DRAFT FY 2012-13
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

January 27, 2012

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Portland/Vancouver Metropolitan Area

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The views expressed in this UPWP do not necessarily represent the views of these agencies.

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FY 2012-13
PORTLAND AND METROPOLITAN AREA

UNIFIED PLANNING WORK PROGRAM
OVERVIEW

INTRODUCTION

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

The Unified Planning Work Program (UPWP) is developed annually by Metro as the MPO for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland Metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

This Unified Planning Work Program (UPWP) includes the transportation planning activities of Metro and other area governments involved in regional transportation planning activities for the fiscal year of July 1, 2012 through June 30, 2013.

DECISION-MAKING PROCESS

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

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

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

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

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

BI-STATE COORDINATION COMMITTEE

The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, the Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, the Washington State Department of Transportation (WSDOT), and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

METRO POLICY ADVISORY COMMITTEE

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

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

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

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

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

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

METRO TECHNICAL ADVISORY COMMITTEE

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

PLANNING PRIORITIES FACING THE PORTLAND REGION

SAFETEA-LU, the Clean Air Act Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to

define, adopt, and implement a multi-modal transportation system. Major land use planning efforts underway include:

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

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

- Implementation of the Regional Transportation Planning (RTP);
- Development of a financing strategy for the RTP;
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2012-2015;
- Implementation of projects selected through the STIP/MTIP updates; and
- Completing multi-modal refinement studies in the East Metro Connections, Southwest Corridor and Columbia River Crossing.

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

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

The current status of these activities is that many of the transportation planning under the Making a Great Place umbrella -- including the Regional Transportation Plan, Freight Plan, TSMO Plan, HCT Plan and supporting updates to our Public Involvement Policy and Title VI Plan -- have already been completed. Implementation of these new plans, policies and public involvement procedures began in FY 2011-12, will continue in FY 2012-13 and is reflected in the respective work programs for these ongoing projects.

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

GLOSSARY OF RESOURCE FUNDING TYPES

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

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

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

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

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

Other – Anticipated revenues pending negotiations with partner agencies.

PROPOSED UPWP AMENDMENT PROCESS

This section describes the management process to define the types of adjustments that require an amendment to UPWP and which of these can be accomplished as administrative actions by staff versus legislative action by TPAC, JPACT and the Metro Council.

Formal amendments to the UPWP require approval of JPACT and the Metro Council and are required when any of the following occur:

- A new planning study or project is identified.
- There is either a $200,000 or 20 percent change, whichever is greater, in the total UPWP project costs. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Administrative changes to the UPWP can occur for and of the following:

- Changes to total UPWP project costs that do not exceed the thresholds for formal amendments above.
- Revisions to a UPWP narrative's scope of work, including objectives, tangible products expected in fiscal year, and methodology.
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects/programs that extend into multiple fiscal years.

Administrative amendments will be reported to ODOT and TriMet as they occur. TPAC will receive notification quarterly as with administrative MTIP amendments.

Reserved for the

Portland Metropolitan Map

Reserved for Joint Resolution
of the

Metro Council

and

Oregon Department of Transportation

REGIONAL TRANSPORTATION PLANNING

Description:

This program develops and supports implementation of the region's long-range transportation plan for the Portland metropolitan region, called the Regional Transportation Plan (RTP). The RTP is maintained and updated regularly to ensure compliance with State and Federal regulations and address changes in land use, demographic, financial, travel and economic trends. The RTP guides the design, management and investment in the region's transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian – and the movement of goods and freight. The plan also carries out a broad range of regional planning objectives for implementing the 2040 Growth Concept – the region's long-range growth management strategy for the Portland metropolitan region.

Central to the 2035 RTP is an overall emphasis on outcomes, system completeness and measurable performance targets to hold the region accountable for making progress toward the region's desired outcomes and State goals for reductions in per capita vehicle miles traveled and greenhouse gas emissions. Local transportation system plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR).

Objectives:

- Carry out work activities to maintain, implement and update the RTP. Continue to meet requirements of SAFETEA-LU, subsequent federal regulations and state planning goals and requirements in a manner that advances 2040 implementation and local aspirations. (ONGOING)
- Ensure that local plans and corridor refinement plans are consistent with RTP. (ONGOING)
- Collaborate with the Metro Research Center to identify data needs and improve tools for evaluating 2040 outcomes in partnership with the Oregon Transportation Research and Education Consortium (OTREC) and ODOT to support on-going RTP monitoring, Title VI reporting, the region's Congestion Management Process (CMP), Regional Mobility Program and regional GHG emissions analysis. (ONGOING)
- Actively engage and inform program stakeholders on RTP amendments and Climate Smart Communities Scenarios Project milestones. (ONGOING)
- Ensure coordination with local government staff involved in land use and transportation planning and with other relevant Metro activities. (ONGOING)

Previous Work:

- Processed RTP amendments and maintained RTP web page to provide access to information about plan and related technical reports. Materials can be downloaded at www.oregonmetro.gov/rtp.
- Provided ongoing elderly and disabled transportation planning support, technical assistance on local implementation of the RTP and supported development and implementation of the regional bicycle model project.
- Conducted stakeholder interviews and public opinion research to assess awareness of climate change to support project communication plan.
- Conducted research on potential GHG emissions impacts from a range of land use and transportation policies as part of the Scenarios Project. Developed modeling tools, sketch planning tools and methods to test 144 scenarios. This led to completion of the Phase 1 Findings report and the Strategy Toolbox for the Portland region.

Methodology:

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

planning includes further development of tools and policies in Oregon and the Portland region. This work will build on existing efforts to implement the 2040 Growth Concept and the 2035 RTP. Metro will lead this effort in collaboration with DLCD, ODOT, TriMet, local governments and other stakeholders.

Local Transportation System Plan (TSP) and Corridor Refinement Plan Support: Metro provides ongoing technical and policy support for local transportation planning and regional corridor refinement plan activities. This work element will be scaled back from previous years due to HB 2001 scenario planning work program.

Tangible Products Expected in FY 2012-2013:

- Quarterly progress reports. (ONGOING)
- RTP amendments, if necessary (ONGOING)

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

- Public information on the RTP via Metro's website.
- Written comments on proposed amendments to local plans. (ONGOING)

Climate Smart Communities Scenarios Project (House Bill 2001):

- Design workshops to develop scenario alternatives for further evaluation. The alternatives will build on recommendations from the previous analysis and include, as appropriate, recommendations from corridor refinement plans, the Statewide Transportation Strategy and local planning efforts. (SECOND QUARTER)
- Memos and/or reports to document scenarios analysis, methods and tools, key findings, policy implications and recommendations for reducing transportation-sector GHG emissions. (THIRD QUARTER)
- Continue to develop or enhance tools and models to analyze GHG emissions impacts and allow for the evaluation of the costs, benefits, and impacts of land use and transportation choices. This work will provide adequate technical support to develop findings necessary to adopt a preferred scenario, and will be coordinated with other Oregon MPOs, DEQ, ODOT, the Oregon Modeling Steering Committee and others. (ONGOING)

Entities Responsible for Activity:

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

Other stakeholders:
Cities and counties in the Metro region
Regional partner agencies
Metro Committee for Citizen Involvement (MCCI)
Transportation Policy Alternatives Committee (TPAC)
Joint Policy Advisory Committee on Transportation (JPACT)
Metro Policy Advisory Committee (MPAC)
Bi-State Coordination Committee
Metro Technical Advisory Committee
Metro Regional Freight Technical Advisory Committee
Regional Travel Options Subcommittee to TPAC
TRANSPORT Subcommittee to TPAC
Regional Transportation Council (RTC) of metropolitan Clark County, Washington
Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation
Other area transit providers, including South Metro Area Regional Transit (SMART) and C-TRAN
Port districts, including Port of Portland and Port of Vancouver
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Oregon Transportation Commission (OTC)
Land Conservation and Development Commission (LCDC)
Department of Land Conservation and Development (DLCD)
Oregon Global Warming Commission (OGWC)
Oregon Modeling Steering Committee (OMSC)
Other Oregon MPOs

Community groups and organizations involved in climate planning, equity, land use and transportation issues
Organizations serving minority, elderly, disabled, and non-English speaking residents needs
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs
General public

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$914,044	6.025
2011-12	$2,110,058	11.965

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

BEST DESIGN PRACTICES IN TRANSPORTATION

Description:

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

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

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

Objectives:

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

Previous Work:

In early 2007, Metro added engineering staff to enhance technical outreach and advocacy for the program. In FY 2007-08, staff worked with the Regional Freight Technical Advisory Committee to develop recommended changes and additions to the *Creating Livable Streets* handbook to better

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

Methodology:

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2012-13, the Best Design Practices in Transportation Program will continue to focus those activities on projects that directly relate to implementation of Region 2040 land use components, including active transportation projects and other multimodal projects funded through the Metropolitan Transportation Improvement Program (MTIP). Current RTP policies require consideration of the design guidelines during project development activities and for local plans to be updated to allow for consideration of these design treatments. The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

The enhanced Best Design Practices in Transportation Program will include public outreach, special workshops and tours, an awards program for project recognition, technical support for local design efforts, and involvement in local project conception with the goal of improving the quality and scope of projects submitted for MTIP funding. In addition, Metro's Transportation Priorities process encourages implementation of green streets and project designs that include street trees and other design elements to reduce stormwater runoff. Emerging areas within the program include designing for safety, and providing for effective freight and goods movements in multi-modal environments. These themes will be reflected in a comprehensive update to the published documents planned for FY 12-13.

