TOTAL	**$**	**337,680**	**TOTAL**	**$**	**337,680**

*Federal Aid number assigned after federal obligation.

CITY OF PORTLAND – INTERSTATE TRAVELSMART PROJECT

The Interstate TravelSmart Project is a no-build ("soft policy") project to reduce car trips and improve the efficiency of our transportation infrastructure in the Interstate Corridor. The City of Portland seeks to implement TravelSmart around four of the new light rail stations at Kenton, Lombard, Portland Boulevard and Killingsworth. The project was designed to coincide with the startup of Interstate MAX. In addition, it will complement changes in transit service improvements to bike and pedestrian facilities that were planned for the startup.

The TravelSmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit and provides the information and training needed to get them where they want to go without driving alone. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A pilot project in SW Portland reduced car trips by 9 percent; vehicle miles traveled by 12 percent.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

TravelSmart is identified in the *Transportation System Plan* of the City of Portland as part of its Transportation Demand Management and Parking Plan. The Transportation Options Division of Office of Transportation is in charge of the project.

This project is consistent with TriMet's Transportation Improvement Plan, which designates the Interstate Corridor as one of five local focus areas. The Interstate Corridor is also targeted by the Portland Development Commission, the Portland Office of Transportation and TriMet in a Memorandum of Understanding entered into in May 2002. This agreement provides for development of the Interstate Avenue Access Plan to provide a coordinated process to improve access, leverage public and private investments and promote mobility options in the Corridor.

STAKEHOLDERS

- TriMet
- Interstate Corridor residents
- Kenton, Piedmont, Arbor Lodge, Overlook, Humboldt, King, Boise, and Eliot Neighborhood Associations

OBJECTIVES/PRODUCTS/DELIVERABLES

Phase I:

- Project Design – Establishment of work plan, project design and after-survey analyses.
- Project Setup – Organization of resources, preparation and printing of information and materials, office set up, recruitment and training of staff, database completed.
- Conduct Before-Survey Target Area – Random sample of households in the target area.
- Conduct Before-Survey Control Group – Random sample of households in the control group.
- TravelSmart Individualized Marketing Campaign – Households (11,000 participants) are segmented into those who are willing to change their travel behavior, those who are already regular users, and those who are not interested or unable to use alternative modes more frequently. Interested households receive ongoing motivation, encouragement and support, and there is no further contact with those who are not interested.
- One Year After-Survey – A random sample of households in the target area and a random sample of households in the control group are surveyed and analyzed.

Phase II:

- Conduct Before In-Depth Survey – Hour-long interviews with randomly selected individuals to determine barriers and potential for shifting trips to environmentally friendly modes of travel.
- Conduct Before In-Depth Control Group Survey – Hour-long interviews with randomly selected individuals in the Control Group.
- Materials, Rewards, Incentives – Design and produce materials for individualized marketing campaign, purchase of incentives and rewards.
- Individualized Marketing Campaign – 3,000 additional participants within the target area.
- Conduct Home Visits – Approximately 5 percent of participants.
- Conduct After In-Depth Survey – In-depth survey and analysis completed to compare with previous survey results and findings.

The impact of this program will be more broadly measured by the Interstate MAX Before and After Evaluation Program described on page 76.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

The construction of Interstate MAX offers a unique opportunity to increase the efficiency of this infrastructure investment. The Interstate TravelSmart Project is an effective tool to train and educate citizens about Interstate MAX, local connecting bus service, biking, walking and smart use of the auto. This corridor is an ideal place to implement TravelSmart. It has accessible transit, walkable and bikeable streets; it has destinations such as places of employment, schools and commercial areas, relatively flat terrain, and connectivity between streets. In addition to containing a regional transportation corridor, the targeted area contains a Community Main/Community Corridor (Killingsworth), and regional Main Street (Interstate), and two Community Corridors (Portland Boulevard and Lombard Street).

This project provides a demand management benefit for the Interstate MAX corridor and station communities. It is distinguished from TriMet's demand management program in several ways. It is an individualized marketing program targeted to a specific geographic area and a new major transportation service improvement. TravelSmart is effective in addressing all trip purposes rather than focusing on the employee commute trip that is typical of other demand management programs. TravelSmart has a specific program follow-up and identified project conclusion date.

BUDGET SUMMARY

Requirements:			**Resources:**		
Phase I					
Personal Services	$	300,000	Regional STP	$	300,000
Materials & Services		30,000	Match		30,000
TOTAL Phase I	**$**	**330,000**	**TOTAL**	**$**	**330,000**

Requirements:			**Resources:**		
Phase II					
Personal Services	$	200,365	Regional STP	$	200,365
Materials & Services		22,935	Match		22,935
TOTAL Phase II	**$**	**223,300**	**TOTAL**	**$**	**223,300**

CITY OF WILSONVILLE – SOUTH METRO AREA RAPID TRANSIT

The focus of this project is to establish a Transit Master Plan to address anticipated growth and changes in the greater Wilsonville area. With continuing growth and development in Wilsonville, South Metro Area Rapid Transit (SMART) will need to examine the nature, frequency and scope of its service. In particular, advent of commuter rail in Wilsonville, and the Villebois site, a 3,000-unit mixed-use development, will greatly increase demand for transit service. At the same time, the nature of the demand will be different than what it has been in the past. SMART intends to complete work on a Transit Master Plan in FY 2004-05 to address these changes and plan for future service.

RELATED TO PREVIOUS WORK

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. There is no charge to the passenger for any of these services. SMART has recently added a transportation demand management program (SMART Options), which promotes transportation alternatives to driving alone and assists local employers in establishing TDM worksite programs.

SMART coordinates its service with TriMet, Canby Area Transit (CAT) and Cherriotts in Salem. SMART participates in coordinated regional planning processes for the elderly and disabled and for jobs access. The SMART Options program takes part in coordinated regional TDM planning processes through Metro's TDM Subcommittee and works closely with other area transit agencies, transportation management associations (TMAs) and jurisdictions in planning outreach and employer programs.

RESPONSIBILITIES

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by grant funding from FTA earmarked funds, JARC, Section 5307, E & D, and CMAQ. With the exception of the SMART Options program, SMART does not currently receive grant funding for planning; all of the grants are for capital and operations. The SMART Options and Walk Smart programs are currently funded at an annual rate of $81,000 in CMAQ funds through the FTA.

OBJECTIVES/PRODUCTS

- Assess future system demands due to Villebois development
- Assess future system demands due to increases in commercial and industrial development in the Wilsonville area
- Develop a system growth plan that will progressively address increasing system needs
- Develop a multi-modal strategy creating coordinated travel options to reduce dependence on the automobile for employment transportation
- Transit Master Plan that identifies specific strategies for smart growth of the transit system and efficient coordination with neighboring systems
- Implementation of SMART Travel Options in conjunction with strategies identified in the Transit Master Plan

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	45,975	CMAQ	$	91,000
Material & Services	$	55,440	Local Payroll Tax	$	10,415
Interfund Transfers	$				
TOTAL	**$**	**101,415**	**TOTAL**	**$**	**101,415**

WASHINGTON COUNTY – I-5/99W CONNECTOR STUDY

As a result of the Western Bypass Study, the I-5 to Highway 99W Connector was included in the 1997 RTP as a needed facility, though the exact location was not determined. In 2000, Metro proposed an amendment to the RTP to include a southern corridor for the Connector, the corridor located outside the UGB. However, the LCDC concluded that all not all requirements for an exception to State Planning Goals had been demonstrated and that additional work was needed. In 2004, the Oregon Transportation Commission included the Connector as one of eight Projects of Statewide Significance.

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

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

In 1995, ODOT completed the Western Bypass Study, which evaluated five alternatives for addressing circumferential travel in the southwest Portland metropolitan area. The recommended alternative from this study was a combination of improvements to the existing transportation system in conjunction with construction of new arterial and collector road improvements, implementation of transportation system management and demand management strategies and expanded transit service in the study area.

- June 1997, the Metro Council adopted recommendations identified in the Western Bypass Study, including an amendment to add the I-5 to 99W Connector corridor to the 1995 Interim Federal RTP for the Portland metropolitan area. The amendment establishes need, mode, function and general location (transportation need, highway mode, statewide and regional function in the specified corridor) consistent with state land use statutes for the proposed I-5 to 99W Connector. A future selected alignment within the corridor would be subject to further land use review and actions.

- Senate Bill 626, codified into Oregon Revised Statute 383 (ORS 383), passed by the 1995 Oregon Legislature, authorizes the building, operation and maintenance of tollways by governments, private entities or a combination of the two. The law requires that ODOT obtain authorization of the Legislative Assembly before entering into any agreements for the construction or operation of any tollway facilities except two: the Newberg-Dundee Bypass, and the Tualatin-Sherwood Highway, linking Interstate 5 and Highway 99W. This restriction was subsequently amended to include the Lewis and Clark Bridge in Columbia County and an unnamed project in the Portland urban area.

- August 14, 1996, OTC approved proceeding with siting studies and land use and environmental feasibility reviews of the Tualatin-Sherwood and Newberg-Dundee tollway projects. This decision came after the OTC considered a staff report and public testimony regarding the preliminary assessment of the financial feasibility of these projects as toll roads.

STAKEHOLDERS

Stakeholders include, but are not limited to:

- Residents and officials of Washington County, possibly Clackamas County (depending on the alignment selected), ODOT, Metro, LCDC, cities of Sherwood, Tualatin, Wilsonville, Tigard, King City, Newberg, McMinnville

- Rural and farm land owners in the area
- Industrial and other employers within the Tigard/Tualatin/Wilsonville/Sherwood area and areas newly included in the UGB and their existing and future employees
- Travelers and freight hauling operators to and from the Oregon central coast area
- Other State agencies including DLCD, DEQ, Department of Fish and Wildlife, Corrections
- Federal agencies including FHWA, EPA, US Army Corps of Engineers, US Fish and Wildlife, National Oceanic and Atmospheric Administration, Fisheries, US Department of Interior

OBJECTIVES/PRODUCTS/DELIVERABLES

The objective of the project is to address the problem of inadequate transportation facilities in the outer southwest quadrant of the Portland metropolitan area to serve the growing demand for regional and intrastate travel access to the area's federal and state highways (I-5 and 99W).

Products will consist of technical reports and documentation required to identify a connector corridor alignment alternative that will then be included in an RTP amendment. This Connector corridor will also be adopted into the TSPs of the cities of Sherwood, Tualatin and Wilsonville as well as Washington and Clackamas counties (as required). This effort will lead into a NEPA effort that will be undertaken to determine a specific alignment immediately following the RTP amendment process. If necessary, land use planning goal exceptions will also be considered.

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

Initiated public involvement. Initiated review of existing road network deficiencies. Defined a phased RTP amendment/ NEPA project approach. Performed stakeholder interviews. Currently establishing project governance structure, scope of work, budget and schedule.

BUDGET SUMMARY

Requirements:			**Resources:**		
Washington County	$	370,000	Metro STP	$	2,100,000
ODOT	$	526,000	ODOT Highway Trust Fund	$	1,850,000
Metro	$	290,000			
Consultant	$	2,764,000			
Total	**$**	**3,950,000**	**Total**	**$**	**3,950,000**

PORT OF PORTLAND – REGIONAL FREIGHT DATA COLLECTION PROJECT

The safe and efficient movement of freight and the role it plays in the region's economic competitiveness is increasingly important as the region increase its participation in the global economy. This region lacks a comprehensive understanding of freight flows – impacting investment decisions and land supply issues.

Approximately 63 percent of all freight tonnage moves by truck into, out of and through the region. Within 30 years, this figure is expected to increase to more than 70 percent. Regional commodity flow data describes these inter-regional trips, but gives little information about freight movement within the region. Better translating the commodity flow data into sub-regional trips is a primary goal of this project. This will help the region get the most return on its investments by targeting projects that best facilitate the movement of goods that are so critical to the region's economy.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The project received STP funds through the region's MTIP process based on a fundamental scope of work. This scope of work is also the foundation for a series of intergovernmental agreements between the project sponsors.

STAKEHOLDERS

Metro, ODOT, WSDOT, Multnomah County, RTC, WSDOT, Port of Portland (project sponsors), planners and policy makers around the region, and the freight and business community.

OBJECTIVES/PRODUCTS/DELIVERABLES

This data should provide the region with a better understanding of:

- Detailed data on origins and destinations of freight shipments within the region
- Truck count data
- Proposal for a region-wide, coordinated, on-going truck count program

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

This project builds on the region's commodity flow forecast to provide more detail on the movement of freight on the region's transportation network. The project will also leverage a TransNow grant awarded to Oregon State University for research into the use of GPS systems to collect truck trip data.

BUDGET SUMMARY

Requirements:			**Resources:**		
Materials & Services Contractual	$	664,000	MTIP	$	500,000
			Port/WSDOT/Mult. Co.	$	164.000
TOTAL	**$**	**664,000**	**TOTAL**	**$**	**664,000**

TRIMET – FREQUENT SERVICE DEVELOPMENT

OVERALL DESCRIPTION

The RTP and TriMet's Transit Investment Plan call for the development of "Frequent Service" bus routes as part of a family of public transit modes. Frequent Service is characterized by 15-minute frequencies, day and evening, seven days a week. This service is enhanced with added customer amenities and information and priority treatments that keep the service fast and reliable. This type of service complements the high capacity service provided by MAX light rail and makes connections to local services.

The intent of this development program is to increase the visibility of the service (new signage and service branding), to make it convenient and available (frequent and reliable) and more competitive with the automobile (direct service, expedited through traffic). There has been a very strong response from riders to this level of service. Ridership on frequent service routes was up 20.3 percent in 2004, about half explained by the addition of a new frequent service route. This service accounts for 45 percent of the weekly bus service hours and 56 percent of the weekly bus riders. This new service type raises the service standard for the majority of transit riders. TriMet's five-year Transit Investment Plan proposes to develop 22 Frequent Service lines serving 65 percent of the bus ridership.

TriMet and the region have made this program a priority through the distribution of regional MTIP funds. The program is actually the integration of two parts to achieve the greatest impact on a route-by-route basis. A program priority is to improve safe access to transit for all population groups and for the mobility impaired in particular. This is achieved with sidewalk and curb ramp construction and pedestrian crosswalk improvements in partnership with other jurisdictions. TriMet also gives priority consideration to services for disadvantaged populations and communities – reflected in TriMet's Title VI Report.

TRIMET – STREAMLINE PROGRAM

This is the seventh year of a comprehensive program that incorporates the grant-funded signal priority treatment project that was managed by the City of Portland. In partnership with the City, TriMet has expanded that program to include other preferential street treatments and related bus stop amenities. It is reducing transit running times and thereby operating costs, while also making the service more attractive to riders. Further Streamline implementation is being coordinated with Frequent Service and bus stop improvements. As the program has become more integrated with the bus stop and route management process, it also is being applied in jurisdictions beyond the City of Portland.

This program builds on the TEA-21 funded (OR-90-X087-00) signal priority project. The program was coordinated also with other City pedestrian and streetscape programs. The original grant is sustained with CMAQ funds allocated through the regional MTIP for FY2004-07.

STAKEHOLDERS

This program is directed at improving the operating efficiency of TriMet operations and thus is closely coordinated with internal operating management departments. The benefits of the program accrue to the public through improved service reliability, faster travel times, which in turn produces greater use of the service. All aspects of the program are coordinated with the local street jurisdiction that control many of the tools required for this program to be successful (signal management, lane configuration, bus stop placement, etc.).

OBJECTIVES/PRODUCTS/DELIVERABLES

- Decrease transit running time on 12 targeted routes by 10 percent or enough to eliminate one bus from the weekday-operating schedule.
- Increase transit ridership on those same lines by 10 percent.
- Improve the transit-riding environment through enhanced rider amenities.