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

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

Updates to the program's guidebooks are planned for FY 12-13. The planned work includes revisions to *Creating Livable Streets* including freight considerations based on recommendations of the Regional Freight Technical Advisory Committee; and updates to *Green Streets* and *Trees for Green Streets* handbooks. Additionally, Metro expects to develop design guidelines for Regional Trail and/or active transportation projects.

Tangible Products Expected in FY 2012-13:

- Manage process to update *Creating Livable Streets*, *Green Streets*, and *Trees for Green Streets* in 2012-13. Process through publication is expected to take 12-18 months. (FIRST QUARTER)
- Begin process for developing a Trail design guidelines handbook for publication. Process expected to take 12 months. (FIRST QUARTER)
    - Identify stakeholders to provide project guidance

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

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$180,175	0.71
2011-12	$348,296	0.67

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

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

Description

Regional Mobility is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Travel Options program. Together these two programs advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options, and reduce greenhouse gas emissions.

Objectives

- Coordinate Regional Mobility strategies and investments with the Regional Transportation Plan (RTP), corridor refinement plans, and local Transportation System Plans (TSP) to ensure consideration and integration of TSMO strategies as directed by the Regional Transportation Functional Plan. (ONGOING)
- Implement the region's Congestion Management Process (CMP) by enhancing performance data and reporting capabilities and by continuing to advance demand and system management solutions that address congested travel.
- Coordinate allocation of regional flexible funds for TSMO project priorities, as identified by the Regional TSMO Plan. (ONGOING)
- Continue to strengthen the Transportation Policy Alternatives Committee's (TPAC) institutional capacity regarding TSMO by establishing a TPAC subcommittee focused on joint demand and system management policy and funding decisions. (ONGOING)
- Serve as a regional liaison to advance research, education, and training on transportation management and operation issues relevant to the region. (ONGOING)
- Maintain ongoing communication with counterparts at Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) regarding the CMP implementation as it relates to TSMO. (ONGOING)

Previous Work:

In FY 2011-12, the Regional Mobility Program:

- Administered TSMO projects sub-allocated in the 2010-2013 MTIP
- Participated in the 2014-15 Regional Flexible Fund Allocation Process, which allocated $3,000,000 to TSMO program activities
- Commenced the Arterial Performance Management RCTO project
- Maintained agendas and meeting summaries for TransPort and its subcommittee
- Coordinated TSMO professional development and training opportunities

Methodology:

With the intent of supporting TSMO investments and activities in the Portland metropolitan region, the Regional Mobility program encompasses three activity areas that include regional policy development and support, MTIP grant management, and system performance management.

Policy Development and Support

The Regional Mobility program serves as a regional liaison to develop regional policy that supports TSMO and share best practices with partners. The program will provide leadership on the update of the Regional Intelligent Transportation System (ITS) Architecture in order to comply with the FHWA rule that requires federally funded transportation projects to be in compliance with the National ITS Architecture. The program will work with the Regional Travel Options program to coordinate a regional policy and funding subcommittee of TPAC. It will continue to seek and support opportunities for research, education, and training on TSMO.

MTIP Grant Management
The Regional Mobility Program manages the sub-allocation of MTIP funding dedicated to TSMO. With the adoption of the 2014-15 federal allocation to TSMO, the program will take the lead on sub-allocating these funds to TSMO projects, consistent with the Regional TSMO Plan. The program will continue to coordinated and manage the allocation of TSMO-designated regional flexible funds to partner agencies

System Performance Management
The Regional Mobility program supports the federal mandates to maintain a CMP and promote TSMO, including intelligent transportation systems (ITS). The program will complete an Arterial Performance Management Regional Concept of Traffic Operations (RCTO) to advance the region's performance measurement capabilities on RTP arterials. The Regional Mobility Corridor Atlas will be update and enhanced to provide system performance data to support development of local TSPs and MTIP programming. The program will continue to participate in the enhance of the Portland Oregon Regional Transportation Archive Listing (PORTAL), managed by PSU, to expand the generation, collection, archiving, and use of multimodal performance data in a way that will enhance the region's ability to diagnose and address congestion.

Tangible Products Expected in FY 2012-13:

- Amendment(s) to FY2010-2013 MTIP to advance funding of priority projects as identified in the Regional TSMO Refinement Plan (ONGOING)
- Complete the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities. (SECOND QUARTER)
- Regional ITS Architecture Update (FOURTH QUARTER)
- Regional Mobility Corridor Atlas Update (FOURTH QUARTER)

Entities Responsible for TSMO Activity:

- Metro Council – Policy making
- Joint Policy Advisory Committee on Transportation (JPACT) – Policy making
- Transportation Policy Alternatives Committee (TPAC) – Policy making
- TransPort and subcommittees – Cooperate/Collaborate
- Oregon Transportation Research and Education Consortium (OTREC) – Cooperate/Collaborate
- Oregon Transportation Commission (OTC) – Cooperate/Collaborate
- Federal Highway Administration (FHWA) – Cooperate/Collaborate
- Federal Transit Administration (FTA) – Cooperate/Collaborate
- Oregon Department of Transportation (ODOT) – Cooperate/Collaborate
- TriMet – Cooperate/Collaborate
- Portland State University – Cooperate/Collaborate
- City of Portland – Grant Recipient
- City of Gresham – Grant Recipient
- City of Tigard – Grant Recipient
- TriMet – Grant Recipient
- Clackamas County – Cooperate/Collaborate
- Multnomah County – Cooperate/Collaborate
- Washington County – Cooperate/Collaborate
- C-TRAN – Cooperate/Collaborate
- City of Vancouver – Cooperate/Collaborate
- SW Regional Transportation Council – Cooperate/Collaborate
- Washington State Department of Transportation – Cooperate/Collaborate

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$2,041,526	1.34
2011-12	$192,225	1.13

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

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

Description:

Regional Travel Options is one of two program areas under the broad policy heading of Transportation System Management and Operations (TSMO) – the other is the Regional Mobility program. Together these two programs advance TSMO strategies by coordinating the development, implementation and performance monitoring of regional demand and system management strategies that relieve congestion, optimize infrastructure investments, promote travel options, and reduce greenhouse gas emissions.

Objectives

- Implement 2013-2018 RTO Strategic Plan. (ONGOING)
- Continued implementation regional collaborative marketing campaign and coordination of partner agency marketing activities. (ONGOING)
- Administer and monitor the RTO grants program. Consider elderly, disabled, low income, minority and other underserved populations in the grant making process. Consider the impacts on public health in the grant making process. (ONGOING)
- Continued implementation of an evaluation strategy that measures the outputs and outcomes of all projects and programs supported with RTO funds. (ONGOING)
- Continued implementation of the regional commuter program with a focus on new rail transit investments, multi-use trail investments and improved coordination of multi-agency efforts. (ONGOING)
- Continued administration of ridematching services to region, including participation in multi-state online ridematching system and vanpool program. (ONGOING)

Previous Work:

In FY 2011-12, the Regional Travel Options Program:

- Initiated eleven new grant projects to be carried out in Fiscal Years 11-12 and 12-13 totaling $533,000.
- Completed 2013-2018 RTO Strategic Plan
- Enhanced coordination between regional partners engaged in employer outreach activities. Continued outreach at community events and conducted outreach to media and local employers to disseminate information about travel options and pedestrian and bicycle safety messages.
- Implemented Drive Less Connect, a multi-state ridematching system covering Idaho, Oregon and Washington.
- Begun planning and development work leading to publication of walk and bike maps focused on and designed for the Latino community in Hillsboro, Cornelius and Forest Grove. The piece will be printed in both Spanish and English so it can be used for several different audiences.

Methodology:

The RTO program implements regional policies to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces pollution by carrying out the TDM components of the TSMO strategy outlined in the 2035 Regional Transportation Plan (RTP). The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies encompass promoting transit, ridesharing , cycling, walking, and telecommuting.

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

RTO strategies are expected to reduce approximately 30,000,000 vehicle miles of travel annually by 2013. The expected VMT reductions are based upon past program performance, expected revenues, and improving measurement and cost-effective investments.

Tangible Products Expected in FY 2012-13:

REGIONAL TRAVEL OPTIONS:

- Develop and update tools to support coordination of RTO partners marketing activities including an events and earned media calendar. (FIRST QUARTER)
- Conduct outreach at community events to engage people in the Drive Less/Save More campaign and provide localized travel options information. (ONGOING)
- Continue distribution of Bike There! map through area retail outlets, distribute free copies of the map to youth and programs that serve low-income and transportation underserved populations. (ONGOING)
- Develop bi-lingual English-Spanish walk and bike map publication for Hillsboro, Cornelius and Forest Grove and conduct outreach to engage the community in the project (publication development will be completed in FY 11-12 with maps distributed the following year). Update local travel options guides and other print and web-based information about travel options. (ONGOING)
- Support coordination of commuter services and employer outreach activities carried out by partner agencies, develop shared marketing materials and employer recognition program. (ONGOING)
- Manage and support ridematching database (ONGOING)
- Monitor and report progress on programs and projects carried out by Metro, TMAs, and RTO grant recipients. (ONGOING)
- Implement FY 12-13 Individualized Marketing grants (FIRST QUARTER)
- Develop FY 13-15 RTO grant criteria (SECOND QUARTER)

Entities Responsible for RTO Activity:

- Metro Council – Policy making
- Joint Policy Advisory Committee on Transportation (JPACT) – Policy making
- Transportation Policy Alternatives Committee (TPAC) – Policy making
- RTO Subcommittee – Cooperate/Collaborate
- Oregon Transportation Research and Education Consortium (OTREC) – Cooperate/Collaborate
- Oregon Transportation Commission (OTC) – Cooperate/Collaborate
- Federal Highway Administration (FHWA) – Cooperate/Collaborate
- Federal Transit Administration (FTA) – Cooperate/Collaborate
- Oregon Department of Transportation (ODOT) – Cooperate/Collaborate
- Portland State University – Cooperate/Collaborate
- Gresham Regional Center TMA – Grant Recipient
- Lloyd TMA – Grant Recipient
- Swan Island TMA – Grant Recipient
- Westside Transportation Alliance TMA – Grant Recipient
- South Waterfront TMA – Grant Recipient
- Community Cycling Center – Grant Recipient
- Bicycle Transportation Alliance – Grant Recipient
- City of Portland – Grant Recipient
- City of Forest Grove – Grant Recipient
- City of Gresham – Grant Recipient
- City of Tigard – Grant Recipient
- City of Wilsonville/Wilsonville SMART – Grant Recipient
- Housing Authority of Portland – Grant Recipient
- OPAL – Grant Recipient
- Tualatin Hills Parks and Recreation District – Grant Recipient
- TriMet – Grant Recipient
- Clackamas County – Cooperate/Collaborate
- Multnomah County – Cooperate/Collaborate
- Washington County – Cooperate/Collaborate
- C-TRAN – Cooperate/Collaborate
- City of Vancouver – Cooperate/Collaborate
- SW Regional Transportation Council – Cooperate/Collaborate

- Washington State Department of Transportation – Cooperate/Collaborate

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$2,041,526	6.2
2011-12	$1,791,267	6.46

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		**TOTAL**	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Description:

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP program staff plans and coordinates projects, in addition to programming and tracking the funds for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program and Congestion Mitigation/Air Quality funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality laws. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies, as well as significant public-involvement efforts, consistent with Metro's public involvement plan.

Objectives:

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

2012-15 MTIP: Effectively administer the existing MTIP, including:

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

MTIP/STIP Update: Begin process to conduct a transparent and technically rigorous process to prioritize projects and programs from the 2035 RTP to receive transportation funding to be programmed, pending air quality conformity, in the 2014-17 TIP. This includes regional flexible funds (Urban-STP and CMAQ) and funds administered by ODOT, TriMet and SMART. (ONGOING)

Local Project Support: Provide administrative and technical support to local project development and construction. This includes support of project development tasks performed as a planning phase activity. The administrative responsibilities for Metro, ODOT and local agency staff performing these planning activities are described in Appendix A.

Previous Work:

Work completed in the 2011-12 fiscal year included:

- Final adjustments to the American Recovery and Reinvestment Act funded projects.
- Allocation of the 2014-15 regional flexible funds.
- Air quality conformity and adoption of the 2012-15 MTIP.

• Completion of the 2011 Obligation Report.

• Administration of the MTIP, including processing of more than two hundred MTIP amendments, project selection and financial plan adjustments.

• Support of more than 20 locally administered projects in implementing conditions of approval and best design practices.

• Support in administering approximately 10 local project development plans.

• Establish emission reduction benefits and eligibility of CMAQ funded projects.

Methodology:

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

Tangible Products Expected in FY 2012-13:

- An MTIP Policy Report update for the 2014-17 MTIP (WINTER 2012/13)
- Amended federal fiscal year 2012-15 MTIP (ONGOING)
- 2012 Obligation Report (DECEMBER 2012)
- Report on CMAQ project progress and resultant emission reduction benefits. (DECEMBER 2012)
- Completion of several project development plans (ONGOING)

Entity/ies Responsible for Activity:

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

Other Stakeholders:

- Local partner agencies and members of the public
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- US Environmental Protection Agency (EPA)
- Regional Flexible Fund Task Force
- Environmental Justice and Underserved work group and organizations involved with minority and non-English speaking residents

Appendix A

For project development planning activities under jurisdiction of the Federal Highway Administration and summarized in the "Corridor Planning and Projects of Regional Significance" section of the UPWP, the following administrative roles and responsibilities apply unless otherwise agreed to in an intergovernmental agreement.

Metro Planning & Development shall:

- Ensure project development planning activity is properly included in the UPWP
- Ensure the scope and budget addresses relevant contingencies of the project development award
- Assign a Project Manager to all project development plans

- Coordinate with ODOT project development manager on the programming of project development funding and assignment of work to ODOT project manager.

Metro Project Manager shall:

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

ODOT shall:

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

ODOT Project Manager shall:

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

Local Agency/Product Owner shall:

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

Local Agency/Product Owner Project Manager shall:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$709,397	5.07
2011-12	$689,479	4.75

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

ENVIRONMENTAL JUSTICE & TITLE VI

Description:

Metro's transportation-related public involvement policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; the President's Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; and Goal 1 of Oregon's Statewide Planning Goals and Guidelines.

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

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

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

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

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

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

Objectives:

- Identify communities and populations that are traditionally under-represented in decision-making processes using the most current Federal and state census information and supplemented by more granular information. Examples of supplemental information include HUD data on Section 8 housing voucher distribution, school lunch participation statistics, local real estate value data, job/income distribution data from the Bureau of Labor Statistics, Portland State University's Population Research Center, and interviews with leaders of local immigrant groups and other community-based organizations. (ONGOING)
- Engage minority and low-income people in the decision-making process through (1) relationships with community-based organizations and schools and minority business organizations; (2) promoting minority representation on key policy advisory committees that have seats for community members; (3) development of outreach and engagement activities that minimize barriers to participation; and (4) developing communication techniques that increase the accessibility of information. (ONGOING)
- Implement strategies to achieve equity goals that were adopted as a goal and value of the RTP and as a criterion for evaluating projects to include in the Metropolitan Transportation Improvement Plan (MTIP). (ONGOING)

Previous Work:

The following work was accomplished during FY 2010-11:

- Engaged minority and underrepresented communities through community-based organizations in the comment period before final JPACT approval of projects to be funded in the Regional Flexible Funds program. (COMPLETE)
- Met with leaders of community groups and service providers for environmental justice populations to inform them of the climate change scenario modeling process and gain their suggestions for the needs and concerns of EJ communities in that project. (COMPLETE)
- Shared EJ findings, methodology and data developed for flexible funds program with other transportation planning programs including the Regional Transportation Plan (and related climate change scenarios project), Regional Travel Options, Southwest Corridor Plan and East Metro Connections Plan. (COMPLETE)
- Submitted annual Title VI compliance report to ODOT to meet FHWA requirements. (COMPLETE)
- Submitted four-year Title VI compliance report to FTA. (COMPLETE)
- Implement Metro's diversity action plan to promote diverse representation of citizen representatives on Metro advisory committees. (ONGOING)
- Reached out to community groups to ensure that the Opt-in online panel includes representation from environmental justice populations. (ONGOING)

Methodology:

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

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

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

Tangible Products Expected in FY 2011-12:

- Engage minority and underrepresented communities in developing new policies and goals for funding projects in the Regional Flexible Funds program. (ONGOING)
- Meet with leaders of community groups and service providers for environmental justice populations to inform them of the climate change scenario modeling process and gain their suggestions for the needs and concerns of EJ communities in that project. (ONGOING)
- Develop methods for including minority and underrepresented communities in outreach for Regional Active Transportation Plan. (ONGOING)
- Implement Metro's diversity action plan to promote diverse representation of citizen representatives on Metro advisory committees. (ONGOING)

Entities Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$31,403	0.26
2011-12	$62,182	0.45

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

REGIONAL TRANSPORTATION PLAN FINANCING

Description:

The Regional Transportation Plan Financing program works with the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council to develop expanded funding for transportation improvements to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. This program includes refining transportation financing needs and recognizing any actions taken by the Oregon Legislature and the U.S. Congress, as well as considering presenting a regional ballot measure to voters in 2012.

Objectives:

- Work with key stakeholders to develop a regional funding measure that will be supported by the business community and local governments. (JUNE 2013)
- Develop regional priorities for funding from Federal sources. (FEBRUARY 2013)
- Coordinate with funding strategies for TriMet's Transit Investment Plan. (ONGOING)
- Work with state and local partners, the public, and the business community to set project priorities and seek funding alternatives/solutions at the Federal, state, regional, and local level. (ONGOING)

Previous Work:

In 2008, Metro added staff to identify additional funding sources in support of the RTP, and develop strategies to obtain new transportation financing. During 2009, staff worked on the development of the updated state transportation revenue assumptions that are used by all six of Oregon's MPOs to develop long-range transportation plans. The report was released in spring 2011. Staff continues to provide support to JPACT in the development of local, regional, state and federal RTP finance forecasts and targets. Staff also continues to support Metro's Community Investment Strategy development.