- Increase the visibility of transit in the community.
- Assessment of principal intersections used by the targeted bus routes, prioritized for installation of signal priority treatment, including Opticom preemption, potential queue jump lanes or curb extensions.
- Detailed review of each selected bus route, including inventory of facilities and compliance to bus stop standards, ADA requirements and operating requirements.
- Identification of related bus stop improvements including improved access, respacing of stops, amenity improvements, customer information and adjacent sidewalk/crosswalk needs – in coordination with those respective programs.
- Work program, schedule and budget for each line.
- Construction drawings and documents.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

- Three bus routes have been substantially "Streamlined":
  - Line 4: Division/Fessenden is complete and being evaluated. Route schedule reductions have already been taken in the range of 10 percent.
  - Line 72: 82nd Avenue/Killingsworth is complete. A significant element of this project is a northbound bus only lane on 82nd Avenue from the Clackamas Town Center.
  - Line 12: Sandy/Barbur is complete.
- Two routes are in currently being Streamlined:
  - Line 9 Powell/Broadway is a major route serving the urban northeast and a major State-operated arterial in the southeast. The Powell transit service was considered in a regional corridor study and is the lead candidate for the region's first bus rapid transit route. Steamline improvements on this route can help to initiate a long-term need to build transit ridership in this congested corridor. This work is being coordinated with ODOT and related ODOT and City of Portland projects. The first phase of capital improvements are to be completed in Summer 2005 and phase 2 project completion is anticipated for Summer/Fall 2005.
  - Line 14 Hawthorne is a heavily used urban route. Hawthorne Boulevard is to receive City of Portland streetscape improvements. Efforts will be combined to improve operation and ridership on this route. This work is expected to be substantially complete in FY 2005-06.
- Further implementation of the program will be in concert with TriMet's network of Frequent Service routes. There are now 16 Frequent Service routes accounting for 56 percent of weekly bus ridership. TriMet's five-year plan calls for there to be 22 frequent routes carrying 65 percent of the bus ridership. Signal priority emitters are operational on all TriMet buses, with some defective units having been replaced. Opticom installation was originally targeted for 225 intersections. Of the 225 intersections, 180 of those are completed. Intersection or signal design precluded installation at the remaining intersections. Installation for an additional 100 more intersections is nearly completed.

PROGRAM EVALUATION

Early evaluation of the program has been conducted on Line 12 – Barbur and Line 4 Fessenden/ Division. A more complete review is in progress. These early results include:

- Reduction of 2-11 percent of travel time for all Line 12-Barbur peak-period buses (depending on direction; largest reduction of 11 percent was for outbound PM peak).
- Reduction of 8-11 percent of travel time for Line 12-Barbur p.m. peak period buses that were behind schedule by 90 seconds or more for their entire trip (and thereby activated signal priority at all City of Portland signals on Barbur).
- Average reduction for peak period travel time of 7-12 percent in a route segment that was isolated around a signal with TSP on Line 4-Division.
- Dramatic reduction in variability of travel times for all Line 12-Barbur peak-period buses, in most cases reducing variability by half or more. This reduction in variability improves schedule reliability and significantly reduces the time needed for layovers.
- Trimming away of the longest travel run times.

- Elimination of one four-hour peak tripper bus on Line 4 in June 2002 resulting in an estimated annual cost savings of $60,000 and potential one-time capital cost savings of $300,000 by reducing the peak vehicle requirement. These treatments reduce schedule erosion due to congestion and thus postpone the need to add trips.
- Median run time over the whole route (both directions) on Line 4 (Division/Fessenden) that was roughly the same in Spring 2003 as in Spring 2001 (prior to signal priority treatment) despite additional congestion (not quantified).

BUDGET SUMMARY

The TriMet portion of the original program was $6,650,000 – using TriMet and grant funds. This program used $1.5 million of the City of Portland's TEA-21 funded signal priority project for the installation of Opticom emitters on buses and system development. The City transferred an additional $400,000 to TriMet for software system upgrades, which is complete.

FY 2003-04 and FY 2004-05 CMAQ funds in the annual amounts of $312,665 locally matched to support a total budget of $348,451 continued this program. These funds are provided through the region's MTIP. The program will be integrated with "Frequent Bus" improvements in FY 2006-07 at similar levels of funding (see below).

TriMet expects to continue this program as long as benefits are cost-effectively realized. High frequency, high ridership routes identified as "Frequent Service" will receive priority consideration under this on-going program.

TRIMET – BUS STOP DEVELOPMENT PROGRAM

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

Bus Stop Sign and Pole Replacement with Schedule Displays

- Deployment of new two-sided bus stop signs and poles. The multi-part signs are a unique shape and the poles are dedicated and colored to make this stop identifier more distinguishable in the streetscape.
- Printed schedule displays are being installed on each bus stop pole, which is a significant convenience for riders.
- These signs are being deployed on a route basis throughout the system, but with priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. In FY 2003-04, the focus was on North/Northeast Portland in coordination with the introduction of MAX light rail service. The program was broadly directed in FY 2004-05 with a concentration of improvements to Tualatin Valley Highway through the Westside communities of Beaverton, Hillsboro, Cornelius and Forest Grove. The FY2005-06 program will continue with a focus more to the south and southwest. The changeover should be complete in FY 2007-08.
- The FY 2004-05 program investment of $238,000 will be repeated for an additional year and $75,000 in the fourth and final year to complete all bus stops.

Bus Stop Enhancements

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

Shelter Expansion

- TriMet continues to increase the number of bus shelters from at total of 850 four years ago to approximately 1,135 by the end of FY 2004-05.
- With the help of other grant funding additional bus stop improvements are being made in Washington County, particularly along Tualatin Valley Highway, which has been the focus of some concern regarding pedestrian safety.
- TriMet expects to continue the FY 2004-05 program level with approximately 35 new shelters in FY 2005-06 using primarily CMAQ funds provided through the regional MTIP process.

Transit Tracker

- With software development and refinement nearly complete, TriMet began implementation of real time customer information at bus stops and MAX light rail stations. These electronic units were deployed based on criteria that address the TIP focus areas, frequent corridors and needs and benefit-based criteria.
- The Transit Tracker program was placed on hold in January 2004 as the longevity of the system software and telecom agreements are being reviewed and reconsidered.

While this is a capital program and CMAQ funds are being used for capital elements and related staffing of these programs, they are presented in this Unified Planning Work Program, as each element requires up-front planning.

This program is at the core of TriMet's service development and expansion program and is an on-going part of 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 the on-going Streamline program described above.

STAKEHOLDERS

This program is closely coordinated with internal TriMet departments – primarily marketing (customer information) and operations. Benefits of the program clearly accrue to the general public and transit users. TriMet research has demonstrated that on-street amenities are important considerations as riders choose to use the service. The program is closely coordinated with the street jurisdiction – often through permits. Integration with local streetscape projects is also fostered to achieve the greatest mutual program benefits.

OBJECTIVES/PRODUCTS/DELIVERABLES

Objectives of this program include:

- Increase transit ridership by improving the total transit experience – focused on on-street transit and pedestrian facilities improvements.
- Improve the utility of transit by providing better customer information – identifiable signage, posted schedules and maps and real time arrival information.
- Improve access to transit with integrated sidewalk and crosswalk improvements and bus stop improvements that meet ADA requirements.
- Increase pedestrian and rider safety with appropriate lighting at bus stops and by removing pedestrians from the path of traffic.
- Support communities, town centers, regional centers and land use and transportation policies identified in the RTP and 2040 Framework Plan.
- Coordinate improvements to bus stops with the RTP designations for major transit stops as part of the upcoming RTP update.
- Respond to specific user needs and community input for improved transit facilities, access and information.

PRODUCTS AND TARGETS OF THE PROGRAM INCLUDE

- Preparation of work programs, schedule and budget for each sub-program.
- Community outreach to assess needs and coordinate implementation.
- Supporting intergovernmental agreements, property transactions and permits.
- Construction drawings and documents.
- Construction of on-street capital facilities investments.
- Coordination of capital improvements with related roadway improvements managed by local jurisdiction and ODOT.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

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

BUDGET SUMMARY

The FY 2005-06 budget for this composite program is as follows:

Bus Stop Development Program	CMAQ	TriMet	Total
Bus shelter expansion	$ 233,298	$ 26,702	$ 260,000
Pavement and ADA improvements	$ 67,298	$ 7,702	$ 75,000
Bus stop signs and poles	$ 98,703	$ 11,297	$ 110,000
Streamline treatments	$ 358,920	$ 41,080	$ 400,000
Support staff (3 FTEs)	$ 179,460	$ 20,540	$ 200,000
Other improvements	$ 296,109	$ 33,891	$ 330,000
Total: Bus Stop Development	$ 1,233,788	$ 141,121	$1,375,000
	Capital Grant		

TRIMET – REGIONAL JOB ACCESS AND REVERSE COMMUTE PROGRAM

OR-37-X001-01 of the Job Access and Reverse Commute (JARC) funds will be applied to the Portland Area-Wide Job Access Program administered by TriMet. Funds will be used to support and promote programs in the region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.

The current Portland Area-Wide Job Access Program includes over 20 programs designed to serve targeted low-income populations and employment areas (see below) in the region. Creating and improving access to work and job-training services for low-income job seekers is the focus of the programs. They include:

- U-Ride Shuttle in western Washington County
- Washington County Ride Connection service to the Capital Resource Center
- Swan Island Evening Shuttle
- Installation of bike racks and lockers at transit centers
- Community resource maps at transit centers identifying social service agencies, bike and bus routes and childcare information
- Non-commute taxi voucher program (Clackamas and Multnomah County)
- Tualatin employer vanpool shuttle
- Create-a-Commuter bike program
- Alternative Commute Center
- Portland Community College Joblink Program
- Improved bike and pedestrian access to Swan Island
- South Metro Area Region Transit (SMART) service between Wilsonville and Portland as well as between Wilsonville and Canby
- South Clackamas Transportation District Service (SCTD) service between Molalla and Canby
- Sandy Area Metro (SAM) service between Estacada and Sandy
- Clackamas and Washington County travel training programs
- Trainings and presentations for case managers and their clients regarding transportation options
- Free transit schedules and maps
- Increased fixed route transit service in targeted areas
- Free *Commuter Choices* brochures, available in English and Spanish
- *How to Ride* brochures and videos available in seven languages
- Vehicle purchases in rural and suburban communities

STAKEHOLDERS

The Job Access program works to increase mobility of residents in lower income neighborhoods and improve access to areas that provide a high number of entry-level employment opportunities. In the Portland metropolitan region, such areas include:

Population Areas	Employment Areas
Gateway Transit Center	Columbia Corridor
N/NE Portland	Rivergate Industrial area
Lents & Brentwood/Darlington	City of Tualatin (Industrial area)
Hillsboro Central City	City of Wilsonville
Oregon City Central City	Swan Island Industrial area
Western Washington County	Washington County (Light rail corridor)
Rockwood Community	City of Milwaukie (Industrial Way area)
Estacada	Tigard (Nimbus Business area)

Implementation of the Portland Area-Wide Job Access Program takes place through partnerships TriMet has formed in the region. Many partners provide direct services to the Job Access targeted audience as well as matching funds to the grant. Partners include:

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

OBJECTIVES/PRODUCTS/DELIVERABLES

Compliance with JARC Program Objectives

1. According to the 2000 Census, 236,000 (or 15.7 percent) of the 1.5 million people that live in the Portland metropolitan region live below 150 percent of the poverty level.
2. Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include access to childcare and acquiring job skills and training.
3. Rides provided by Job Access funded programs and services total over 4,000,000 between September 2000 and September 2004.

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the FTA and regional match dollars. Elements of the work program for fiscal year 2006 totaling $1,678,800 million are shown below.

Work Program Line Item	JARC Funds
Outreach & Materials	$136,000
Bicycle Program	$155,500
Job Training and Retention Services	$193,000
Non Commute Transportation	$60,000
Service to Employment Areas	$348,300
Rural Services	$536,000
Service to Communities	$250,000
Total: Jobs Access Reverse Commute Funds	$1,678,800

Match Programs	Local Funds
TriMet Operating Costs (Fixed Route Bus Service)	$1,678,800

This budget reflects Federal FY 2003-04 and FY 2004-05 Jobs Access funds carried into TriMet's FY 2005-06 program. Federal FY 2004-05 funds, when received, will be an increase in the amount of $2,279,717. Those funds will sustain the programs listed above in TriMet's FY 2005-06 and FY 2006-07 programs.

TRIMET – INTERSTATE MAX BEFORE AND AFTER EVALUATION

TriMet and Metro are working with the FTA to prepare a comprehensive before and after evaluation of this project. There is need to assess success of the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the region tools used to plan and forecast the project's benefits and impacts.

The study builds on work to date, including that contained in the project Environmental Impact Statement (EIS), 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:

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

MANDATES, AUTHORIZATIONS, CONSTRAINTS

In August 2001, the 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. While this provision does not apply to the Interstate MAX Full Funding Grant Agreement (FFGA) OR-03-0076, which was executed in September 2000, FTA concurred that TriMet could use project savings for the study. That project, constructed between the Rose Quarter and the Expo Center in Northeast Portland, opened for service in May 2004.

FTA requires that grantees report on five project characteristics:

1. Project Scope – Physical components of the project, including environmental mitigation
2. Service Levels – Operating characteristics of the guideway, feeder bus services, and other transit services in the corridor
3. Capital Costs – Total costs of construction, vehicles, engineering, management, testing and other capital expenses
4. Operation and Maintenance Costs – Incremental operating/maintenance costs of the project and the transit system
5. Ridership Patterns – Incremental ridership, origin/destination patterns of transit riders on the project and in the corridor, and incremental fare box revenues for the transit system

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

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
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

STAKEHOLDERS

Internal (TriMet)

The Project Sponsor for the Interstate MAX project is TriMet, the agency operating public transit in the city of Portland. The Interstate MAX Before and After Study is the responsibility of the Marketing and Customer Services Division (MCSD). The Executive Director of Marketing and Customer Services reports directly to the TriMet's General Manager. The Director of Marketing Information (DMI) has been designated as the key individual responsible for all aspects of the Before and After Study. The DMI will:

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

Primary TriMet responsibilities related to the project include:

- Capital Projects – Development, monitoring and reporting of the Project Scope, Capital Costs and Environment sections of the plan
- Operations – Development, monitoring and reporting of the Services Levels sections of the plan. The Traffic and Parking sections will rely heavily on assistance from the City of Portland and Oregon Department of Transportation
- Finance – Development, monitoring and reporting of the Operating and Maintenance Costs sections of the plan
- Marketing and Customer Services – Development, monitoring and reporting of the Ridership and Fare Revenue, Public Opinion, and Recommendations sections of the plan
- Diversity and Transit Equity – Development, monitoring and reporting of the Transit Equity section of the plan

Metropolitan Planning Organization

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

- Provide documentation for key planning data and methods used for the Light Rail project
- Collect/assemble demographic and economic data for the Light Rail corridor before project initiation and after project opening
- Model ridership using updated data
- Conduct the forecast v. actual ridership analyses

- In coordination with TriMet, analyze the forecast v. actual cost estimates
- Identify and analyze potential model refinements

Other Local Agencies

- ODOT will collect and report traffic volume data for the I-5 freeway
- The City of Portland Department of Planning will provide traffic volume data for roadways in the corridor, and building occupancy and building permit data for the Portland CBD and communities along the Light Rail Corridor
- The Interstate TravelSmart Project managed by the City of Portland is also examining travel patterns and provides some influence in the corridor, which will be picked up by this Interstate MAX Before and After Evaluation Program. The TravelSmart Project is described on page 61
- C-Tran will provide ridership counts for their routes serving the Corridor

FTA

FTA will review and approve the Before and After Study work program. FTA will also review project interim and final reports.

PMO contactors

The PMO contractors designated by FTA will assist in reviewing project data.