Methodology:

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

- Work with the RTP update and Making a Great Place efforts to identify projects that are important to the region's economy, environmental health, and energy goals;
- Create linkage between the long-term vision for Metropolitan Transportation Improvement Program (MTIP) funding allocations and the implementation of priority RTP improvements;
- Establish an array of transportation finance options;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish an outreach program to gain public input on key issues and strategies; and
- Work with the business community and local governments to determine the viability of a regional transportation ballot measure, a state legislative strategy, and Federal funding strategy.
- Respond to new federal transportation policy program direction by developing project implementation strategies.
- Begin developing finance data collection framework and potential revenue forecasting tool to assist climate change scenarios and 2014 RTP.

Tangible Products Expected in FY 2010-11:

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

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

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$85,998	0.375
2011-12	$56,630	0.24

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		**TOTAL**	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

REGIONAL FREIGHT PROGRAM

Description:

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

Objectives:

- Work with state, regional and local agencies and private interests to implement the Regional Freight Plan, including the programs identified in Chapter 10 of the Plan, as well as advancement of key multimodal freight investment priorities, securing appropriate private matching funds, and ensuring regional investments are competitively considered under state freight funding programs. (ONGOING)
- Pursuant to Resolution No. 11-4313, allocating $400,000 from 2014-15 RFFA to commence regional rail freight study, Regional Freight/Passenger Rail Investment Strategy.
- Collaborate with the Port of Portland and other stakeholders, to support the Metro area export initiative and leverage it, along with the regional rail freight and passenger study and other industrial development efforts, into a broader economic development initiative that maximizes returns in the region. Consider export strategies as a key driver for investments affecting the regional freight network, seek available funding and coordinate relevant initiatives or analysis.
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities, including participation in the next cycle of *Connect*Oregon. (ONGOING)
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting SAFETEA-LU provisions for coordination of freight movement. (ONGOING)
- Participate in the West Coast Corridor Coalition to promote efficient and environmentally sustainable movement of freight in the I-5 corridor and help coordinate between the WCCC and Metro's interests in freight investment along the west coast, as well as national freight policy and programmatic and funding support that could emerge from the next omnibus transportation bill. (ONGOING)
- Track projects with significant implications for freight movement such as the I-5 Columbia Crossing, (ONGOING)
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials. (ONGOING)
- Participate in state, regional and City of Portland efforts to define and implement a "sustainable freight" strategy. (ONGOING)

Previous Work:

In FY 2009-10, Metro finalized the Regional Freight Plan, coordinating with the both the Regional Freight Technical Advisory Committee and members of the Regional Freight and Goods Movement Task Force to refine investment and program recommendations. The plan recommendations were coordinated with the development of the 2035 RTP.

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

Metro also relies on a technical advisory group, the Regional Freight Technical Advisory Committee (TAC), composed of staff from Metro's partner agencies. The Regional Freight TAC is an ongoing regional coordinating committee for freight issues and advises the Transportation Policy Advisory Committee (TPAC). The advisory groups made recommendations to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro Council.

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

Major freight program tasks completed, and anticipated to be completed, in FY 2011-2012 include:

- Incorporated freight principals and objectives in relevant analysis for the East Metro Connections Plan, including outreach to freight stakeholders to determine specific needs and concerns and development of freight technical analysis to support recommendations for a freight grid and projects in the plan area.
- Provided substantial support for the MTIP allocation process, including the generation of ideas and technical support for the Green Economy/Freight elements of the proposed program and the freight members on the Joint Task Force that provided recommendations to JPACT on program direction. (FEBRUARY-AUGUST 2011)
- Prepared, submitted and obtained approval of a Regional Freight/Passenger Rail Investment Strategy proposal for inclusion in the 2014-15 RFFA regional study category. (MARCH-OCTOBER 2011)
- Supported the freight-related outreach for local assistance on transportation system plan updates. (ON-GOING)
- Coordinated regional freight plan activities and provided related input to other projects and the freight advisory committees including the Portland Freight Committee, Oregon Freight Advisory Committee, and the West Coast Corridor Coalition (WCCC). (ON-GOING)
- Developed multi-year work program for implementation of regional freight plan. (anticipated JUNE 2012)
- Commenced scoping of regional freight and passenger study. (anticipated SPRING 2012)

Methodology:

The regional freight program is part of Metro's MPO function, and the Regional Freight Plan was adopted in June 2010 as part of the Regional Transportation Plan. During the last two quarters of FY 2011-12, staff will focus on continuing the freight-related analysis of the East Metro Connections Plan, and begin to refine scope for the Regional Freight/Passenger Rail Investment Strategy.

After June 30, 2012, work in FY 2012-2013 will focus on implementing the regional freight program in coordination with freight stakeholders, local jurisdictions and partners. Specific major activities will include commencing the Regional Freight/Passenger Rail Investment Strategy and collaborating with the Port of Portland on the Metro Export Initiative Pilot project. We will also continue to seek additional funding and partnership opportunities which will allow us to further implement the regional freight plan and stimulate jobs and economic activity.

Tangible Products Expected in FY 2012-13:

- Coordinate regional freight activities through TAC with a focus on obtaining funding for and otherwise implementing key elements of regional freight plan (ON-GOING)
- Develop detailed scope, budget, obtain funding and execute intergovernmental agreements for Regional Freight/Passenger Rail Investment Strategy (SPRING/SUMMER 2012)
- Develop detailed scope, budget, obtain funding and execute intergovernmental agreements for efforts to enhance the Port export initiative. (SUMMER/FALL 2012)
- Participate and comment on ODOT efforts underway, including a statewide rail plan (scheduled to follow the completed Oregon Rail Study) (SPRING - FALL 2012)
- Develop and issue RFP(s) and enter into contract with consultant(s) for Regional Freight/Passenger Rail Investment Strategy (FALL/WINTER 2012)

- Complete initial work products for regional rail freight study (SPRING 2012).
- Collaborate with Port of Portland and other business entities on expanded export and related industrial economic development activities. (ON-GOING)
- Continue to participate in monthly Portland Freight Committee and other local projects (ON-GOING)
- Participate in quarterly State Oregon Freight Advisory Committee and more frequent *Connect*Oregon IV committees (ON-GOING).
- Participate in quarterly West Coast Corridor Coalition meetings (ON-GOING).

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$86,092	0.607
2011-12	$146,142	0.795

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

BI-STATE COORDINATION

Description:

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

Objectives:

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

- Code of Federal Regulations, Title 23, Chapter 1, Subchapter I, Section 134, Metropolitan Planning at *subsection (d) (1) Coordination in Multi-state Areas says: "The Secretary shall encourage each Governor with responsibility for a portion of a multi-state metropolitan area and the appropriate metropolitan planning organizations to provide coordinated transportation planning for the entire* metropolitan area."
- Metro Resolution No. 99-2778, For the Purpose of Establishing a Bi-State Committee of the JPACT and the Southwest Washington Regional Transportation Council (RTC) (Southwest Washington RTC Resolution No. 05-99-11 is identical in its resolves).
- Metro Resolution No. 03-3388, For the Purpose of Endorsing a Bi-State Coordination Committee to Discuss and Make Recommendations about Land Use, Economic Development, Transportation and Environmental Justice Issues of Bi-State Significance.
- Resolutions by the City of Portland, Port of Portland, TriMet and Multnomah County in support of the formation of a Bi-State Coordination Committee (resolutions in support were also passed by sister agencies/entities in southwest Washington).
- Through Metro Council, coordinate with partners in southwest Washington about land use and transportation issues of bi-state significance.

These policies are more specifically articulated as objectives of the Bi-State Coordination Committee as a forum for discussion of:

- Coordination of Federal funding preferences for the bi-state area;
- Large land use plan amendments as they are proposed;
- Coordinate the two state mandated climate change analyses and actions;
- Coordination, as needed, with I-5 Columbia River Crossing and other bi-state issues;
- Freight rail issues;
- Economic development and environmental justice coordination where there is a bi-state interest;
- Transportation Demand Management (TDM) measures on transportation facilities of mutual interest; and
- Other issues of bi-state significance as they may emerge.

Previous Work:

- Discussed ODOT's I-5/Delta Park Project (HOV/Managed Lane or General Purpose lane), where the results of the analysis were presented and discussed;

- Reviewed Columbia River Crossing (CRC) Project and an analysis of the increased transportation capacity and land use implications. The analysis forecast that the transportation changes would not induce land use changes in SW Washington;
- Participated in the review and approval the CRC Final Environmental Impact Statement and adoption of a Land Use Final Order.
- A comparison of the greenhouse gas mandates for Oregon and Washington was presented and ideas discussed about how to share data, analysis methods, results and possible actions was had.

Methodology:

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

Tangible Products Expected in FY 2012-13:

- Reframing the role and function of the Bi-State Committee as a subcommittee of JPACT and RTC (January – May 2012)
- Coordination of I-205 investments (February – November 2012)
- Continuing coordination of new Metro job, housing forecasts and land use implications (Winter 2012)
- Coordination of bi-state economic development as it relates to transportation projects of bi-state significance (May 2012)
- Discussion and review of Oregon and Washington climate change initiatives and how to coordinate in the bi-state area. (April 2012)
- Review of plans for trail additions for each MPO and provide recommendations. (February 2012)
- Coordination of freight planning efforts – state and each MPO. (July 2012)
- Discussion of heavy rail and coordination (freight and passenger). (November 2012)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$31,391	0.2
2011-12	$33,209	0.225

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

MODEL DEVELOPMENT PROGRAM*

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

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

There are numerous stakeholders in this program.