OBJECTIVES/PRODUCTS/DELIVERABLES

This study will in large measure validate the goal of the North Corridor Interstate MAX light rail project:

> *Implement a major transit program in the North Corridor that maintains the livability in the metropolitan region, supports bi-state land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive.*

The study, however, is also a means of evaluating project planning and management tools, with feedback to improve our collective ability to make the effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; the results of environmental mitigation measures; and rider characteristics. The next opportunities for the region to conduct such studies will come with the Commuter Rail (planned opening in 2008) and the I-205/ Portland Mall projects (planned opening in 2009). 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 cost.
- Summary of recommendations, including proposed improvements to forecasting methodology or other action that can improve transit investment decision-making.
- A draft report for submittal to the FTA.
- A presentation of findings with the FTA.
- Revised and final report.

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

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

As noted above, this program builds on corridor work program work to date, principally that contained in the North Corridor Interstate MAX Light Rail Project Final Environmental Impact Statement (October

1999). 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 December 2003. The FTA approved the inclusion of the study work scope into the Interstate MAX project on January 14, 2004. All tasks and subtasks have been assigned. TriMet and Metro are executing the tasks as outlined in the draft work plan. Tasks 1, 2 and 3 were completed in December 2004. Task 4 is being executed between 6 and 18 months after operation begins.

BUDGET SUMMARY

This work program is funded through the Interstate MAX Full Funding Grant Agreement in the total amount of $750,000. The budget for data collection under Tasks 3 and 4 is summarized as follows:

Origin / Destination Survey	
Pre-Implementation (March 2004)	$100,000
Post-Implementation (March 2006)	$300,000
On-Board Counts by Station	
Post-Implementation (May-June 2004)	$ 35,000
Attitude and Awareness Public Opinion Survey (@ 40 percent of full survey)	
Pre-Implementation (November 2003)	$ 14,000
Post-Implementation (November 2005)	$ 15,000
Public Opinion Survey (measures not captured in the Attitude and Awareness)	
Pre-Implementation (Spring 2004)	$ 5,000
Customer Impact Survey	
Pre-Implementation (March-May 2004)	$ 30,000
Post-Implementation (March-May 2006)	$ 32,000
Brand Identity Survey	
Pre-Implementation (October 2003)	$ 22,000
Post-Implementation (October 2005)	$ 24,000

ODOT – I-5 COLUMBIA RIVER CROSSING PROJECT (CRCP)

The goal of the CRCP is to implement a major portion of the strategic plan developed by the I-5 Transportation and Trade Partnership on how to manage and improve transportation in the I-5 corridor between Portland and Vancouver. The corridor stretches between I-84 in Oregon and I-205 in Washington.

The CRCP will develop additional freeway and transit capacity where I-5 crosses the Columbia to meet the needs in the corridor. The plan will also address how to manage demand for transportation in the corridor.

MANDATES, AUTHORIZATIONS, CONSTRAINTS

The Bi-State Leadership Committee recommended that the region undertake a public process to develop a strategic plan for the corridor. In response to this recommendation, Governors Gary Locke of Washington and John Kitzhaber of Oregon appointed a Task Force to guide the public planning process and to develop the strategic plan.

STAKEHOLDERS

- The Oregon and Washington Departments of Transportation are sponsoring the project, with funding from the FHWA
- ODOT and WSDOT are working in partnership with the other transportation agencies in the corridor: the cities of Vancouver and Portland, Metro and the Southwest Washington Regional Transportation Council, the ports of Vancouver and Portland, Tri Met and CTRAN, and Clark County, Washington, and Multnomah County, Oregon

OBJECTIVES/PRODUCTS/DELIVERABLES

The strategic planning effort for the I-5 corridor between Portland and 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:

- This corridor is a critical economic lifeline for the region and the state, serving two ports, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through freight movement.
- There will be economic and livability consequences if we do nothing in the corridor.
- There is no silver-bullet. A solution for the corridor will need to include highway and transit improvements, demand management strategies, and freight rail improvements. Even substantial improvements will only maintain today's level of congestion.
- Those physical solutions will be costly, and will require innovative funding solutions in order to succeed.

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

During FY 2000-01, the Governors' Task Force was established, along with a Community Forum consisting of representatives from neighborhoods, businesses and other interested groups. Both the Task Force and Forum met several times and developed Evaluation Criteria and Improvement Option packages for evaluation. Work also progressed on Land Use Assessment and Rail Capacity Analysis. In June 2002, the Task force issued its final Strategic Plan, the most significant recommendation of which was the recommendation that the region expand the capacity of I-5 where it crosses the Columbia with a multi-modal project that includes additional freeway lanes and provision for high capacity transit. The plan identified several different concepts for the crossing that will require an environmental impact analysis. The scale of the project will result in an environmental impact statement process that will be initiated in 2005 and take several years to complete.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$		National Corridor Planning and Development Program Grant*	$	6,500,000
			ODOT/WSDOT Match	$	400,000
TOTAL	**$**	**6,900,000**	**TOTAL**	**$**	**6,900,000**

* Federal Aid #NCPDS000(197)

ODOT – PLANNING ASSISTANCE – SPR PROGRAM

MANDATES, AUTHORIZATIONS, CONSTRAINTS

Transportation improvement projects in the Portland MPO must be included in the Metro RTP before they can receive federal funds for project development.

ODOT works in partnership with local and regional governments to update, refine and implement the Portland MPO RTP and local transportation system plans. This work includes assuring consistency among Transportation system plans, local use plans, Metro's 2040 Growth Plan and Urban Growth Management Functional Plan, and Oregon's Transportation Plan, Highway Plan and the Transportation Planning Rule.

STAKEHOLDERS

External
- Local Governments and Agencies
- Regional Governments and Agencies
- Federal Agencies
- Washington State Department of Transportation
- State Legislators
- Special Interest Groups
- General Public
- Other State Agencies

Internal
- ODOT Region 1 Tech Center
- ODOT Transportation Development Division
- ODOT Rail Division
- ODOT Public Transit Division
- ODOT Safety Division
- ODOT Central Services Division
- Other State Agencies

OBJECTIVES/PRODUCTS/DELIVERABLES

Coordinate and Support of Metro Programs
ODOT staff participates on regional and local standing and project committees to provide information, analyze (as needed), ensure coordination and provide other support as needed. Specifically:

- Coordinate TIP Development: ODOT staff works with Metro to assure that the process for selecting federally funded transportation projects is balanced, fair, allows plenty of opportunity for public involvement and provides for a range of needs.
- Support RTP Updates: ODOT staff works closely with Metro to update the RTP to accommodate UGB amendments and industrial lands.
- Support RTP Implementation: ODOT staff works closely with Metro and local governments to assure that the implementation accurately reflected ODOT projects and incorporate the State's interest into regional policy making. ODOT staff participates in development of the Corridor Initiatives Program, PTP Business Partnership, Model Refinement and Local Plan Coordination.
- Support Metro Transportation/Land Use Integration Efforts: ODOT staff works with Metro to implement the 2040 Growth Concept Plan. ODOT staff will participate in the Governor's Economic Revitalization Team (ERT) process to assist in the selection of projects to implement the Plan. The ERT will collaboratively solve transportation and community issues that affect the Portland MPO area. ODOT works closely with Metro to assure that regional growth management policy does not adversely impact the State's transportation system.

- Support Regional High Capacity Transit (HCT) Studies: ODOT staff works with Metro to assess the utility of HCT and propose regional policy response. HCT is responsible for analysis of alternative transportation modes and the completion of project planning for major fixed guideway transit facilities including commuter rail, light rail (LRT), and busways.
- Support the Analysis of Alternative Funding: ODOT is a project partner in the Traffic Relief Options (TRO) study to assure that the study adequately addresses issues and concerns of ODOT and FHWA. ODOT will develop a policy response to the finding of congestion pricing study and continue to investigate alternative sources of funding.
- Assist Green Corridor Implementation Strategy: ODOT staff will assist in the development of a strategy for assuring that ODOT facilities on the fringe of the UGB can function as a green corridor as envisioned in the 2040 Growth Concept Plan.
- Assist in Transportation Model, Traffic Analysis and Methodology: ODOT staff provides assistance with traffic input and analysis. ODOT staff, Metro and local governments will develop traffic analysis methodology to identify new land use patterns. Traditional methods of analysis of traffic impacts are inadequate for these new patterns.

Coordinate Transportation Planning Activities
Link the land use and transportation planning programs with planning and operation of State highways as part of the regional transportation system. Coordinate with other state agencies concerning activities that affect regional transportation planning. Specific activities:

- Local Land Use and Development Review: ODOT staff process almost 5000 land use notices and provides comments on several hundred that potentially affect state highways. Staff response usually consists of a letter of record, however it sometimes requires extensive negotiation and traffic analysis.
- Coordinate Local TSP: ODOT staff participates in the development of TSPs for every jurisdiction in the region. The TSPs are critical in identifying the impact of future growth on the state highway system. ODOT staff assists in the development of these plans to assure consistency with the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Corridor Plans and TPR.
- OHP Coordination: ODOT staff coordinates and participates with regional and local jurisdictions in the process of selecting Special Transportation Areas (STA), Urban Business Areas (UBA), and expressways in the Portland metropolitan area. ODOT staff will continue to negotiate the transfer of state highways whose function is primary local or redundant. Staff works with Metro and local jurisdictions to redefine national highway system (NHS), state freight route and the functional classifications system in conjunction with the adoption of local TSPs and RTP.
- Regional Air Quality Planning: ODOT staff to participate with DEQ to ensure that the Region's transportation projects comply with federal air-quality regulations.

Conduct Transportation Planning Studies.
The major activities to be undertaken are those necessary to produce and implement corridor plans and studies, transportation conditions reports, refinement plans, TSPs and amendments to comprehensive plans and ordinances necessary to implement transportation plans and other long range planning documents. These tasks are aimed at meeting federal regulations, the Transportation Planning Rule, the OTP, the OHP policies and other modal plans and Oregon's local plans and regulations. Tasks include engineering, population, economic, environmental, traffic and land use studies, travel demand modeling and analysis, and public involvement activities such as newsletters, opinion polls, public meetings and other mechanisms that involve the public in transportation decisions.

Specific activities may include:

Concept plans, subarea plan
- Damascus/Boring Concept Plan
- Other unspecified plans

Corridor Strategies
- US 26 Sunset
- OR 43 Corridor

- OR 212 Corridor
- North Willamette River Crossing Study (St. Johns)
- Other unspecified corridors

Tolling and Managed Lane Feasibility Studies:
- Highway 217
- I-5 South of Portland
- US 26 Sunset
- Other unspecified studies

Refinement Plans:
- I-5 / Wilsonville Road IC
- US 26 Access for Gresham Springwater UGB expansion
- I-84 / 181st IC – Gresham
- Other unspecified interchange/intersection, highway segment (e.g., STA, UBA), urban arterial and boulevard plans

Other Plans/Studies
- Regional Truck Freight Origin/Destination Study
- TDM plans
- Other unspecified plans and studies

ACCOMPLISHMENTS OF THIS PROGRAM TO DATE

ODOT will continue work on the updating and implementation of the RTP.

BUDGET SUMMARY

Requirements:		**Resources:**	
Personal Services	$ 3,526,400	SPR Program	$ 3,526,400
TOTAL	**$ 3,526,400**	**TOTAL**	**$ 3,526,400**

Total Region 1 SPR Program	$4,408,000
80 percent MPO SPR Program	$3,526,400
20 percent Rural SPR Program	$ 881,600

06uwp 1/24/05
revised 3/65/05

Metro
FY 2006 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

METRO	06PL ODOT (1)	key 134783 06 STP* Metro H230 (2)	04 STP ODOT Match (2)	FY06 ODOT Support Funds	FY06 Sec5303* 80X015	FY06 Local TriMet	FY06 TriMet	FY06 Eastside Streetcar	carryover FY05 ODOT RTO STP/Match	carryover FY05* FTA Willamette Shoreline(a) OR90-X115	carryover FY04* TriMet CMAQ	carryover key 13293 FY04* Damascus STP Q230	carryover FHWA TRANSIMS 66-01*	Other Funds (3)	Local Match	TOTAL
Transportation Planning																
1. Regional Transportation Plan	304,378	177,346	4,730	73,527	16,600	31,133									27,286	635,000
2. Green Streets Program	6,710	19,836													2,454	29,000
3. Livable Streets Program	4,710	20,899	359												2,032	28,000
4. 2040 Performance Indicators	14,320	49,725	2,159	1,000	1,000	1,000									4,796	74,000
5. Regl Mobility Program/CMS/ITS	5,591	20,652	1,182	15,643	3,000	2,000									2,932	51,000
6. Urban Growth Boundry Planning					5,600										1,400	7,000
7. 2040 Re-Evaluation - Trans Support	368,113	57,229	2,813	4,000	32,456	1,000									12,389	478,000
8 Bike There! Walk There		34,636	1,983												1,981	38,600
9. Metro Transportation Imprv Prog	55,340	131,403	360	33,866	13,307	64,100									15,624	314,000
10 Damascus Area Planning Program												213,206			8,832	222,038
Research & Modeling																
1. Trans Model Improvement Prog													188,000		47,000	235,000
2. Model Development Program	152,037	111,293	3,738	4,000	21,418	2,851									27,663	323,000
3. Trans System Monitoring	20,422	55,254	3,057		20,000										8,267	107,000
4. Technical Assistance Program		38,192		27,500		8,300									4,370	78,362
5 Data, Growth Monitoring	86,373			15,000	63,336	37,500								514,684	871,634	1,588,527
Administrative Services																
1. Mgmnt & Coord/Grants Mgmnt	344,132	211,712	2,466	16,027	30,800	8,000									51,581	664,718
2. Environmental Justice/Title VI		4,487		5,134	2,947	6,316									12,116	31,000
Corridor Planning																
1. I/205/Portland Mall Light Rail Proj							50,000									50,000
2. Milwaukie Light Rail SDEIS							255,000									255,000
3. Willamette Shoreline AA										165,000				688,000	97,629	950,629
5. Eastside Transit AA								674,000							6,000	680,000
4. Transit Planning						16,800									-	16,800
6. Project Development				2,000	25,000	17,750									6,250	51,000
7. Next Corridor	123,204	519,378	843	5,000	2,325	15,402									70,658	736,810
8. Hwy 217 Corridor Refinement Plan	9,673	86,883	4,970		9,200										7,274	118,000
9. Bi-State Coordination	33,044	4,058		5,000	5,000	7,484									1,914	56,500
10. Regional Freight Plan	46,871	92,049	500		20,000									15,000	16,580	191,000
11. RegionalTrans Planning Financing	59,500	19,515		17,303	31,667	5,364									18,151	151,500
12. Regional Travel Options									450,000		356,228				40,772	847,000
Metro Subtotal	1,634,418	1,654,547	29,160	225,000	303,656	225,000	305,000	674,000	450,000	165,000	356,228	213,206	188,000	1,217,684	1,367,585	9,008,484
																-
GRAND TOTAL	1,634,418	1,654,547	29,160	225,000	303,656	225,000	305,000	674,000	450,000	165,000	356,228	213,206	188,000	1,217,684	1,367,585	9,008,484

*Federal funds only, no match included

(1) The full $1,634,418 shown is based on assumption of 1,126046.89 (fed) new PL plus $128,881.11 ODOT match and $340,516.37 carryover PL and $38,973.63 ODOT match

(2) FY 06 STP is comprised of $770,000 federal plus FY04 (Key 12465(Q23)) carryover of $509,548 federal +29,160 ODOT (1/2 match) +75,000 freight study + $300,000 Next Corridor Study

Federal Aid Numbers:
Damascus: STP-C000(015)

(3) See narratives for anticipated funding sources

9,008,484

Exhibit A to Resolution No. 05-3541

01/24/05
revised 3/23/05

FY 2006 UNIFIED PLANNING WORK PROGRAM
OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FUNDING SUMARY

Federal Aid Number	Project	Jurisdiction	STP	CMAQ	37-x00101 JARC	Section 1118	Section 5309	SPR	Funds/ Match	TOTAL
X-STP5900(144)	*Red Electric*	*Portland*	135,000						15,000	150,000
	Division Street	*Portland*	303,000						34,680	337,680
	Interstate TravelSmart	*Portland*	500,365						52,935	553,300
	SMART	*Wilsonville*		91,000					10,415	101,415
X-HPPC067(043)	*I-5/99W Corridor*	*Washington Co*	2,100,000						1,850,000	3,950,000
	Regional Freight Data	*Port of Portland*	500,000						164,000	664,000
	Streamline/									-
	Bus Stop Development	*TriMet*		1,233,788					141,121	1,374,909
	Job Access/JARC	*TriMet*			1,678,800				1,678,800	3,357,600
	Interstate Max Eval	*TriMet*					295,539		75,461	371,000
NCPD S000(197	*I-5 Columbia Riv Crosng*	*ODOT*				6,500,000			400,000	6,900,000
	Planning Assistance	*ODOT*						3,526,400		3,526,400
	GRAND TOTAL		3,538,365	1,324,788	1,678,800	6,500,000	295,539	3,526,400	4,422,412	21,286,304
	Division - STIP-13529									21,286,304
	Red Electric - STIP Key #11443									
	I-5/99W -STIP Key #09788									

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM
FOR
FISCAL YEAR 2006

(July 1, 2005 to June 30, 2006)

Draft: March 29, 2005

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
Telephone: (360) 397-6067
Fax: (360) 397-6132

RTC's Website: http://www.rtc.wa.gov

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2006

(July 1, 2005 to June 30, 2006)

Draft: March 29, 2005

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

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FY 2006 UPWP for Clark County: Index

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FISCAL YEAR 2006 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. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the region became a federally designated Transportation Management Area (TMA) because it is a larger urban area with over 200,000 population. TMA status brings with it additional transportation planning requirements that the MPO must carry out. RTC is also the Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat as designated by the state. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2006 UPWP runs from July 1, 2005 through June 30, 2006.

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 Transportation Equity Act for the 21st Century (TEA-21), passed in 1998, provides direction for regional transportation planning activities. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991.

RTC was established in 1992 to carry out the regional transportation planning program. Previously, the designated MPO was the Intergovernmental Resource Center (IRC) that disbanded in 1992. In FY 2006, RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs and congestion monitoring and with the Bi-State Coordination Committee to discuss recommendations on bi-state issues.

UPWP Objectives

The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of the national focus to "encourage and promote the safe and efficient management, operation and development of surface transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas". The UPWP is reflective of planning emphasis areas prescribed for FY 2006 by the Washington State Department of Transportation (WSDOT) and the U.S. Department of Transportation.

For FY 2006 the federal emphasis areas include:

- Safety and Security in the Transportation Planning Process
- Linkage of the Planning and National Environmental Policy Act (NEPA) Environmental Processes
- Consideration of Management and Operations within Planning Processes
- State Department of Transportation Consultation with Non-metropolitan Local Officials
- Enhancing the Technical Capacity of Planning Processes, and
- Coordination of Human Service Transportation.

The FY 2006 state emphasis areas include:

- Washington Transportation Plan Update
- Continued Implementation of Transportation and Growth Management Planning
- MPO Travel Demand Forecasting, and
- Intelligent Transportation System Architecture.

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

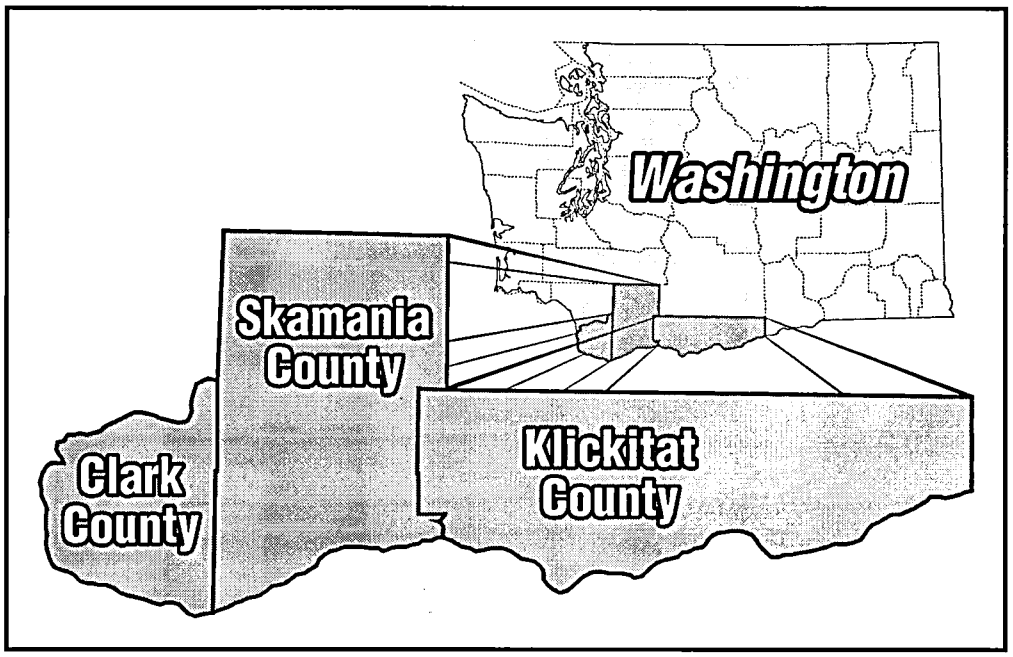
The FY 2006 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting, air quality conformity analysis, program and project coordination. The Portland-Vancouver I-5 Partnership arrived at a set of recommendations in June 2002. The Columbia River Crossing Study continues work on the Partnership recommendations with efforts to guide the Study through the formal EIS process. Other key transportation planning projects to be addressed in 2005 include: 1) consideration of the role of transit as a major element of the regional transportation system, 2) initiation of the I-205 Corridor Environmental Assessment, and 3) completion of the Washington State Transportation Plan update. RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as part of the VAST program. The Comprehensive Growth Management Plan for Clark County was updated in 2004 and will be followed by an update to the Metropolitan Transportation Plan (MTP) in late 2005 based on the land use assumptions of the Comprehensive Plan. RTC will continue to work in partnership with local and state elected officials to bring needed transportation investments to this region.

Key Transportation Issues Facing The Region:

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2004, Clark County's population grew by 61 percent from 238,053 to 383,300.
- Investing in transportation infrastructure to support the growth in family wage jobs in the region.
- Supporting the state through final design and implementation of projects funded by the 2003 Washington State Legislature's passage of a $4.2 billion, 10-year package of transportation improvements. Clark County is set to receive just over $200 million of the total for much-needed state projects.
- Seeking revenue sources to fund additional "high-cost" interstate and state route projects needed in Clark County.
- Addressing the funding needs for transit service to adequately serve the growing Clark County community. Transit funding now relies heavily on fare box recovery and sales tax revenues. Following the failure of the November 2004 vote to increase sales tax revenues, C-TRAN is faced with making significant service cuts later in 2005.
- Meeting the growing revenue needs for continued operation and maintenance of the existing transportation system.
- Maintaining Level of Service and concurrency standards consistent with the limited revenues available for transportation "mobility/capacity" projects.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" if transportation funds become available.
- Completing an Environmental Assessment for a segment of the I-205 Corridor and an EIS for the Columbia River Crossing Project.

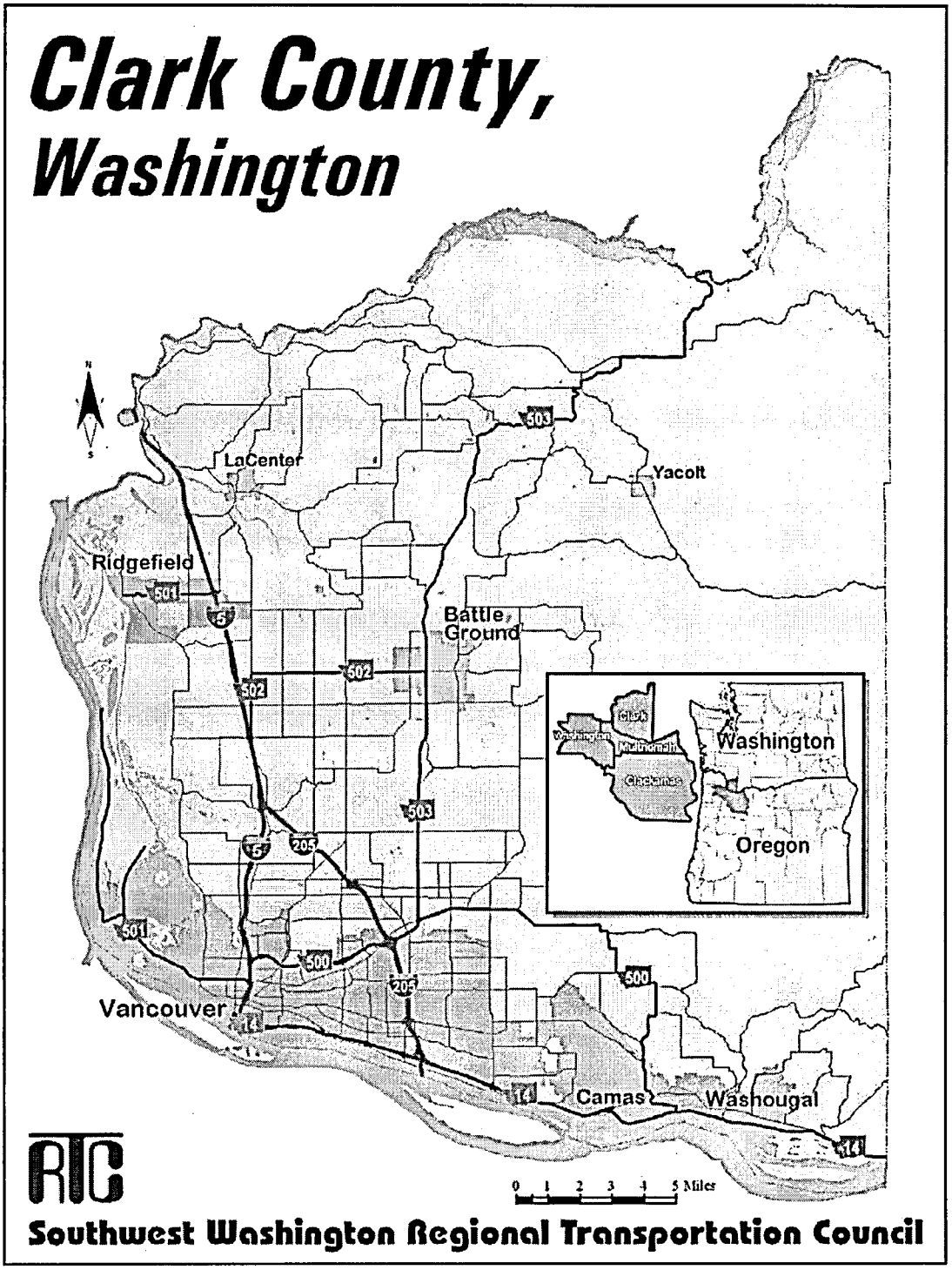
- Making the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the cooperatively developed Vancouver Area Smart Trek (VAST) program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Pursuing the next steps associated with the Portland-Vancouver I-5 Transportation and Trade Partnership recommendations and ensuing Columbia River Crossing project.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues.
- Monitoring the growing transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region.
- Involving the public in identifying transportation needs, issues and solutions in the region.

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



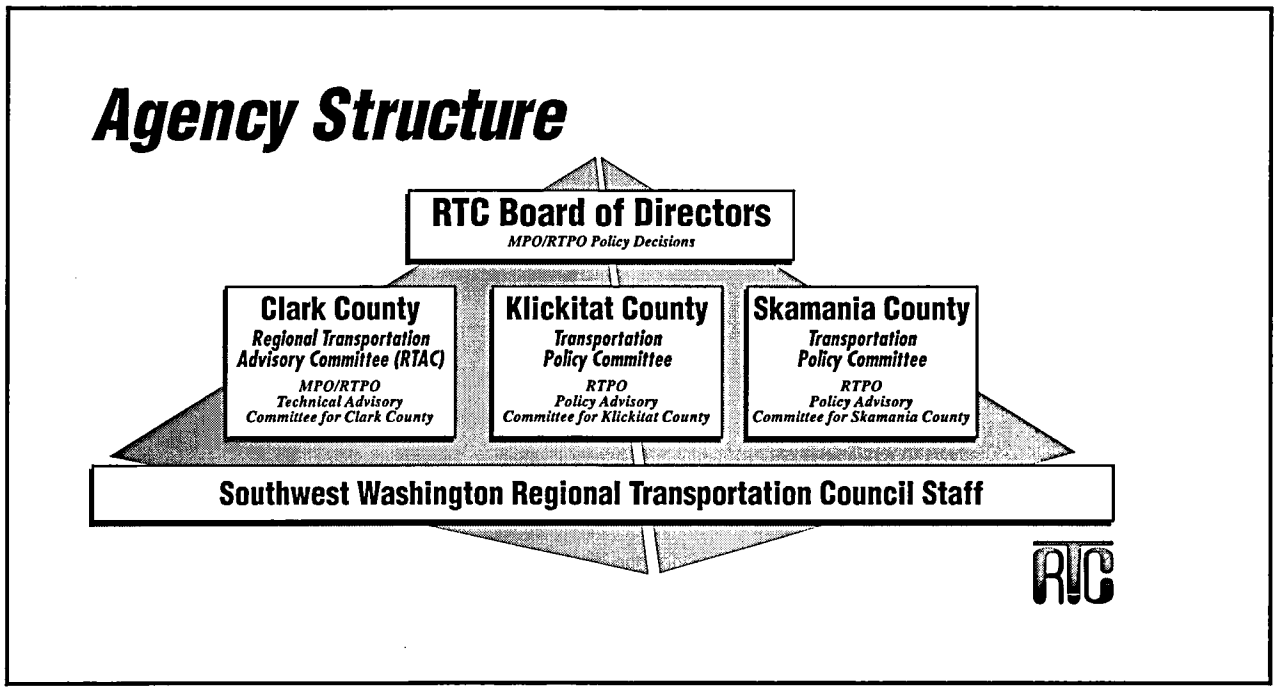
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



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

Participants, Coordination and Funding Sources

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

A. Clark County

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

C-TRAN regularly adopts a *Transit Development Plan* (TDP) that provides a comprehensive guide to C-TRAN's future development and has 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. In 2003 C-TRAN completed a 20-Year Planning Process for the purpose of selecting a preferred service alternative from a range of five alternatives. In February 2004, the C-TRAN Board of Directors unanimously approved *Service Alternative 2: Countywide Improvements* that relies on a 0.3 percent increase in C-TRAN's sales and use tax. However, in November 2004 voters did not support the sales tax revenue increase.

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

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

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.

2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).

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

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) now renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2004 UPWP in May 2004 (RTC Board Resolution 05-03-11, May 6, 2003).