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

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

Objectives:

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

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

Previous Work:

Survey and Research

- Travel Behavior Survey: Approximately 4700 households were interviewed in the Portland region last year (1650 additional in Clark County). The data is used to provide a snapshot of travel characteristics and to update the travel demand models.

New Models

- Personal Transport Model (tour based): Research has been conducted with regard to the continued development of a new tour based travel demand model. Several key parties have worked with Metro on this effort, including Portland State University and Research Systems Group (private contractor).
- Personal Transport Model (trip based): Enhancements have been made to the regional standard trip based model, including: park and ride lot choice model, bike routing algorithm, transit rider preferences for vehicle types and stop types, and the PDX passenger model.
- Dynamic Traffic Assignment: Dynamic Traffic Assignment (DTA) capabilities are being introduced into the region. At this stage, two DTA tools are in place – DYNAMEQ for corridor studies and DYNUS-T for regional application. Staff training, network updates, and proto-type applications have been completed to ensure the appropriate application of the tool.

Model Maintenance

- Modeling Network Attributes: Metro reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).
- Travel Demand Model Input Data: The model input data was modified as warranted. Such things as intersection densities, household and employment accessibility, and parking cost assumptions were adjusted.

- Travel Demand Model Computer Code: Software programs were written, as needed, to permit specialized analysis functions.

Statewide and National Professional Involvement

- Oregon Modeling Steering Committee (OMSC): Staff participated on the OMSC and many affiliated subcommittees.
- TRB Committees: Served on TRB committees that help shape national planning guidelines. Examples include service on the Transportation Planning Applications Committee and service as co-chair of the Travel Forecasting Resource Committee.

Methodology:

Survey and Research

The 2011 travel survey is complete. The travel characteristics revealed in that survey will be summarized and documented in a report.

New Models

Sensitivity testing will be conducted on the dynamic tour based model (*DASH*) to ensure that it is ready for project application. Full documentation will be prepared. The model will be reviewed by a panel of experts to ensure that it meets academic rigor.

The current trip based model (*Joan*) will be validated to ensure that it reflects the travel characteristics of the 2011 travel behavior survey.

Dynamic traffic assignment refinements will be made, as necessary.

Model Maintenance

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

Statewide and National Professional Involvement

Staff will continue to stay engaged with the local and national modeling community to influence the research agenda. Key affiliations that will be maintained include the Transportation Research Board, Transportation Model Improvement Program, and the Oregon Modeling Steering Committee.

Tangible Products Expected in FY 2012-13:

Survey and Research

Metro will produce a document that summarizes the findings of the 2011 travel behavior survey (Second Quarter)

New Models

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

Documentation summarizing the validation of the trip based model to survey data will be completed. (Second Quarter)

Documentation regarding the Dynamic Traffic Assignment models will be updated, as necessary. (Ongoing)

Model Maintenance

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

Statewide and National Professional Involvement

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

Entity/ies Responsible for Activity:

Survey and Research

Travel behavior survey - Metro

New Models

Tour based model – Metro

Trip based model – Metro

Dynamic traffic assignment - Metro

Model Maintenance

Network and zonal input files - Metro

Statewide and National Professional Involvement

TRB and statewide communities – Metro in collaboration with other professionals

Schedule for Completing Activities:

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

Funding History:

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

Fiscal Year	Total Budget	FTE Comparison
2010-11	$1,463,898	5.728
2011-12	$843,236	2.9

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

SYSTEM MONITORING

Description:

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

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

Objectives:

- Create Layers of Cutline Count Data by Year - Move traffic count and related data into a geographic information system for greater availability and use. In addition, collect non-cutline counts that are available.
- Obtain & Process Data - Request traffic counts to be collected, at specific cutline count locations (385 points), from several jurisdictions in the Metro Area (Clackamas, Multnomah, and Washington Counties; Cities of: Portland, Beaverton, Gresham; and ODOT). Even numbered years are data collection years for the Cutline Count Program (2010, 2012, etc). This involves sending out requests, following-up on count gathering, receiving, checking, and formatting the data for use in the database and GIS map work.
- Compare & Estimate Data - Cutline traffic count data over time is compared in order to insure the reliability and validity of the data. This process is performed by using an Excel spreadsheet which contains current and historic count information and is valuable in the task of estimating count data points not available.
- Every few years, a 'Model Year' is designated (2010 was a 'Model Year'), and relevant count data needs to be available (or estimated) in order to aid in the calibration of the model with 'real-world' information for 2010. 'Model Year' Data is an important element toward model calibration, and in the system monitoring work. Additionally, 2010 count data is used in a new Dynamic Traffic Assignment model process whereby all available counts are collected from all jurisdictions. 2012 Cutline Traffic Counts points will be employed to further monitor data trends over time for estimation and calibration of the model.

Previous Work:

- Coordinated collection of vehicle count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and entered the data in a computerized database
- Compiled Highway Performance Monitoring System (HPMS) vehicle counts from Oregon Department of Transportation (ODOT)
- Established a web site that summarizes Daily VMT and Daily VMT per capita
- Compiled TriMet fare information and patronage data when available.
- Collected parking cost information for key areas within the Portland Central Business District (CBD) and the Lloyd Area
- Researched gasoline prices per gallon for the Portland Area, West Coast, and U.S.; and prices per barrel of oil
- Reviewed and commented on key documents that pertain to comparisons of national system performance (e.g., Texas Transportation Institute – Urban Mobility Report, FHWA – Federal Highway Statistics, FHWA – HPMS Summary Report)
- Provided information to those seeking system performance data (e.g., traffic counts, daily VMT, daily VMT per capita)
- Assembled transportation system performance data for inclusion into the next Metro Performance Measure document

Methodology:

Model applications require the use of quality data. Federal officials scrutinize the data used in the model during project analysis. One such item is travel costs (i.e., operating cost per mile, parking costs, transit fares). In addition, model applications must be carefully validated to observed data measurements (for example traffic counts, daily vehicle miles traveled-DVMT) and transit patronage. This ensures that the model is operating correctly. Thus, the key data elements must be continually retrieved in a comprehensive manner to ensure federal endorsement of the Metro modeling practices.

In addition, the Metro Council desires to regularly produce a document that provides indicators to benchmark the performance of the regional goals and objectives. This program collects data that addresses the transportation elements.

The System Monitoring program collects data that supplements the efforts of the CMP Congestion Management Process to monitor both recurring and non-recurring congestion. The assembling of such items as traffic counts, VMT summaries, and transit patronage data are funded by the Monitoring program but are necessary to the CMP, as well.

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

Tangible Products Expected in FY 2012-13:

- Collect vehicle count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) (ONGOING)
- Collect Highway Performance Monitoring System (HPMS) vehicle counts, and Automatic Traffic Recorder (ATR) vehicle counts from the Oregon Department of Transportation (ODOT) (ONGOING)
- Collect and compile regional system monitoring data (vehicle counts, daily VMT, transit patronage and fare costs, auto driving and operating costs, parking costs, gasoline costs per gallon, and oil per barrel) (ONGOING)
- Assemble data from reports that compare statistics from cities throughout the United States as requested (ONGOING)
- Provide response to system performance data requests (e.g., traffic counts, daily VMT, daily VMT per capita) (ONGOING)
- Support the Metro Performance Measure program. Identify measures that provide meaningful information. Prepare tables, graphs and summaries that can be integrated into a Metro-wide document (ONGOING)
- Support the Congestion Management Process through the provision of traffic count data, daily VMT information, transit patronage data, and other data elements (ONGOING)

Entity/ies Responsible for Activity:

Metro – Lead Agency

There are two stakeholder groups: 1) The first includes regional policy makers and administrators that desire to a.) Track the evolution of transportation characteristics in the metropolitan area, and b.) Compare the regional characteristics to other cities; and 2) The other benefit group includes all agencies that require use of the travel demand model. The benefit is derived from the fact that key information (travel cost and count data) has been utilized to help produce a reliable model.

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$142,678	1.0
2011-12	$157,657	1.0

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

TECHNICAL ASSISTANCE PROGRAM

Description:

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

Objectives:

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

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

Previous Work:

- Provided data and modeling services to regional jurisdictions and agencies (e.g., provided data to Hillsboro for a corridor study, reviewed the modeling strategy developed by the City of Portland for the West Hayden island Study).
- Provided data and modeling services to private consultants and other non-governmental clients (e.g., future forecast volumes, trip distribution patterns, and mode share characteristics); and
- Purchased and maintained modeling software for seven governmental agencies (ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County, and Washington County).

Methodology:

Provide Transportation Data and Modeling Services

Data and modeling services are provided to jurisdictions, regional agencies, and the private sector on demand.

Modeling Software

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

Tangible Products Expected in FY 2011-12:

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

Entity/ies Responsible for Activity:

Metro - in collaboration with clients.