Southwest Washington Regional Transportation Council: Membership 2005

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

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

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver)
City of Vancouver	Pat McDonnell (City Manager)
Cities East	City Council Member Brian Beecher (Washougal)
Cities North	City Council Member Bill Ganley (Battle Ground) [Vice-Chair]
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart
Clark County	Commissioner Betty Sue Morris
C-TRAN	Lynne Griffith (Executive Director/CEO)
ODOT	Matthew Garrett (Region One Manager)
Ports	Commissioner Arch Miller (Port of Vancouver) [Chair]
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Paul Pearce
Klickitat County	Mayor Brian Prigel (City of Bingen)
Washington State Legislative Members:	
15th District Senator	Jim Honeyford
15th District Representative	Bruce Chandler
15th District Representative	Dan Newhouse
17th District Senator	Don Benton
17th District Representative	Jim Dunn
17th District Representative	Deb Wallace
18th District Senator	Joe Zarelli
18th District Representative	Richard Curtis
18th District Representative	Ed Orcutt
49th District Senator	Craig Pridemore
49th District Representative	Bill Fromhold
49th District Representative	Jim Moeller

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Mike Clark
Clark County Public Works	Bill Wright
Clark County Planning	Evan Dust
City of Vancouver, Public Works	Phil Wuest
City of Vancouver, Community Development	Bryan Snodgrass
City of Washougal	Scott Sawyer
City of Camas	Jim Carothers
City of Battle Ground	Sam Adams
City of Ridgefield	Justin Clary
C-TRAN	Ed Pickering
Port of Vancouver	Rebecca Eisiminger
ODOT	Thomas Picco
Metro	John Cullerton
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

Skamania County	Commissioner Paul Pearce
City of Stevenson	Mary Ann Duncan-Cole, City Clerk
City of North Bonneville	John Kirk, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	Port Manager

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor Linda Jones
City of Bingen	Mayor Brian Prigel
City of Goldendale	Larry Bellamy, City Administrator
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

D. Bi-State Coordination

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

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

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and, at a minimum, covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2002 that extended the Plan's horizon year to 2023. A Plan amendment was adopted in December 2003 that incorporated the Port of Ridgefield's proposed rail overpass project, made revisions to the text of the Strategic Plan section and updated the chapter 4 financial plan to acknowledge the funding of the state's 2003 "nickel package" projects. The MTP should be consistent with the Washington Transportation Plan (WTP) and state Highway System Plan (HSP) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments. The next major MTP update is now anticipated in late 2005 and will use the recently updated land uses outlined in local comprehensive plans as its basis. Priority region transportation system needs will also be reviewed and updated.

Work Element Objectives

1. Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and federal TEA-21. The state requires that the Plan be reviewed for currency every two years and current federal law requires that the Plan be updated at least every three years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region.
2. Comply with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC) and have the MTP include the following components:
    a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)
    b. A statement of land use assumptions upon which the Plan is based.
    c. A statement of the regional transportation strategy employed within the region.
    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
    e. A statement defining the least cost planning methodology employed within the region.
    f. Designation of the regional transportation system.

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

h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.

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

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

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

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

3. Address the seven general planning elements in the regional transportation planning process to meet federal requirements. 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 and security of the transportation system for motorized and non-motorized users

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

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

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

   f. Promote efficient system management and operation; and

   g. Emphasize the preservation of the existing transportation system. These will be addressed in the MTP.

4. Involve the public in MTP development.

5. Reflect updated results from the Congestion Management System process. The latest update to the Clark County region's *Congestion Management Report* was published in June 2004 and an update is anticipated in 2005.

6. Address bi-state travel needs and review major bi-state policy positions and issues. Issues include High Occupancy Vehicle (HOV) policies and their implementation, an alternatives analysis to determine the feasibility of High Capacity Transit (HCT) in the I-5/I-205/SR-500 loop around Clark County, Traffic Relief Options (TRO), Transportation Demand Management (TDM), Transportation System Management (TSM), including Intelligent Transportation System (ITS) implementation, and congestion management policies.

7. Address regional corridors, associated intermodal connections and statewide intercity mobility services.

8. Identify measures to help maintain federal clean air standards and analyze the MTP for conformity with the Clean Air Act Amendments of 1990.
9. Reflect freight transportation issues and describe the State's Freight and Goods System.
10. Address the bicycling and pedestrian modes in the MTP.
11. Describe concurrency management and its influence on development of the regional transportation system as well as a tool to allow for the most effective use of the existing transportation systems.
12. Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies.
13. Evaluate the cumulative environmental impacts related to the developing regional transportation system as required by TEA-21, the Clean Air Act and State law. This evaluation includes Clean Air Act conformity analysis, as needed.
14. Coordinate with environmental resource agencies.
15. Carry out an environmental review process of the proposed MTP prior to its adoption, as necessary.
16. Address the impacts of the Endangered Species Act as it relates to transportation system development.
17. Report on transportation system performance.
18. Implementation of MTP through corridor planning.
19. Address planning for the future transit system. This will include results from C-TRAN's 20-year plan as well as the impacts of the November 2004 no-vote on sales tax increase to help fund transit service.

Relationship To Other Work Elements

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

FY 2006 Products

1. An update to the MTP will be developed in FY 2005/06 and adopted in FY 2006. 2023 land uses from the updated Comprehensive Growth Management Plan for Clark County (2004) will be used as the basis for the Plan update. The MTP update will reflect the new County demographic projections, updated land use allocations and urban area boundaries, the transportation planning process in the region and will address the seven planning factors as required by federal law. In summary the following list of items are anticipated to be addressed in the MTP update process:
   - Review of MTP Vision and Goals to ensure consistency with the Comprehensive Plan update.
   - Updated demographic allocations to Transportation Analysis Zones (TAZs) to reflect updated land use plans.
   - Updated MTP base year to 2003.
   - Updated MTP horizon year to ensure MTP covers at least a 20-year planning horizon to comply with federal requirements.

- Revision of functional classification of the highway/arterial system MTP map following the 2004 update of Urban Area Boundaries. The revised map incorporated into the MTP will reflect a comprehensive update to the federal functional classification system including both programmatic changes to reflect the updated urban area boundary (as approved by FHWA in December 2003) and systemic changes to reflect use of the highway system throughout Clark County. An update to the total road mileage within the region will also be reported as part of this process.
- Review of the designated regional transportation system.
- Identification of transportation deficiencies in the 20-year horizon and listing of projects to improve the transportation system. The listing of projects will reflect the State's *Highway System Plan* and local Capital Facilities Plans.
- Re-assessment of financial plan assumptions.
- Update of maintenance, preservation, safety improvement and operating cost data and information.
- Update to the list of priority transportation projects and strategies.
- Re-evaluation of Level of Service standards for Highways of Regional Significance.
- Update of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies.
- Results and recommendations from recent and ongoing transportation planning studies that affect the regional transportation system.
- Update to the list of transportation improvements included in regional air quality conformity analysis.
- Certification of updated transportation elements of local comprehensive growth management plans.

2. The MTP update will reflect Washington's Transportation Plan (WTP), the latest state Highway System Plan (HSP) and will address federal transportation policy interests, including safety and security of the transportation system, reverse commute, welfare to work, environmental justice, integration of environmental review into the planning process and consideration of management and operations in the planning process. Transportation projects identified in the MTP development process are coordinated with WSDOT to include in the WTP update.

3. The MTP update will include further work to enhance the application and implementation of Transportation Demand Management (TDM) to make the most efficient use of the existing transportation system. The TDM plan is to take a broader definition of TDM and will identify policies, programs and actions to include use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.

4. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update and/or amendment. Transportation improvement projects proposed in the MTP and assumed in air quality conformity analysis will be clearly listed in the MTP appendix. The EPA Mobile 6 emissions model will be used for conformity analysis of the MTP update. After June 15, 2005, it is understood that this region will be required to complete regional air quality conformity analysis for Carbon Monoxide (CO) and not Ozone pollutants.

5. A fully maintained traffic 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) work will be reflected in the MTP update. Results include highway and transit modes.

6. In November 2004, the 2005 federal transportation appropriation bill was passed by Congress that included $1.5 million to begin analysis of the I-5/I-205/SR-500 transit loop. This analysis was funded through the Federal Transit Administration's (FTA) New Start program. Further discussion by the Board and a FTA grant application would need to be completed before these funds could be used. The status of HCT planning will be reported in the MTP update.

7. The MTP update will reflect work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the MTP.

8. The MTP will incorporate plans for the interstate corridors. Transportation needs in the I-5 corridor are being addressed through the I-5 Columbia River Crossing Project (CRCP) and through the work of the Bi-State Coordination Committee. An Environmental Assessment (EA) of the I-205 corridor from SR-14 to SR-500 in Clark County will be underway in FY 2005/06.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	185,553	• Federal FHWA	61,168
		• Federal FTA	17,165
		• Federal STP	47,000
		• State RTPO	8,326
		• State RTPO (WTP)	38,000
		• MPO Funds	13,894
Total	185,553		185,553
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	21,173

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

Projects listed in the MTIP should have financial commitment and meet the requirements of the Clean Air Act.

Work Element Objectives

1. Develop and adopt the Metropolitan Transportation Improvement Program (MTIP), consistent with the requirements of a new six-year federal transportation reauthorization bill.
2. Review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP), state Transportation Improvement Board (TIB) programs, corridor congestion relief and school safety.
4. Program Congestion Mitigation/Air Quality (CM/AQ) funds with consideration given to emissions reduction benefits provided by projects.
5. Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. Participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee, the City of Vancouver's TIP process and C-TRAN's Transit Development Plan (TDP) and 20-Year Plan process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
6. Coordinate with transit and human service agencies to address human service transportation.
7. Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
8. Analysis of MTIP air quality impacts and documentation of MTIP Clean Air Act conformity.
9. Amendments to the MTIP, where necessary.
10. Monitoring of MTIP implementation and obligation of project funding.
11. Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

The MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects uses data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the UPWP. The MTIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2006 Products

1. The 2006-2008 Metropolitan Transportation Improvement Program will be adopted. The type of environmental review and analysis (Environmental Impact Statement or Environmental Assessment or Categorical Exclusion) anticipated for projects incorporated into the MTIP will be noted. The MTIP will be fiscally constrained by year to reflect the programming of federal funds and project selection criteria.
2. MTIP amendments, as necessary.
3. Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement.
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP).
7. Public involvement in MTIP development.

FY 2006 Expenses:	$
RTC	55,863
Total	55,863

FY 2006 Revenues:	$
• Federal FHWA	33,982
• Federal FTA	9,536
• State RTPO	4,626
• MPO Funds	7,719
	55,863

Note: Federal $ are matched by state and local MPO $.
Minimum required match: 7,688

1C. CONGESTION MANAGEMENT SYSTEM MONITORING

A Congestion Management System (CMS) was adopted by the RTC Board in May of 1995. ISTEA required that the Clark County region, as a Transportation Management Area (TMA), develop a Congestion Management System for the metropolitan area. The purpose of CMS was to develop a tool to provide information on the performance of the transportation system as well as identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. ISTEA required that facilities proposed for federal funding for additional general-purpose lanes should first be assessed through the CMS process. The regulations were modified in TEA-21, but the federal act continues to recognize the value of the CMS by directing TMAs to continue the data collection and monitoring elements of the CMS. It is also a requirement that a process be in place to assess transportation system performance and alternative strategies for addressing congestion. The CMS focuses on vehicular travel, auto occupancy, transit, and TDM performance in congested roadway corridors. Monitoring of the CMS continues with this work program element. Information produced as part of the CMS program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief.

Work Element Objectives

1. Provide a CMS structure to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The CMS monitoring process should provide the region with a better understanding of how the region's transportation system operates. The CMS is intended to be a continuing, systematic process that provides information on transportation system performance.

2. The CMS monitoring program should continually enhance the traffic count database and other elements, such as transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data for the CMS corridors.

3. Publication of results of the Congestion Management Monitoring program through a System Performance Report that is updated periodically.

4. Incorporate CMS 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.

5. Develop a database to incorporate all CMS related data elements into a single transportation database that can be referenced and queried to meet user-defined criteria.

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

7. 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.

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

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

10. Review the existing CMS report content and structure to enhance its use, access and level of analysis. This could include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data. It will assess innovative ways to present the information already collected and look at other items that could be added.

11. Coordinate with Metro on development of CMS plans.

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The CMS 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 CMS also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management System Monitoring element is closely related to the data management and travel forecasting model elements. The CMS also supports work by the state to update the WTP and congestion relief strategies.

FY 2006 Products

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

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

3. Review and collect data other than traffic counts for CMS corridors, including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Data should support the CMS, concurrency and/or other regional transportation planning programs.

4. Comparison between most recent data with data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements.

5. The first Transportation System Monitoring and Congestion Management Report was adopted by the RTC Board in April, 2000. In FY 2006, the Report will be reviewed and updated, as necessary, and will again include a comparison with system performance reported in previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to offset infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Twenty-one transportation corridors were identified and monitored through the CMS at the outset with corridors added in 1999.

6. Assess transportation system impact of Transportation Demand Management strategies.

7. 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).

8. Provide CMS data and system performance indicators to inform the WTP update process.

9. Provide information to Federal Highway Administration to help in FHWA's assessment of the CMS program.

10. Provide feedback to Metro on RTC's CMS update and keep informed on Metro's CMS program.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	80,607	CM/AQ	100,000
Consultant	35,000	Local	15,607
Total	115,607		115,607

Assumes use of 2005/06 CM/AQ funds, $35,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS), offers a promising technological strategy to improve the efficiency of the total transportation system. ITS uses advanced electronics, communications, information processing, computers and control technologies to help manage congestion, improve the safety, security and efficiency of our transportation system.

RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of all transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will jointly be responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ funds for communications infrastructure, transit management (computer-aided dispatch, automatic vehicle locators and automatic passenger counters), freeway management (variable message signs, video cameras, data stations), arterial management (central signal system software, advanced controllers, signal timing/coordination), and traveler information.

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

Work Element Objectives

1. Continuation of the VAST program.

2. Continue implementation projects currently programmed for CMAQ funding in the MTIP which include: 1) a transit management system, 2) a freeway operations/incident management program, 3) an arterial traffic signal integration program, 4) initial deployment of an advanced traveler information system, and 5) management of the VAST program led by RTC. The Transit Management System will allow tracking of transit vehicle operation and maintenance, passenger counting, and real-time tracking of transit vehicle location. The freeway operations and incident management will enhance freeway operations by the implementation of a traffic management center (TMC), data stations, video cameras, variable message signs, and network communications with the ODOT TMC. Traffic Signal Integration will include the installation of fiber optics on important transportation corridors with a signal interconnect system and new controllers that will allow for bus signal preemption. The traveler information system component consists of participation with ODOT to develop a web based traveler information system that can provide real-time information on traffic conditions, incidents, and other transportation information.

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

4. Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of

Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role includes project review and endorsement prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee also acts as liaison with other key ITS stakeholders and assists in regional ITS policy formulation.

5. Continue activities and develop agreements under the Communications Memorandum of Understanding for the coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

6. Manage the Communications Management and Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network.

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

8. Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.

9. Coordinate with state transportation and local agency stakeholders to deploy VAST Phase I traveler information improvements to the WSDOT web site to be implemented in 2005. These include providing bi-state congestion and camera information as well as arterial camera images and local construction information.

10. Assist in the Scoping and development of an Incident Management Operational Plan for the I-5/Highway 99 Corridor and an incident management plan for the region.

11. Complete the data archive project that will identify the availability, format, and retrieval of electronic transportation system performance data from transportation jurisdictions including findings on a process for retrieval and transfer of information, transfer media, quality control, and aggregation of data.

12. Work to "institutionalize" the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities and the Implementation plan are to be identified and followed through.

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

14. Technical assistance in ITS implementation.

Relationship To Other Work Elements

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

FY 2006 Products

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

2. Institutionalize VAST Operational Concept that identifies relationships and protocols in the exchange, sharing, and control of information between agencies that will serve as the foundation for the preparation of operation and maintenance agreements.

3. 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.

4. Initiate agreements and activities under the Cooperative Improvement Agreement for communication infrastructure executed in FY 2004.

5. Facilitation of the activities of the Steering Committee.

6. Management of consultant technical support activities as needed.

7. Carry out the recommendation of the Communication Operations Plan for VAST that provides the specific detail needed to fully implement ITS which includes a communications network among VAST agencies. The Plan includes definition of the fiber optic needs and communication hubs required for ITS and mapping the communications network for ITS.

8. Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.

9. Complete development of hardware and software for the functional requirements of the initial ATIS deployment.

10. Coordinate with state to develop a scope of work for initial deployment of the Advanced Traveler Information System (ATIS) Business Plan based on the functional requirements.

11. Development of improved tools to analyze costs and benefits of ITS investment. The use of Intelligent Transportation Systems Deployment Analysis System (IDAS) software for these purposes will be investigated.

12. Development and management of an ITS data warehouse and maintenance of the VAST web site.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC: VAST Program Coordination/Management	86,705	CM/AQ	75,000
		MPO Local Match (13.5%)	11,705
Total	**86,705**		**86,705**

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

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

The Transportation Equity Act for the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The Portland-Vancouver I-5 Transportation and Trade Partnership strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The Committee found that the I-5 corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight. The Committee also concluded that there would be economic and livability consequences if nothing is done in the corridor, improvements will need to be multi-modal and solutions will be costly and require innovative funding. It was noted that congestion on I-5 affects goods moved by air, rail, barge and truck as well as passenger travel and that there are significant bottlenecks in this segment of I-5. In addition, the I-5 drawbridges crossing the Columbia River are some of the last and most active drawbridges on the U.S.A.'s interstate system.

ODOT and WSDOT completed the initial phase of the Portland-Vancouver I-5 Transportation and Trade Partnership funded, in part, by FHWA through the National Trade Corridors and Borders Program. In 2001/2002, a Task Force appointed by Governors Gary Locke of Washington and John Kitzhaber of Oregon met to guide development of the Partnership Study. On June 18, 2002, the Bi-State Governors' Task Force adopted its recommendations. The Metropolitan Transportation Plan for Clark County has incorporated Study recommendations in the Strategic MTP. Work on implementing the I-5 recommendations now continues with the I-5 Columbia River Crossing Project (CRCP). The CRCP will develop additional freeway and transit capacity where I-5 crosses the Columbia to meet the needs in the corridor.

Work Element Objectives

1. Implementation of recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership beginning with advancement to project scoping, and Environmental Impact Statement process and development of a financing plan.
2. Work in partnership with ODOT, WSDOT, Metro, the cities of Vancouver and Portland, counties of Clark, Washington and Multnomah, Oregon, TriMet, C-TRAN and the port of Vancouver and Portland to advance implementation of Strategic Plan recommendations. RTC's specific role in FY 2006 is to work cooperatively with regional partners on all elements of the Draft Environmental Impact Statement (DEIS) and to specifically assist with the development of travel demand networks, traffic analysis associated with tolling options, and development of Columbia River crossing alternatives.
3. Support development of ODOT's Delta Park to Lombard project.
4. Participate in public involvement activities relating to the CRCP.

Relationship To Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The I-5 Partnership recommendations were incorporated into the Strategic Plan section of the MTP update for Clark County (December 2002). The Governors' Task Force recommendations included supplementing or replacing the I-5 Interstate Bridge and related highway improvements, Transportation Demand Management (TDM) measures, a land use accord, Environmental Justice initiatives, park and ride spaces, a high capacity transit loop in Clark County that would connect to Portland region's system and recommended railroad and railroad bridge improvement.

This RTC work element relates to the "I-5 Columbia River Crossing Project (CRCP)" work element described in the "Other Projects of Regional Significance" section of Metro's FY 2005-06 Unified Work Program (UWP). The ODOT work element outlines funding for the Project in the amount of $6.5 million in federal National Corridor Planning and Development Program funds with $400,000 in local matching funds.

FY 2006 Funding: RTC

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	0	Federal STP (RTC TMA funds)	0
		Local Match	0
Total	0		0

The work element is led by ODOT/WSDOT.
Further details of the work and funding can be found in the ODOT section of Metro's UPWP

Funding source has not yet been identified for RTC's participation in this study activity.

IF. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 1990. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY 1998. The Skamania County Regional Transportation Plan (initially adopted in April 1995) was reviewed and updates adopted in April 1998 and in May 2003. In 2003, Skamania County completed a transit feasibility study. In FY 2006, the recommendations of the transit study will continue to be implemented. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue the regional transportation planning process.
2. Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in the Regional Transportation Plan update.
5. Coordinate with WSDOT staff and review plans of local jurisdictions for consistency with RTP and WTP.
6. Continuation of transportation system performance monitoring program.
7. Assistance to Skamania County in implementing a new federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
8. Work with Skamania County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region. The TEA-21 High Priority Funding will be used for safety improvements along SR-14 in the Cape Horn area.
9. Continue assessment of public transportation needs, including specialized transportation, in Skamania County. Implement the recommendations of the 2003 Skamania County Transit Feasibility Study. In 2004, Skamania began commuter service between Skamania County and Clark County (Fisher Landing Transit Center).
10. Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
11. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
12. Assistance to Skamania County in conducting regional transportation planning studies.

Relationship To Other Work Elements

The RTPO work program activities for Skamania County will be tailored to the County's specific needs and issues and, where applicable, coordinated across the RTPO.

FY 2006 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Update to the Skamania County Regional Transportation Plan.
4. Development of the 2006-2008 Regional Transportation Improvement Program.
5. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2006 Expenses:		FY 2006 Revenues:	
	$		$
RTC	17,431	RTPO	17,431
Total	17,431		17,431

1G. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 1990. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Klickitat County Regional Transportation Plan (initially adopted in April 1995) is reviewed regularly and updates were adopted in April 1998 and in May 2003. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County is kept up to date. RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Ensure the Klickitat County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Keep the transportation database for Klickitat County updated and current so that data and information can be used as input to the Regional Transportation Plan.
5. Coordinate with WSDOT staff and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. Work with Klickitat County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
8. Continuation of transportation system performance monitoring program.
9. Assistance to Klickitat County in implementing the new six-year federal transportation reauthorization bill. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
10. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
11. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County. A November, 1998 vote failed to gather sufficient public support to establish a Public Transportation Benefit Authority for public transit in Klickitat County (vote results: 48% for, 52% against). Currently, Klickitat County is fulfilling transit service needs through grant funding.
12. Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
13. Assistance to Klickitat County in conducting regional transportation planning studies.

Relationship To Other Work Elements

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

FY 2006 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continued development of a technical transportation planning assistance program.
3. Update to the Klickitat County Regional Transportation Plan.
4. Development of the 2006-2008 Regional Transportation Improvement Program.
5. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2006 Expenses:	$	FY 2006 Revenues:	$
RTC	19,646	RTPO	19,646
Total	19,646		19,646

1H. STATE ROUTE 35 COLUMBIA RIVER CROSSING: FEIS

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

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

The Final Environmental Impact Statement and preliminary design is expected to begin in late 2005 and last approximately one year. The SR-35 Columbia River Crossing FEIS will be funded with $800,000 in federal funding and $200,000 in local matching funds. The FEIS will be managed by RTC in partnership with WSDOT and ODOT and will be carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2006 Products

1. Begin the Final Environmental Impact Statement (FEIS) and preliminary design.
2. Completion of technical memoranda.
3. Completion of Biological Assessment.
4. Completion of Final Type, Size, and location study.
5. Right-of-Way Plans.
6. Project Newsletters.

FY 2006 Expenses:	$	FY 2006 Revenues:	$
RTC	50,000	Federal High Priority	400,000
Consultant	450,000	ODOT & WSDOT Match	75,000
		Other local Match	25,000
Total	500,000		500,000

Funding is not yet secured for this element.
$800,000 in federal High Priority funds is currently included in the U.S. House version of the federal Transportation Reauthorization Bill.
The table above assumes 50% would be used in FY 2006 and 50% in 2007.
Local matching funds are required but sources have not yet been determined.

DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

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

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel forecasting model, and includes functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions as needed. RTC will continue to assist local jurisdictions in updating and implementing Growth Management Act (GMA) plans. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. RTC continues to use Metro's regional model and coordinates closely with Metro to ensure the model is kept current including use of most up-to-date census data and land use inputs as the basis for the model.

This work element also includes air quality planning. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990 with this region classified as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. In response, the Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two air quality Maintenance Plans; 1) for Carbon Monoxide (CO), and 2) for Ozone (O_3). The Environmental Protection Agency (EPA) approved the CO Maintenance Plan in October 1996 and the Ozone Maintenance Plan in April 1997. In April 2004, the Vancouver/Portland region was designated as 'in attainment with the eight-hour Ozone standard' and is also in compliance with the new one-hour standard. The region currently remains a "maintenance" area for carbon monoxide. Regional emissions analyses of the Plan and Program are no longer required after June 15, 2005 when the new one-hour Ozone standard takes effect. However, conformity analysis for carbon monoxide will still need to be conducted. RTC assists the region's air quality planning program in providing demographic forecasts, develops a Vehicle Miles Traveled (VMT) grid, and monitors changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and analyses project-level air quality impacts for local jurisdictions and agencies.

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data, developed by C-TRAN. The database is used as support for development of regional plans, travel forecasting model and transportation maps.
2. Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, Census Transportation Planning Package data, Nationwide Personal Transportation Study (NPTS) data, travel behavior survey data, and County GIS information.
3. Maintain a comprehensive, continuing, and coordinated traffic count program.
4. Access and compile accident data for use in development of plans and project priorities.
5. Population forecasts for the region. RTC also reviews the Clark County-produced allocation of region-wide growth totals for population, households and employment to Clark County's transportation analysis zones (TAZs) before use by RTC in the travel forecast modeling process.
6. Analyze growth trends and relate these to future year population and employment forecasts.

7. Coordinate with Metro on procedures for forecasting the region's population and employment data for future years as well as on Metroscope development, a process that integrates land use development and transportation system change in an integrated model. RTC staff will also research the use of *UrbanSim* to enable integrated transportation and land use modeling.

8. Continue to incorporate transportation planning data elements into the ArcInfo system and work with Clark County's Assessment and GIS Department to support transportation data being incorporated in the County ArcGIS system.

9. Maintain GIS layers for the designated regional transportation system, federal functional classification system of highways and freight routes.

10. Assist local jurisdictions in analyzing data and information from the regional transportation data base and in updating and implementing GMA plans, including Concurrency Management programs.

11. Coordinate with the County's computer division to update computer equipment and software, as needed.

12. Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.

13. Document the regional travel forecast model development and procedures.

14. Work with local agencies to help them use the regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, the procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are followed.

15. Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.

16. 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 and to prepare for conducting the Continuous Survey for Modeling in Oregon (COSMO)), which is a type of longitudinal panel survey to track and analyze travel behavior.

17. Coordinate with ODOT and Metro on efforts to organize a travel behavior survey to support development of the regional travel forecast model.

18. 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.

19. Coordinate with WSDOT to finalize the Congestion Relief Analysis study report.

20. Develop and maintain the regional travel model to include: periodic update to provide updated base year, six year and twenty year horizons together with necessary re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements.

21. Continue research into regional travel forecasting model enhancement.

22. Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies. RTC's model is consistent with Metro's. Metro participates

in USDOT's Transportation Model Improvement Program (TMIP). As part of the program a new model framework known as TRANSIMS is being implemented at a regional scale. RTC will work with Metro on this USDOT program by providing model inputs for the Clark County region.

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

24. Further develop procedures to carry out post-processing of results from traffic assignments.

25. Continue to develop data on vehicle miles traveled (VMT) and vehicle occupancy measures for use in air quality and Transportation Demand Management (TDM) planning.

26. Assist local agencies by supplying regional travel model data for use in local planning studies, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates.

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

28. Provide technical support for analysis of High Capacity Transportation (HCT) needs in the I-5/I-205/SR-500 loop in Clark County.

29. Provide technical support for implementation of the Commute Trip Reduction program.

Air Quality Planning

30. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2006 this will include addressing issues concerning the transition to the Environmental Protection Agency's (EPA's) eight-hour ozone standard. The Portland-Vancouver area is reclassified from maintenance to attainment status for ozone. However, monitored data still indicates potential ozone problems.

31. Develop an MTP that is responsive to mobile emissions budgets established in the Maintenance Plans. If needed, Transportation Control Measures (TCMs) will be identified in the MTP.

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

33. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.

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

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

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

37. 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.

38. Participate with SWCAA and other air agencies in discussions regarding RTC's role and responsibilities in the upcoming update of the carbon monoxide maintenance plan for the air quality maintenance area. As part of this process, provide assistance to SWCAA as needed to produce mobile emissions inventory estimates in support of the Carbon Monoxide Limited Maintenance Plan to be developed by SWCAA in 2005. In addition, determine and carry out any responsibilities that may be required under the region's status as an Ozone attainment area.

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

40. 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.

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

42. Carry out project level conformity analysis for local jurisdictions to provide for regional consistency.

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

Transportation Technical Services

44. Continue to enhance technical transportation services provided to member agencies. The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common analysis of traffic congestion issues is a key element in the overall process of planning and building additional transportation system capacity as well as making most efficient use of the existing system. The complexity of the analytical tools and need for comprehensive data support the concept of conducting this analysis on a coordinated regional platform. Technical service activities are intended to support micro traffic simulation models, updating the population and employment forecasts, and the translation of the land use and growth forecasts into the travel demand model.

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports development of the MTP, MTIP, congestion management report and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Monitoring program and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecast model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as it is the most significant tool for long-range transportation planning.

FY 2006 Products

1. Update of the regional transportation database with data from the Census Transportation Planning Package (CTPP) as well as the Nationwide Personal Transportation Study (NPTS).

2. Analysis of Clark County transportation information. The main elements include: transportation measures in the GMA update, use of highway by travel length, peak spread, transit related data and

information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues.

3. The MTP's long-range planning horizon is currently at 2023 but is likely to be updated to 2030 for the next MTP update. Metro's 2030 population and employment forecast and Clark County comprehensive plan update to 2023 with extension of horizon year to 2030 for MTP purposes, will be used to develop the regional travel forecasting model for use in the MTP update. Updated land use and demographic data will be input to the regional transportation database. The model base year will be reviewed and updated. A six-year model is also updated regularly to help growth management planning efforts and concurrency program development.

4. Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements.

5. Integration of transportation planning and GIS Arc/Info data.

6. Coordinate with Clark County on maintenance and update of the highway network and local street system in a GIS coverage. A comprehensive review and update of the federal functional classification system will be completed in 2005 including an updated report on total road mileage in the region. This follows from the re-definition of the Urban Area Boundary (UAB) in 2003 and the completion of the update to local comprehensive plans in 2004.

7. Work with regional bi-state partners on a Freight Origin and Destination Study ("Truck O-D Study") to improve truck forecasting ability. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.

8. Update of the traffic count database.

9. Technical assistance to local jurisdictions.

10. Transportation data analysis provided to assist C-TRAN in planning for future transit service provision.

11. The final report for the Congestion Relief Analysis study requested by the Washington state legislature in 2003 is likely to be completed in FY 2005. RTC will work with WSDOT to provide any follow-up reporting requested in FY 2006.

12. Purchase of updated computer equipment using RTPO revenues.

13. Continued implementation of interlocal agreement relating to use of RTC's regional travel forecast model and implementation of sub-area modeling .

14. Host Transportation Model Users' Group (TMUG) meetings.

15. Update of travel demand codes in WinMTX. Metro's new model structure needs to be coded in RTC's WinMTX travel demand forecast model.

16. Refine travel forecast methodology using the EMME/2 program and post-processing techniques.

17. Documentation of regional travel forecasting model procedures.

18. Re-calibration and validation of model as necessary.

19. Review and update of model transportation system networks, including highway and transit.

20. Analysis of TDM and ITS impacts, HOV operations, and congestion pricing impacts.

21. Consider adoption of a multiple hour instead of a one-hour peak in the regional travel model process.

22. Use regional travel forecasting model data for MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state WTP/HSP updates and support for corridor planning studies and environmental analysis such as the I-205 Corridor Environmental Assessment and I-5 Columbia River Crossing Project.