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$66,001	0.4
2011-12	$160,438	0.9

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

ECONOMIC, DEMOGRAPHIC & LAND USE FORECASTING*

Description:

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

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

Objectives:

- Provide socio-economic information and research services to transportation projects as requested by transportation planners for corridor and transit projects.
- Provide socio-economic information and research services as needed to support long-range planning and community development projects including performance-based growth management, UGB management decisions, and urban / rural reserves planning.
- Deploy the MetroScope land use simulation model and the regional macro-econometric model for forecasting and impact analysis as needed for growth management scenarios and transportation scenarios.
- Provide sound employment and population growth projections and statistical analysis to Metro policy makers regarding management of Metro's UGB which include performance-based growth management and urban / rural reserves policy analysis.
- Maintain an inventory of socioeconomic and land-related economic, demographic and geographic datasets (associated with MetroScope – a real estate forecast and land use allocation model), which is the foundation for providing services to a wide array of clients, including local governments, business, and the public. Data is collected for regional economic forecasting purposes (including national and regional measures), transportation planning, solid waste management forecasting, performance measures, and the land use simulation model - MetroScope.
- Update and maintain the regional econometric population and employment forecast model and the land-use simulation model – MetroScope.
- Provide forecasts of population and employment. This model is an econometric representation of the regional economy and is used for mid-range (5-10 years) and long-range (10-50 years) forecasts.
- Using the regional econometric model and monte-carlo simulation software, derive alternative growth scenarios to estimate uncertainty in the regional forecast; additionally, using MetroScope, alternative land use simulation scenarios are derived to estimate alternative land-use futures.
- Forecast and Land Use Peer Review: Stakeholder reviews of the regional forecast and land use allocation projections are included in the scope of responsibilities to ensure reasonableness and validity of the forecast and growth allocations.

- On a fee-for-service basis, provide population and economic forecasting services to local and regional clients, including public and private interests.
- Maintain databases and provide statistics for monitoring the performance of Metro's policies and growth management programs. Some measures are required under State law, others under Metro Code and defined by program monitoring requirements.

Previous Work:

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

In 2008, the same consultant was selected to assist Metro staff in streamlining and automating data output protocols. Users were interviewed and a product list of key indicators and information files were prioritized to formulate the data output protocols for the MetroScope land use allocation model. This work was successfully completed by the consultant with significant contributions by Metro staff as well.

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

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

In 2011, the ELUF section, in close collaboration with local governments in and near the Metro UGB, began the process of developing an update to the TAZ forecast. The last TAZ forecast is over 6 years old and with recent UGB management decisions and a number of economic trends that have diverged significantly from prior expectations. The prior forecast needed a major overhaul. Tasks for updating the region's TAZ forecast has begun and is expected to be completed in mid-2012 and a Metro acknowledgment of the TAZ forecast update is expected in Fall 2012.

Methodology:

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

kept up to date in order to ensure credible growth projections.

The regional macro-model produces regional control totals for population and employment factors. These factors are run through MetroScope to produce growth allocations that are consistent with existing land use assumptions or given scenario assumptions. MetroScope employs an *embedded* travel demand model. Travel assumptions are made consistent with Metro's main large-scale transportation model assumptions by adopting the same VISUM network(s), same mode split characteristics and auto-occupancy results from previous travel model estimations. Because the travel demand model is embedded within MetroScope, subtle changes in land use assumptions that then impact future land use growth allocations provide a feedback loop with the transportation model which in turn provide feedback in terms of travel times that effect the efficiency of land use allocations (i.e., where population, households and employment will locate in the future).

When more detailed transportation statistics are required for analyzing project performance criteria, MetroScope – instead of utilizing its embedded transportation model – will operate in tandem with the more detailed standalone transportation model run by Metro's travel forecasting section. The main difference between the embedded transportation model and the detailed transportation model is within the mode split calculations. The embedded transportation model utilized previous pre-determined mode split shares while the detailed traditional transport model operates with its mode splits calculated.) Stakeholders, including Metro, state and local government planners, outside experts and consultants, business analysts, demographers and economic forecasters, are called upon to review and comment on the accuracy of the Metro regional forecast and growth allocations. A formal "council of economic advisors" is tasked with reviewing the accuracy of assumptions and reasonableness of the regional forecast.

Schedule for Completing Activities:

Not too long ago, Metro underwent a formal periodic update and review of its regional transportation plan and land use / urban growth boundary capacity assessment including performance-based growth management. The technical portion of the periodic review process, of which the forecast and scenario simulations were key technical elements, was completed and acknowledged by the Metro Council at the end of 2009. A process had been put in place that reviewed the regional forecast and assumptions which led to a policy acceptance of the regional forecast and urban growth report in 2009.

In 2011, the Metro Council made 3 decisions that helped kick-off the TAZ forecast:

1. Adopted urban / rural reserves – clearing the way for the TAZ forecast to draw on urban reserves to accommodate future employment and housing growth
2. Adopted a regional forecast – clearing the way for the TAZ forecast to assume a projected amount of population and employment growth for transportation and land use planning
3. Adopted UGB expansions as part of the 2010 growth management decision – clearing the way to incorporate actual selected urban reserves into the TAZ forecast revision

We accomplished several milestones in the update of the TAZ forecast, although the forecast revisions are still in progress:

- Improved coordination and collaboration with planning officials inside the Metro UGB, and with Clark county and cities adjacent to the Metro UGB
- With the help of local review, improved the buildable land inventory – which includes vacant and redevelopment land supplies for residential and non-residential uses
- Incorporated improvements to the MetroScope model – updated the base year to 2010 for jobs and population

These activities laid the groundwork for us to complete the following activities we identified last year as next steps for 2011:

- Finalize land use assumptions with Metro policy makers and stakeholders for the next TAZ regional forecast allocation; review land use and transportation input assumptions including future

zoning densities, urban reserves, UGB expansion plans, urban reinvestment development assumptions and redevelopment and vacant land assumptions.

- Produce a draft land use allocation (beta version) by TAZ for employment and housing using the MetroScope embedded model version for discussion purposes (to be replaced in mid-2012 with a final adopted TAZ forecast allocation)

Research elements planned and completed in 2011 include the following items:

- with ODOT, developed a metropolitan version of GreenStep that includes sub-county geographic refinement of GHG calculations
- develop a replacement to the non-residential refill filter (50% complete – primary data collection);
- begin updating / calibrating MetroScope demographic data inputs with newly released 2010 Census estimates and census figures (25% complete – theoretical changes needed have been decided, but significant coding / programming work is still ahead of us)

Next steps:

In 2012 (and beyond)

- Prepare a Final TAZ allocation for housing and employment using the tandem MetroScope and detailed travel demand model.
- Complete stakeholder reviews of the final TAZ forecast allocation and incorporate reasonable TAZ adjustments as deemed appropriate.
- Publish final TAZ allocations results
- Research elements planned for 2012 include
  - in conjunction with ODOT, developing a sketch land use tool to operate with GreenStep for modeling GHG emissions in the Portland region – 75% progress through December 2011; expect to have completed synthetic population module, housing assignment model and base year Envision sketch tool task items accomplished in early 2012.
  - research and development of a land use sketch tool to operate in conjunction with ODOT's metropolitan GreenStep model version
  - additional refinement of GHG calculator to be used in conjunction with the land use sketch tool and the MetroScope integrated land use and transportation model.
  - developing a more refined and detailed post-processor green GHG calculator to be used with MetroScope output in order to estimate future GHG emissions
  - research and update the neighborhood score assumptions in MetroScope
  - develop a replacement to the non-residential refill filter (50% complete; next step analyze data, evaluate discrete choice equations and finalize model parameters for redevelopment filter);
  - improve travel time consistency between MetroScope's embedded travel demand model and the more detailed TRMS travel model;

MetroScope Version 4 Model Refinements – anticipated work items for 2012:

- updating / calibrating MetroScope demographic data inputs with newly released 2010 Census estimates and census figures (this will be ongoing as Census information gets released by federal authorities) (25% complete)
- complete the necessary programming changes to convert MetroScope parameters from SIC to NAICS based employment data
- incorporate an improved mixed use supply module to account for a share of residential capacity that can accommodate commercial demand

MetroScope Version 5 Model Refinements – anticipated work items beyond 2012:

- conduct a stated preference housing choice study for Portland metro area; incorporate findings in the re-estimation of MetroScope utility choice equations for residential housing by type, tenure and location – updates choice parameters based on Census and other historical data with stated preferences which are deemed more applicable and representative of future choice behavior

- o incorporate into the household utility demand functions a full and complete household budget accounting framework (MetroScope Version 3 presently only recognizes housing and transportation costs)
- o incorporate wage rate functionality between the residential and non-residential modules of MetroScope to link wage rates offered by businesses to its employees and household location choice in context of household budgets. (MetroScope Version 3 does not include income constraints, the factors that influence household location choice relative to employment location and type will be theoretically strengthened and thereby produce more accurate household and employment location forecasts)

Tangible Products Expected in FY 2012-13:

- Completion of an official TAZ forecast for the forthcoming RTP and transportation corridor planning projects
- Official acknowledgment of the regional TAZ by Metro Council and LCDC
- Identification of tasks and funding for a future research and work program for MetroScope and preparing research products for the next UGB decision in 2015 (e.g., stated preference survey and study, redevelopment study and new model development, and improved land development monitoring system which would be used to validate anticipated policy trends).