Air Quality Planning

23. Coordination and participation in the development of the transportation elements of Carbon Monoxide and Ozone Maintenance Plan update process.

24. Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990.

25. 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 especially the new Mobile 6 vehicle emissions model.

26. Project level air quality conformity analysis as requested by local jurisdictions and agencies.

Transportation Technical Services

27. RTC will continue to serve local jurisdictions' needs for travel modeling and analysis.

28. A regular travel model update procedure for base year and six-year travel forecast is now established to use for concurrency programs. This requires annual update of the model base year.

29. Travel Demand Forecast Model Workshops will be held for planners and other staff, such as managers in Public Works at Cities and County, in order to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region.

30. Use of model results for local development review purposes and air quality hotspot analysis.

31. Technical support for the comprehensive growth management planning process in the Clark County region. Local comprehensive plans were updated in 2004.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	307,452	• Federal FHWA	135,929
Computer Equipment (use of RTPO revenues)	6,000	• Federal FTA	38,145
		• Federal STP	60,000
		• State RTPO	18,503
		• State RTPO (WTP)	30,000
		• MPO Funds	30,875
Total	313,452	Total	313,452
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	40,115

2B. ANNUAL CONCURRENCY UPDATE

RTC's involvement in the Concurrency Programs of local jurisdictions is in using the travel forecasting model to assist in conducting their transportation concurrency analysis. RTC's role is in technical analysis. The local jurisdictions themselves are responsible for the overall Concurrency Program.

Work Element Objectives

1. Assist local jurisdictions in conducting their Concurrency Management Programs.
2. Modify the travel model and apply it to the defined transportation concurrency corridors to determine available traffic capacity, development capacity and identify six-year transportation improvements.

Relationship To Other Work Elements

The Concurrency Program work element relates directly to RTC's Regional Transportation Database and Forecasting element.

FY 2006 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2006 Expenses:	$	FY 2006 Revenues:	$
RTC	5,000	City of Vancouver	5,000
Total	5,000		5,000

Note: Budget not yet determined.

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. In 2004 the Bi-State Coordination Committee replaced the Bi-state Transportation Committee that had formed through a joint resolution of RTC and Metro in 1999. The Bi-State Coordination Committee has a broader scope to address both transportation and land use issues of bi-state significance. In addition, this Coordination and Management work element provides for public outreach and involvement activities as well as the fulfillment of federal and state requirements.

Work Element Objectives

Program Coordination and Management

1. Coordinate, manage and administer the regional transportation planning program.
2. Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
3. Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
4. Provide leadership and coordination as well as represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Coordination Committee.
5. Coordinate and promote regional and bi-state transportation issues with the Washington State legislative delegation and with the Washington State congressional delegation. The Washington State legislative delegation from this region are now ex-officio non-voting members of the RTC Board of Directors.
6. Represent RTC's interest in the following organizations: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
7. Coordinate with WSDOT on update of Washington's Transportation Plan (WTP) to be completed by fall 2005.
8. Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will work with local partners to organize and participate in meetings of the Active Living Task Force. RTC will also work with local partners to complete community assessments regarding Active Community Environments, review policies and suggest projects to improve the non-motorized mode in the Clark County region.
9. Coordinate regional transportation plans with local transportation plans and projects.
10. Coordinate with the Growth Management Act (GMA) planning process. The Clark County Comprehensive Growth Management Plan update was adopted in 2004. The updated Plan is now facing

a number of challenges through the Western Washington Growth Management Hearings Board process. The challenges that relate to transportation planning will be tracked. RTC will 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 at the next MTP update.

11. Communicate and outreach to tribes in the region regarding transportation issues.

12. Facilitate early environmental decisions in the planning process through work with jurisdictional and agency partners.

13. Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation.

14. Represent the MPO at EIS scoping meetings relating to transportation projects and plans.

15. Monitor new legislative activities as they relate to regional transportation planning requirements.

16. Participate in transportation seminars and training.

17. Prepare RTC's annual budget and indirect cost proposal.

18. 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.

19. Continue the Bi-State Memorandum of Understanding between Metro and RTC.

20. Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.

21. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2006 this will include continuation of coordinated efforts to implement recommendations from the I-5 Partnership's Governors' Task Force and participation in the I-5 Columbia River Crossing Study as a next step toward implementing improvements in the I-5 north corridor between Portland and Vancouver.

22. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.

Bi-State Coordination Committee

The Bi-State Coordination Committee, formed through a Charter, is charged with coordinating transportation issues of bi-state significance as well as coordinating bi-state land use-transportation issues. The committee is advisory to JPACT/Metro, RTC, and Clark County.

23. Hold meetings of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including over 56,000 daily commuters who travel from Clark County to Portland to work.

Public Involvement

24. Increase public awareness of and provide information on regional and transportation issues.

25. Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public

involvement at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.

26. Implement the adopted Public Involvement Program (updated by RTC Board Resolution 10-01-17; October 2, 2001). The PIP will be reviewed regularly and will be amended when necessary. When changes are made to the PIP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.

27. Hold public meetings, including meetings relating to the MTP and MTIP, coordinated with local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN.

28. Conduct public involvement process for any special projects and studies conducted by RTC.

29. Continue to update the RTC web site (http://www.rtc.wa.gov) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.

30. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.

31. Communicate with local media.

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

33. 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.

34. 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.

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

Federal Compliance

36. Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program.

37. 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.

38. Certify transportation planning process as required by federal law.

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

40. 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).

41. FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation follows release of the most recent decennial Census data.

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

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

44. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will endeavor to assess the distribution of benefits and adverse environmental impacts at both the plan and project level.

Relationship To Other Work Elements

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

FY 2006 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.

2. Year 2006 Budget and Indirect Cost Proposal.

3. Participation in Metro's regional transportation planning process.

Bi-State Transportation Committee

4. Continue partnership with Metro to organize and host meetings of the Bi-State Coordination Committee.

Public Involvement

5. Documentation of public involvement and public outreach activities carried out by RTC during FY 2006.

6. Participate in public outreach activities related to Washington's Transportation Plan update.

7. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences as well as through regular update to RTC's website.

8. Participate in and publicize the work of InterACT through RTC's web site. InterACT, a part of Identity Clark County, is leading a community-wide effort to create real solutions to Clark County's transportation issues.

Federal Compliance

9. Complete any required MPO certification documentation and include the certification statement in the MTIP.

10. An adopted FY 2007 UPWP, annual report on the FY2005 UPWP and, if needed, amendments to the FY 2006 UPWP.

11. Produce maps and data analysis to assist C-TRAN's transportation planning process, Title VI and environmental justice compliance. Title VI and Executive Order 12898 (Environmental Justice) compliance documentation, as required by federal agencies. RTC completes a Title VI report annually.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	248,374	• Federal FHWA	108,743
		• Federal FTA	30,516
		• Federal STP	43,000
		• State RTPO	14,803
		• State RTPO (WTP)	21,612
		• MPO Funds	24,700
		• Federal – National Center for Disease Control (DOH)	5,000
Total	248,374		248,374
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	31,312

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 2006 Unified Planning Work Program* that provides details of each planning element outlined below.

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

1. Support the I-5 Columbia River Crossing (also known as the Portland-Vancouver I-5 Transportation and Trade Partnership). Specific activities include:
    a. Support the Draft Environmental Impact Statement Phase.
    b. Support the Bi-State Environmental Justice Working Group and ODOT's Delta Park to Lombard Environmental Assessment.
    c. Provide staff support for the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
    d. Work with local and regional partners to develop and implement plans and activities related to TDM/TSM.
    e. Support RTC and local jurisdictions on the next steps for the I-5/I-205/SR-500 FTA High Capacity Transit Alternatives Analysis.
2. Coordinate with the RTPO's, MPO's, transit agencies, local jurisdictions and tribes on updating the WTP, including an updated HSP. Specific activities include:
    a. Develop a list of Bottleneck/Chokepoint locations and establish criteria for prioritization.
    b. Develop a list of narrow bridge locations and establish criteria for prioritization.
    c. Develop a list of Climbing Lane/Passing Lane improvement opportunities and establish criteria for prioritization.
    d. Develop a list of opportunities for Future Vision/Corridor Improvements.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Analyze and prioritize mobility and safety deficiencies on the state Highway system.
7. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
8. Provide public information and support opportunities for public involvement and communication in elements of regional and statewide activities.

9. Work with local agencies to review development proposals to assess and mitigate potential impacts on the transportation system.
10. Coordinate with counties and local jurisdictions on Growth Management Area planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans.
11. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.
12. Research freight issues and participate in regional data collection, analysis and planning activities.
13. Implement elements of the local Commute Trip Reduction program.
14. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
15. Support evaluation of the I-5 HOV lane operation.
16. Work with RTC, ODOT and local governments on the SR-35 Columbia River Crossing Study.
17. Support the development of a long-term plan for SR-14 through Camas-Washougal.
18. Support special studies on congestion relief issues or other topics, as needed.

WSDOT WORK ELEMENTS:

Planning and Administration
Public Information/Communications/Community Involvement
MPO/RTPO Regional and Local Planning
- MPO/RTPO Coordination and Planning
- Bi-State Coordination
- Tribal Coordination
- Regional or Local Studies

Corridor Planning
- Route Development Planning
- Corridor and Special Studies
- Corridor Management Planning

State Highway System Plan
- Deficiency Analysis
- Benefit/Cost Analysis

Data and Research
- Data Collection/Analysis
- Travel Demand Forecasting

Transportation Planning and Coordination
- Public Transportation and Rail Planning/Coordination
- Multimodal/Intermodal Planning/Coordination
- Transportation Demand Management (TDM)
- High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
- Non-Motorized (Bike & Pedestrian Planning/Coordination
- Freight Mobility Planning/Coordination

Growth Management and Development Review
- Coordinate Access Management/SEPA/NEPA reviews and mitigation
- Local Comprehensive Plans/County Planning Policies and Other Policy Review

Transportation Demand Management
- Congestion Relief
- Commute Trip Reduction

4B. C-TRAN

C-TRAN has identified the following planning elements for FY 2006 (July 2005 through June 2006):

Regional Participation

C-TRAN will coordinate its transit planning with other transportation planning activities in the region through the Southwest Washington Regional Transportation Council (RTC). C-TRAN will continue to work with the MPO's, DOT's, plus 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 be participating in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

Regional Transportation Planning Studies: C-TRAN will be involved in the following planning and engineering studies:

1. Portland-Vancouver I-5 Transportation and Trade Partnership: C-TRAN continues to work with regional partners in realizing the I-5 Partnership recommendations of increasing multimodal throughout and capacity enhancements such as:
    - High Occupancy Vehicle (HOV) lane use and expansion.
    - Columbia River Crossing and I-5/Delta Park projects to reduce bottlenecks.
    - Transportation system management to reduce congestion and improve transit performance.
2. High Capacity Transit Alternatives Analysis: C-TRAN will continue to provide technical assistance and feedback to the Regional Transportation Council on a high capacity transit alternatives analysis.
3. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate and contribute to development of revised and updated regional plans and programs.

Transit System Development

Service Planning: C-TRAN's 20-year planning process, completed in 2003, developed several transit service alternatives that ranged from no new revenue to plans that required a local sales tax increase. This effort was the result of C-TRAN losing over 40 percent of its revenue when the state of Washington eliminated its matching revenue to all state transit systems.

In November 2004, a ballot measure was presented to Clark County voters to increase C-TRAN's sales tax rate from its existing 0.3 percent to 0.6 percent to fund the service plan adopted by the C-TRAN Board of Directors (an additional 3 cents per ten dollar taxable sale). This plan would have continued current service levels, with modest service increases over the next 5-7 years. The ballot measure did not receive a majority vote in November 2004. In response, the C-TRAN Board late last year approved a Service Reduction Plan that calls for a 46 percent service reduction scheduled for implementation on September 25, 2005.

The C-TRAN Board also established a Public Transportation Improvement Conference (PTIC) for the purpose of defining a new C-TRAN service and taxing boundary, which reduces its current county-wide boundary to the City of Vancouver and its Urban Growth Boundary, and the city limits only of Battle Ground, Camas, Washougal, Ridgefield, La Center, and Yacolt. The PTIC will hold a public hearing in March at which time it will fix the final boundary for the PTBA. C-TRAN exceeded 7 million passenger trips in 2004. In May 2005, C-TRAN will implement a substantial fare increase, which will be C-TRAN's third fare increase in five years. A substantial fare increase and the anticipated reduction in service levels in September 2005 will likely result in a decrease in ridership. C-TRAN will continue to meet its ADA responsibilities within the reduced service area. C-VAN paratransit service will be reduced in compliance with ADA.

The *2005-2010 Transit Development Plan* will be published, following public review and input, identifying capital and operational changes planned over the six-year period.

Public Information and Feedback: Through various means, C-TRAN will inform and educate riders, businesses and the public. C-TRAN will continue to work with the disabled and environmental justice communities to assure a broad level of public participation in the planning and delivery of regional and local transit services.

An annual Community Report Card and other means to communicate with Clark County residents and businesses will be instrumental in tailoring transit service to customer needs. On an annual basis, C-TRAN conducts market research, prepares a community report of the results, and uses the information to guide service and planning decisions.

Park and Ride and Transit Center Development: Consistent with findings of the 1996 Park and Ride Study, C-TRAN is developing the 99th Street Park and Ride facility in the I-5 corridor. Property purchase and preliminary engineering are completed. Park and Ride construction is pending approval of County permits and a Corps of Engineers 404 wetland mitigation permit.

Site selection studies were completed on the 7th Street and Vancouver Mall Transit Centers. Either or both sites could proceed to development in 2005-2006.

Transit Oriented Development (TOD): C-TRAN pursues TOD and joint public and private partnership opportunities wherever feasible. Vancouver Mall Transit Center and 99th Street Transit Center are both located in proximity to business, retail, and housing where pedestrian and transit-oriented development can be encouraged. Fishers Landing Transit Center has a community room that is used on a regular basis. Transit oriented development will be considered in the siting and development of new or relocated transit facilities.

Transportation Demand Management

Commute Trip Reduction: C-TRAN has, as a result of reduced revenues, focused on its core business of fixed route and demand response services. As a result, the CTR program has been returned to the local program sponsor.

Job Access / Reverse Commute: Through a federal JARC grant the Camas Connector (general purpose dial-a-ride) provides essential connections for low-income workers needing access to training and employment. The service is also accessible to disabled citizens and the general public. Connector service is scheduled to be eliminated with September service reductions.

Intelligent Transportation System (ITS)

VAST (Vancouver Area Smart Trek) is a cooperative program among transportation agencies in Clark County. The VAST program partnership is coordinated with similar efforts underway in the Portland area to ensure ITS strategies throughout the region are integrated and complementary.

Implementation of ITS measures will improve the safety and efficiency of the transit system. Installation and deployment of three ITS components in Phase I for the 2005-06 period include: the Computer Aided Dispatch system, Automatic Vehicle Locating capabilities, and Automatic Passenger Counting system. Phase I improvements will allow C-TRAN to more effectively operate and schedule service for both fixed route and demand response service as well as more efficiently gather data required by the FTA.

Implementation of Phase II is expected to being in late 2005 and includes the Automatic Fleet Maintenance system, next bus signage at transit centers, and ADA-compliant On-Board Announcements. Phase II improvements will allow for enhanced maintenance, provide dynamic schedule information to customers, and ensure ADA requirements are met.

Scoping for Phase III, which is expected to include traveler information kiosks at transit centers, traffic signal prioritization and additional traveler information signage, is not expected until 2006. This major investment is made possible by significant federal grants and earmarks C-TRAN has received. This has greatly minimized C-TRAN local costs associated with advancing this important project.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following planning studies:

- Development of Transportation Improvement Program (TIP).
- Concurrency Management System: includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals.
- Transportation analysis needed to respond to appeals to the recently-adopted Comprehensive Plan.
- Continuing work on the transportation system database that will integrate information contained in the state-mandated County Road Information System (CRIS) with other transportation-related information systems to improve long-range transportation improvement cost estimates.
- Working through the Vancouver Area Smart Trek (VAST) process to implement promising ITS strategies.
- A Bicycle Advisory Committee assisted Clark County in putting together the 1995-2001 Bikeways Program. Clark County will continue to carry out multi-modal transportation planning activities during FY 2006.
- To protect the classified arterials and to serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas.
- Alignment study to determine feasible routes for extension of five currently uncompleted north/south arterials.
- Corridor feasibility study for NE 99th Street corridor.
- On-going management of the Commute Trip Reduction contract with the State of Washington for the provision of employer-assistance.

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

Citywide Planning / Studies

- 2006-2011 Transportation Improvement Program.
- Transportation Impact Fee Program – Year 2005 Program Update (in cooperation with Clark County).
- Year 2005 Transportation Impact Fee Program – annual inflation update to fees.

- City of Vancouver Transportation System Plan (TSP), ongoing development and implementation. Preparation and refinement of technical reports to be published upon implementation – including a walking and bicycling master plan report.
- 2005 Concurrency Program – Annual Report.
- High Capacity Transit Loop – Alternatives Analysis (support to RTC initiative).
- Transportation Codes (development and concurrency) updates.
- ADA Program – Policy Updates and Implementation.
- Citywide Annual Traffic Safety Monitoring Report and Evaluation – update.
- Handbook for Livable Streets – reversing trends by applying the "Road Diet". Planning and research support in development of this national peer handbook.
- City Council Task Force – Transportation Finance Options (support to City Council).
- City Transportation Services Business Plan.
- Commute Trip Reduction Program – provide direct services to affected employers in support of the Commute Trip Reduction (CTR) program. Contract directly with WSDOT in the provision of those services.

Sub-Area Studies

- I-205 Environmental Assessment – project co-sponsored with WSDOT.
- Comprehensive Downtown Traffic Impact Study, Vancouver City Center Vision EIS and Planned Action Ordinance.
- Fourth Plain Corridor Subarea Land Use Plan.
- NE 18th Street Environmental Assessment and Design.
- NE 137th Avenue (NE 28th Street to NE 59th Street) Corridor Pre-design.
- SE 1st Street (SE 164th Avenue to SE 192nd Avenue) Corridor Pre-design.
- NW 26th Avenue Extension/BNSF Rail Revision to Port of Vancouver, pre-design study, EIS.
- Railroad Quiet Zone – preparation of quiet zone strategies for public at-grade railroad crossings in response to Federal Railroad Administration quiet zone rule.
- South Central Neighborhoods Traffic Management Plan.

Capital Improvement Program – Projects and Planning Support

- Green Fleet Car Sharing pilot program evaluation.
- Year 2005 NTS REET Program – project planning and implementation.
- Year 2005 CDBG Transportation Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.

- Fourth Plain Traffic Safety Corridor – project planning and implementation, community outreach implementation.

CITY OF CAMAS has identified the following planning studies:

- Growth Management Plan implementation will include redraft of the Concurrency Management Ordinance.
- Transportation Impact Study Guidelines, Update.

CITY OF WASHOUGAL has identified the following planning studies:

- Development and adoption of Transportation Improvement Program (TIP)
- Traffic Circulation Study
- SR-14 Corridor Study - In conjunction with the City of Camas, Port of Camas/Washougal, and the Washington State Department of Transportation.
- Adoption of a Transportation Capital Facilities Plan to support comprehensive plan review and update.
- Transportation Impact Fee Program - Annual update to fees
- Evergreen/E Street Corridor Improvement Study (3rd Avenue to Gibbons Creek)

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 in FY2005. Elements of the Plan include the traffic impact fees program, access management, identification of truck routes and Capital Facilities Plan.
- Work with WSDOT on planning for access points onto SR-502 and SR-503 within Battle Ground.
- Establish traffic calming program.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- I-5 North Interchange. Battle Ground will participate in planning for a new interchange at I-5/219th Street and widening of SR-502. The new interchange was funded by the 2003 state "nickel package" and preliminary engineering and right or way acquisition for SR-502 widening is also funded from the same source. Both projects are programmed in the MTIP.

CITY OF RIDGEFIELD:

- Value engineering study associated with replacement of the Interstate 5 and State Route 501 (Pioneer Street) interchange.
- Submit a request to Clark County for an Arterial Atlas amendment to provide consistency between the City's Capital Facilities and Transportation Plans and the County's Atlas.
- Explore with developers the construction of a roundabout at the intersection of 45th Avenue and State Route 501 (Pioneer Street).

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
ACE	Active Community Environments
ACCT	Agency Council on Coordinated Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ATIS	Advanced Traveler Information System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRCT	Blue Ribbon Commission on Transportation
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFP	Community Framework Plan
CHAP	City Hardship Assistance Program
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CORBOR	Corridors and Borders Program (federal)

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CRCP	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAC	Local Advisory Committee

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21st Century
TF	Task Force
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
TMZ	Transportation Management Zone
TMUG	Transportation Model Users' Group
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan

TRANSPORTATION ACRONYMS

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

FY 2006 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2006 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

	Work Element	1. FY 2006 Federal FHWA PL	2. FY 2006 Federal FTA	State RTPO	3. State RTPO for	Federal STP	Federal CM/AQ	Federal High Priority	4. Dept. of Health	State (WSDOT/ ODOT)	MPO Funds	Local Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**												
A	Metropolitan Transportation Plan	61,168	17,165	8,326	38,000	47,000					13,894		185,554
B	Metropolitan Transportation Improvement Program	33,982	9,536	4,626							7,719		55,863
C	Congestion Management System Monitoring 5.						100,000				15,607		115,607
D	Vancouver Area Smart Trek						75,000				11,705		86,705
E	I-5 Columbia River Crossing 6.					0					0		0
F	Skamania County RTPO			17,431									17,431
G	Klickitat County RTPO			19,646									19,646
H	SR-35 Columbia River Crossing FEIS 7.							400,000		75,000		25,000	500,000
	Sub-Total	95,150	26,702	50,029	38,000	47,000	175,000	400,000	0	75,000	48,925	25,000	980,806
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**												
A	Reg. Transp. Data, Forecast, AQ & Tech. Services	135,929	38,145	18,503	30,000	60,000					30,875		313,453
B	Annual Concurrency Update											5,000	5,000
	Sub-Total	135,929	38,145	18,503	30,000	60,000	0	0	0	0	30,875	5,000	318,453
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**												
A	Reg. Transp. Program Coord. & Management	108,743	30,516	14,803	21,612	43,000			5,000		24,700		248,374
	TOTALS	**339,823**	**95,363**	**83,335**	**89,612**	**150,000**	**175,000**	**400,000**	**5,000**	**75,000**	**104,500**	**30,000**	**1,547,633**

Jan. 19, 2005

NOTES:

1. Includes FY06 FHWA PL funds. Local match for FHWA PL funds is provided from State RTPO and MPO funds.
2. Local Match for federal FTA funds is provided from State RTPO and MPO funds.
3. Includes $89,612 per year WTP funds.
4. Funding originates with the National Center for Disease Control, is granted to the state Department of Health and will come to RTC from WSDOT.
5. Assumes use of $100,000 per year programmed in MTIP to support the CMM program. The '03/'04 program had a CMAQ balance of $75,637.96 on 7/1/04.
6. The balance of funding on 7/1/04 was $44,549. Funding for this work element is not yet identified.
7. Funding is not yet secured for this element. $800,000 in federal High Priority funds is currently included in the U.S. House version of the federal Transportation Reauthorization Bill. This assumes 50% would be used in FY 2006 and 50% in 2007. Local matching funds would be required but sources have not yet been determined.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 05-3541 FOR THE PURPOSE OF APPROVING THE FY 2006 UNIFIED PLANNING WORK PROGRAM

Date: April 1, 2005 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Planning Work Program (UPWP) continuing the transportation planning work program for FY 2006; and 2) authorize submittal of grant applications to the appropriate funding agencies.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted UPWP as a prerequisite for receiving federal funds.

FACTUAL BACKGROUND AND ANALYSIS

The FY 2006 UPWP describes transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2005. Included in the document are federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), TriMet, SMART, the Portland of Portland, and local jurisdictions. Continuing commitments include implementing the adopted Regional Transportation Plan (RTP), identifying solutions to improve goods flow in the I-5 Corridor; initiating the Milwaukie LRT and the next corridor studies, and increasing the communication of transportation system performance, needs and proposed plans. In addition, it continues a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories. Environmental Justice also will be an emphasis area.

BUDGET IMPACT

The UPWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council and is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2005, in accordance established Metro priorities.

Agenda Item Number 6.5

Resolution No. 05-3542, For the Purpose of Certifying that the Portland Metro Area is in Compliance with Federal Transportation Planning Requirements.

Metro Council Meeting
Thursday, April 28, 2005
Council Chamber

JOINT RESOLUTION OF THE
METRO COUNCIL
AND
OREGON DEPARTMENT OF TRANSPORTATION

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	)))))	RESOLUTION NO. 05-3542 Introduced by Councilor Rex Burkholder

WHEREAS, substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, the Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED, that the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this _____ day of April 2005.

_____
David Bragdon, Council President

Approved as to form:

_____
Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation this _____ day of _____

2005.

_____
Craig Greenleaf
Transportation Development Administrator

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

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

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary.

3. Agreements

a. A basic memorandum of agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed February 2003, to be updated in 2006.

b. An agreement between TriMet and Metro implementing the Transportation Equity Act for the 21st Century (TEA-21), executed August 2004, to be updated in 2007.

c. An agreement between ODOT and Metro implementing the TEA-21, executed September 2004, to be updated in 2007.

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

e. Bi-State Coordination Committee Charter – Metro and 11 state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.

f. An agreement between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed August 2004, to be updated in 2007.

g. Metro and Wilsonville are discussing conditions for the MOU. A two-year agreement will be executed prior to July 1, 2005. A two-year agreement will put it on the same time as the others.

4. Responsibilities, Cooperation and Coordination

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

JPACT

This committee is comprised of three Metro Councilors; nine local elected officials including two from Clark County, Washington, and appointed officials from ODOT, TriMet, the Port of Portland and DEQ. All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, 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."

MPAC

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

The Regional Framework Plan was adopted on December 11, 1997 and 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 this requirement, the transportation plan developed to meet Transportation Efficiency Act of the 21st Century (TEA-21) the Transportation Planning Rule and Metro Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

JPACT, the Metro Council and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes federally funded major projects being planned by member jurisdictions. Those projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction.

b. Regional Transportation Plan

The 2000 RTP was adopted in August 2000, culminating a two-phase, five-year effort to reorient the plan to Metro's 2040 Growth Concept. The updated plan contains a new emphasis on implementing key aspects of the 2040 land use plan with strategic transportation infrastructure improvements and programs. The plan is fully organized around these land use goals, with modal systems for motor vehicles, transit, freight, bicycles and pedestrians geared to serve the long-term needs called for in the 2040 plan.

The 2000 RTP also includes a new level of detail, prescribing a number of new performance measures and system design standards for the 25 cities and 3 counties in the Metro region to enact. These include: new requirements for local street connectivity; modal orientation in street design; 2040-based level-of-service policy for sizing roads; targets for combined alternative modes of travel; and, parking ratios for new developments. The plan contains nearly 900 individual projects totaling $7.2 billion in system improvements, and a corresponding series of financing scenarios for funding these projects. It also calls for more than a dozen corridor studies to define specific projects for many of the major corridors where more analysis is needed to determine which improvements best respond to expected demand.

JPACT and the Metro Council approved the RTP 2004 Federal Update on December 11, 2003. The 2004 update was limited in scope, leaving the 2000 RTP requirements unchanged. The update included "housekeeping" amendments to reflect fine-tuning of the various modal system maps, as recommended by local cities and counties through transportation plans adopted since the last RTP update in August 2000. The 2004 RTP includes new policy text that establishes two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and project funding.

The 2004 update also provided an updated set of financially constrained projects. The total revenue base assumed in the 2004 RTP for the road system is approximately $4.3 billion, with $2.16 billion for freeways, highways and roads, $1.67 billion for transit and the balance for planning, bike, pedestrian, transportation demand management, system management and other similar programs. In addition to the financially constrained system, the 2004 Federal Update identifies a larger set of projects and programs for the "Illustrative System," which is nearly double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan.

Finally, a new map has been added to Chapter 1 of the RTP that identifies the MPO Planning Boundary. This boundary defines the area that the RTP applies to for federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2003 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. FHWA and FTA approved the 2004 RTP and the associated air quality conformity determination on March 5, 2004.

c. **Metropolitan Transportation Improvement Program**

The MTIP was updated in spring 2003 and incorporated into ODOT 2004-07 State Transportation Improvement Program (STIP). The 2003 update includes projects or project phases with prior funding commitments and allocated $50 million of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ). The adopted MTIP features a three-year approved program of projects and a fourth "out-year." The first year of projects are considered the priority year projects. Should any of these be delayed, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal Transportation Improvement Program (TIP) amendments. This flexibility was adopted in response to ISTEA (now TEA-21) planning requirements. The flexibility reduces the need for multiple amendments throughout the year.

6. **Planning Factors**

Metro's planning process addresses the seven TEA-21 planning factors in all projects and policies. The table below describes this relationship. The TEA-21 planning factors are:

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

2. Increase the safety and security of the transportation system for motorized and non-motorized users;

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

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

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

6. Promote efficient management and operations; and

7. Emphasize the preservation of the existing transportation system.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promotes industrial jobs and businesses in the "traded sector."	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy).	• All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
3. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
4. Protect Environment and Quality of Life	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered	• The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative – modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	species. • The RTP conforms to the Clean Air Act.		
	• Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.		
5. System Integration/ Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for all regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region.		
6. Efficient Management & Operations	• The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
7. System Preservation	• Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Reconstruction projects that provide long-term maintenance are identified as a funding priority.	• The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.

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

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, custom citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. For example, given the geographically and philosophically diverse make-up of the South Corridor Study, it was determined that the traditional single citizens advisory committee would not prove effective. Hence, the study incorporated area specific working committees, local advisory committees and assemblies as well as corridor-wide all-assemblies. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 45-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council.

Title VI – In September 2002, Metro submitted to the FTA the 1999-2002 Title VI Compliance report with accompanying mapped demographic information. In December 2004, additional Title VI documentation was submitted to FTA. The report was approved conditionally to allow Metro's grant application to be submitted. The complete report will be submitted prior to July 1, 2005. In addition, FHWA and FTA certified Metro's Public Involvement, Title VI and Environmental Justice processes as part of the October 2001 Metropolitan Transportation Planning and Programming USDOT Certification Review.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure that needs of minority and disadvantaged populations are considered and that the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A); 49CFR 26 allows recipients to use the DBE goal of another recipient in the same market. Metro's Executive Officer approved an overall DBE annual goal in accordance with ODOT. This goal was established utilizing ODOT's methodology to determine DBE availability of "ready, willing and able" firms for federally funded professional and construction projects. The current goal is 11.43 percent.

Metro's DBE program was reviewed and determined to be in compliance by FTA after conducting a Triennial Review in August 1999.

9. Americans with Disabilities Act

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

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 05-3542 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 1, 2005 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution certifies that the Portland metropolitan area is in compliance with federal transportation planning requirements as defined in Title 2.3, Code of Federal Regulations, Part 450 and Title 49, Code of Federal Regulations, Part 613.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval.

FACTUAL BACKGROUND AND ANALYSIS

Required self certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)

Each of these areas is discussed in Exhibit A to Resolution No. 05-3542.

BUDGET IMPACT

Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council and is subject to revision in the final adopted Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2005, in accordance established Metro priorities.