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$528,900	3.517
2011-12	$517,340	3.415

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

GIS MAPPING & LAND INFORMATION

Description:

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

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

Objectives:

Provide:

- Up-to-date land information for traditional mapping and display
- GIS spatial analysis and decision support for Metro programs and regional partners
- GIS-derived land information and transportation data to support Metro's modeling needs

Previous Work:

- Made 2011 aerial photos available for peer review via web service
- Completed the 2040 Concept and Title Map updates
- Completed a trails data improvement project

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

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

Methodology:

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

Tangible Products Expected in FY 2012-13:

- Fulfill the needs of Metro Planning and Development, including map updates as needed (ONGOING)
- Fulfill the needs of Metro Sustainability Center, including a parks inventory update (ONGOING)
- Deliver RLIS Live quarterly updates (ONGOING)
- Complete 2012 aerial photo contract (March, 2013)
- Conduct distributed editing test projects with regional partners (March 2013)
- Publish regional bicycle network to RLIS Live (March, 2013)
- Publish regional sidewalk inventory to RLIS Live (March, 2013)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$1,718,267	10.210
2011-12	$1,600,932	9.74

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

MANAGEMENT & COORDINATION/GRANTS MANAGEMENT*

Description:

Grants Management and MPO Coordination provides overall ongoing department management and administration and includes Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes preparation and administration of the Unified Planning Work Program (UPWP), procurement, contract administration, grants administration, internal and external reporting, and human resource management. It also includes staffing and services to meet required needs of the various standing MPO advisory committees, including:

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metropolitan Policy Advisory Committee (MPAC)
- Transportation Policy Alternatives Committee (TPAC)
- Metro Technical Advisory Committee (MTAC)
- Bi-State Coordination Committee
- Regional Freight Committee
- Regional Travel Options (RTO) Subcommittee
- TRANSPORT Subcommittee

As an MPO, Metro is regulated by Federal planning requirements and is a direct recipient of Federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that Federal programs unique to urban areas are effectively implemented, including ongoing coordination and consultation with state and federal regulators.

JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on MPO actions. TPAC serves as the technical body that works with Metro staff to develop policy alternatives and recommended actions for JPACT and the Metro Council.

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all six Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets three times each year and operates under its own bylaws. Metro Councilor Rex Burkholder has served as chair of OMPOC in the past, and is serving as vice-chair in 2008. Metro also participates in the quarterly MPO & Transit District coordination meetings convened by ODOT, and attended by all six MPOs, several transit districts, ODOT, FHWA and other state and federal agencies, as needed.

Objectives:

- Prepare and manage the department budget, personnel, programs and products. (ONGOING)
- Complete FY 2012-13 UPWP/Self Certification. (FOURTH QUARTER)
- Prepare quarterly reports to FHWA, FTA and other funding agencies that document progress on UPWP activities. (ONGOING)
- Produce meeting minutes, agendas, and documentation for MPO committees. (ONGOING)
- Execute, administer, and monitor contracts, grants, and agreements. (ONGOING)
- Single Audit (OMB A-133) responsibility for Planning grants. (ANNUALLY/ONGOING)
- Continue to monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements. (ONGOING)
- Continue to participate in quarterly OMPOC and Oregon MPO & Transit District coordination meetings. (ONGOING)

Previous Work:

In FY 2010-11, Metro successfully carried the Grants Management and MPO Coordination programs forward, with similar objectives and deliverables, as well as completing a quadrennial certification review in October 2008. Recommendations from the certification review are incorporated into appropriate UPWP work programs for FY 2011-12.

Methodology:

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

The MPO program is also responsible for publishing an annual UPWP for the region, and providing monthly and quarterly reports to state and Federal officials documenting our progress in completing the work program. Among these responsibilities is the requirement to establish air quality findings for Metro's transportation planning efforts that demonstrate continued conformity with the Federal Clean Air Act. This air quality conformity work is a major component of Metro's MPO program.

Metro is subject to an annual Federal self-certification, and quadrennial Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) reviews, during which Metro must demonstrate compliance with Federal transportation planning requirements, including the 2005 SAFETEA-LU legislation. Metro completed a quadrennial certification review in October 2008, and Metro will complete a self-certification as part of the FY 2011-12 UPWP development process.

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

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

Tangible Products Expected in FY 2011-12:

- Adopted Budget (JUNE 2012)
- A-133 Single Audit (December 2012)
- Approved FY 2012-13 UPWP (FOURTH QUARTER)
- Narrative and Financial Reports on UPWP activities (QUARTERLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- 2012-13 Federal Self-Certification (FOURTH QUARTER)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$1,471,487	8.99
2011-12	$1,413,126	8.4

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

CORRIDOR REFINEMENT AND PROJECT DEVELOPMENT

Description:

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

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

Objectives:

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

Previous Work:

This work program has included two regional corridor refinement work prioritization processes of the corridor refinement work plan (in 2005 and in 2009). It has also including scoping, grant application and other start up activities of many studies including the 2005 Highway 217 Corridor study, the Eastside Streetcar project, I-405 loop study, I-5/99W, Sunrise Corridor, Damascus TSP/Highway 212 and Sunrise Parkway refinement plans and the Columbia Crossing Project.

In FY 2010/11, the program provided for scoping and securing funding for the SW Corridor and East Metro Corridor Plans.

Accomplishments in FY 2011/2012 are expected to include:

- Prepared and submitted grant application for Federal Transit Administration (FTA) Alternatives Analysis (AA) funding for project refinement works associated with the Lake Oswego to Portland Transit Project. (JULY/AUGUST 2011)
- Reviewed and commented on various products prepared as part of the City of Portland's West Hayden Island Planning effort.(FALL 2011)
- Participated in an expert review panel regarding West Hayden Island port and rail plans.(November 2011)
- Finalized scope of work, budget and executed an intergovernmental agreement to implement previous I-5/99 Connector work recommendations and coordinate two county projects with the Southwest Corridor High Capacity Transit project.(WINTER 2012)
- Early scope and funding discussions regarding potential bus rapid transit project on Division/Powell with TriMet, FTA, City of Portland, Gresham and other stakeholders. (SPRING 2012)

- Draft and submit grant application to FTA for AA funding for project development of a bus rapid transit project on Division/Powell.(SPRING 2012)

Methodology:

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

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

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

Tangible Products Expected in FY 2012-13:

- Work with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators. (ONGOING)
- Work with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP. (ONGOING)
- Finalize scope, schedule and budget and execute funding agreements for proposed next corridor bus rapid transit project on Division/Powell.(FALL 2012/WINTER 2013)
- Support local project development efforts on mobility corridors. (ONGOING)

Entities Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$141,080	0.89
2011-12	$155,681	0.865

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

STREETCAR TECHNICAL METHODS

Description:

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

As the region's Metropolitan Planning Organization (MPO), Metro has responsibility for the region's long-range transportation planning, including transit. Memoranda of agreement outlining Metro's planning responsibilities and relationships with Oregon Department of Transportation (ODOT) and TriMet document Metro's role as the lead agency for Federally funded transit and transportation planning projects, particularly FTA New Starts projects.

The first segment of the Portland Streetcar from NW 23rd to Portland State University was opened in August 2001. During the late 1990s, the City of Portland constructed an initial operating segment for the Portland Streetcar project. Streetcars run on a 8.0-mile continuous loop (4.0-mile in each direction) with 46 stops from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University, SW River Parkway & Moody (RiverPlace), SW Moody and Gibbs in the South Waterfront District where it connects with the Portland Aerial Tram to a terminus at SW Lowell and Bond.

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

Objectives:

- Ensure the streetcar transit mode is planned and integrated into both local plans and regional plans (the High Capacity Transit System Plan and the RTP);
- Improve methods of forecasting the likely outcome of proposed streetcar service;
- Enhance methods of estimating the economic impact of streetcar and other transit modes on adjacent land uses, forecasting the likely economic development impacts;
- Ensure adequate consideration of the impact of streetcar on other transportation modes within the region;
- Ensure access to streetcar includes bikes, pedestrian and auto access appropriate to areas of operation;
- Ensure location of streetcar and other transit stations enhance the potential to capture economic value of transportation investment.

Previous Work:

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

- Metro and TriMet staff worked with the FTA concerning the appropriate methodology for determining the transportation system user benefit for the Portland Streetcar Loop project.
- In 2008-2010, Metro staff coordinated with City of Portland Office of Transportation staff in the development of the Portland Streetcar System Plan.
- In FY 2009/2010, improved technical methods for travel forecasting that fully explain the ridership patterns of the Streetcar mode to assist FTA with evaluation of Small Starts projects and assist City of Portland with evaluation of future transit corridors for the Streetcar System Plan.
- Also, in FY 2009/2010, developed technical methods for evaluating the impact of Streetcar on development patterns and measuring the economic development potential of the Streetcar mode to assist FTA in the evaluation of Small Starts projects and to assist the City of Portland with the evaluation of economic development in future transit corridors for the Streetcar System Plan. This was accomplished through:
  - Travel Time Perceptions of Transit Riders
  - Central City Hotel Guest Survey and Model Development
  - Park and Ride Lot Choice Model
- In FY 2010-2011:
  - Developed scope of work to estimate the economic development impact of streetcar and coordinated with the City of Portland on the scope and contracting process.
  - Coordinated Lake Oswego to Portland Transit alternatives with the City of Portland park master planning process to ensure future trail access.
  - Coordinated the Lake Oswego to Portland Transit project alternatives with the Sellwood Bridge project to ensure adequate consideration of streetcar and trail access and design issues.
  - Participated in the OR 43 study of bike lanes.

In FY 2011/12, it is anticipated that the project will:

- Prepare Lake Oswego to Portland Alternatives Analysis grant application in order to refine the stations and design of the project in order to minimize impacts and improve integration into the community.
- Complete participation in the Portland Parks Master Plan process with respect to streetcar and regional trail connections.
- Coordinate final design of Sellwood Bridge with streetcar and trail considerations.
- Complete coordination with OR 43 bike lanes study.
- Finalize scope of work for economic development impact evaluation, execute contract and commence work.

Methodology:

The next phase of streetcar technical methods work will focus on development of best practices for evaluating economic development opportunities provided by various streetcar lines, bus rapid transit and light rail and providing access to Streetcar stops within and outside of Central City. The extension of the Streetcar line outside of the Central City will need to coordinate with the transit, road and trail systems. Additionally, develop best practices for location of streetcar and other transit stations in order to maximize their potential to influence land use.

Tangible Products Expected in FY 2012-13:

- Establish regional advisory committee to coordinate the implementation of trail recommendations in the Lake Oswego to Portland corridor. (Summer 2012)
- With regional advisory committee, develop implementation plan and pursue funding for trail priorities in the Lake Oswego to Portland corridor. (Fall-Winter 2012/13)
- Complete study to better assess the economic development impacts of streetcar and other transit modes on development. (Fall-Winter 2012/13)
- As part of impact study, develop tool to estimate the impacts on future projects (winter 2013)

- As part of impact study, recommend connectivity and other access improvements to enhance the economic impact of streetcar and other transit projects. (Winter 2013)
- Share best findings with the Federal Transit Administration and other regions and develop white paper outlining best practices.(Spring 2103)

Entity/ies Responsible for Activity:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$166,143	0.95
2011-12	$252,110	1.265

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

SOUTHWEST CORRIDOR PLAN

Description:

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

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

Objectives:

- Develop a Southwest Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development.
- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- In accordance with Metro's regional mobility corridor strategy, complete system planning for corridors where a generalized mobility need has been determined, but additional work is needed to identify and prioritize specific improvements, including mode, function and location of potential improvements necessary to meet needs.
- Develop multiple, multi-modal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes
- Incorporate refined transportation planning into RTP
- Conduct Transit Alternatives Analysis to determine the best mode and alignment of a major transit improvement.

Previous Work:

Corridor Refinement (Transportation). The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including the Powell/Foster and Highway 217 corridors. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.

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

The 2035 RTP identifies five corridors where more analysis is needed through a future corridor refinement plan. In fall 2009, Metro worked with technical committees and local jurisdictions to prioritize the five remaining corridors, and develop a phased approach to accomplish all remaining refinement plans by 2020. The Southwest Corridor Transportation Plan (Corridor Refinement Plan) is identified in the 2035 Regional Transportation Plan – RTP **(**Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur

Blvd, from Portland Central City to approximately the "Tigard Triangle"). The plan will complete one of the two corridor refinement plans that were prioritized to begin in FY09/10 by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council.

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

Southwest Corridor Transportation Plan and High Capacity Transit Alternatives Analysis. The adoption of the Southwest Mobility Corridor and Southwest HCT Corridor by JPACT and Metro Council as top priorities for advancement effectively established the Southwest Corridor Plan as a single, integrated planning effort.The Southwest Corridor Plan tasks through the end of FY 2010-2011 are (June 30, 2011):

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

FY 2011-12:

- Defined the problems, opportunities and constraints
- Establish decision-making structure, including Steering Committee
- Completed evaluation of existing conditions and develop evaluation criteria
- Conceptual Definition of wide range of alternatives for Transit AA
- Defined draft integrated transportation and land use investment strategies to achieve local and regional goals
- Approved (Steering Committee) criteria to help decision-makers prioritize projects from the 2035 RTP
- Approved (Steering Committee) criteria to define mode, alignment and location of major transportation improvements

Methodology:

In FY 11-12, project partners worked collaboratively to improve the land use and transportation conditions and mobility in the Southwest Corridor to support vibrant communities with transportation that help to sustain economic prosperity, clean ecosystems, and community assets; minimize contributions to global warming; and enhance quality of life. This work program commenced with local jurisdictions identifying land uses and economic development strategies. The transportation analyses identified measures to support the land use strategies and improve mobility in the corridor. Transportation analysis by Metro and ODOT includes the I-5/Barbur Corridor Refinement Plan (including Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the "Tigard Triangle"). In addition, the Transit Alternatives Analysis is under development by Metro for the Southwest HCT Corridor, between Portland Central City and Sherwood.

Tangible Products Expected in FY 2012-13

Adopt community investment strategy:

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

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

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

Metro – Lead Agency – Overall Southwest Corridor Plan – Lead agency for Transit AA
Oregon Department of Transportation – Co-lead for Transportation Plan
TriMet – cooperate/collaborate
Corridor Jurisdictions – cooperate/collaborate

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$490,000	3.00
2011-12	$2,476,000	7.615

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

EAST METRO CONNECTIONS PLAN

Description:

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

The public review draft 2035 Regional Transportation Plan (Draft RTP) identifies five corridors where more analysis is needed through a future corridor refinement plan. Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and project projects for each corridor. In order to focus and leverage limited resources, the final product will include agreements on transportation and other infrastructure investments and actions needed to activate key land uses.

Objectives:

- To develop an East Metro community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development.
- In accordance with Metro's regional mobility corridor strategy, to complete system planning for corridors where a generalized mobility need has been determined, but additional work is needed to identify and prioritize specific improvements, including mode, function and location of potential improvements necessary to meet needs.
- To develop multiple, multi-modal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.

Previous Work:

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including the Powell/Foster and Highway 217 corridors. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.

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

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

The project commenced in FY 2009/2010 with development of scope, schedule and budget. In FYI 2010/11, obtained funding approvals, signed intergovernmental agreements, issued Requests for proposals, established advisory committees, established goals and objectives, commenced existing and future conditions analysis and performed initial screening of RTP projects.

In FY 2011/2012, Metro accomplished the following work as part of the EMCP:

- Existing conditions analysis presented to Steering Committee (JULY 2011).
- Problem statement adopted by Steering Committee (AUGUST 2011).
- Executed consultant contracts (AUGUST 2011).
- With TAC developed evaluation framework and screened initial projects. (SUMMER/FALL 2011).
- Finalized future year growth assumptions and prepared baseline travel forecasts (October 2011).
- Steering Committee reviewed future conditions and evaluation framework and approved list of candidate projects for detailed evaluation (DECEMBER 2011).

  Anticipated:
- Complete evaluation of projects (MARCH 2012)
- Draft final report (APRIL 2012)
- Steering Committee recommends project priorities and implementation plan. (MAY 2012).
- Endorsement of plan recommendations and actions by City Councils and County Commissions.

Methodology:

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

This work program will commence the East Metro Connections Plan. The corridor planning priorities were identified as part of the RTP process during fall 2009. The RTP, including the mobility corridor work, revisited the needs and revised the methodology for completing the studies. Work commenced on the highest priority corridors, including Mobility Corridor #15, as identified in the RTP, in spring 2010. Within the new RTP framework—the mobility corridor strategy—the EMCP strategies and scenarios to be tested will focus on support and activation of locally and regionally adopted land use plans. An implementation strategy will identify reciprocal agreements between Metro and local jurisdictions with respect to land use commitments and transportation investments in the community.

Tangible Products Expected in FY 2012-13:

The two year work program started in summer of 2010 and will be largely complete by June 30, 2012. It is possible that final plan recommendations and/or approvals will take longer than scheduled in which case, some, or all, of the local and regional plan endorsements will move to FY 2012/13. In addition, initial implementation activities will commence.

- Final endorsements of recommendations by plan area City Council and County Commissions.
- Adoption of recommendations by JPACT and Metro Council.
- Assist East Metro Economic Alliance and partner jurisdictions to establish work program in order to implement of plan recommendations.
- Commence local and regional plan amendments.
- With partner jurisdictions, seek funding for key priorities.

Entity/ies Responsible for Activity:
Metro – Lead agency

Oregon Department of Transportation – cooperate/collaborate
TriMet – cooperate/collaborate
Corridor Jurisdictions including the Cities of Gresham, Fairview, Wood Village, Troutdale, Damascus and Happy Valley, the Port of Portland and Multnomah and Clackamas Counties – cooperate/collaborate

Schedule for Completing Activities:

This two year work program commenced in Summer 2010 is expected to be substantially completed by June 30, 2012. Final adoption and early implementation activities may take place in FY 2102/2013. Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description for specific product due dates.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$691,902	
2011-12	$561,216	3.18

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

MULTIMODAL ARTERIAL PERFORMANCE MANAGEMENT REGIONAL CONCEPT OF OPERATIONS

Description:

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

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

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

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

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

Objectives

Transportation Operations Objectives

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

Planning Objectives

- Advance the state of practice by creating guidelines for application of a multimodal arterial performance management system.
- Create consensus on arterial performance measures.

- Form consensus on where/when/how arterial performance should be applied and integrated with existing infrastructure and/or future investments.
- Enhance region's capacity to consider multimodal system operations to focus investments towards the desired outcomes. This could also provide information that allows comparison of TSMO projects with conventional capital projects.
- Consider the use of a multimodal performance system as a precursor to measuring GHGs involved in transportation operations.

Previous Work:

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

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

Methodology:

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

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

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

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

Tangible Products Expected in FY 2012-13:

- Conduct proof of concept demonstration project (FIRST QUARTER)
- Provide before and after evaluation of demonstration project (FIRST QUARTER)
- Institutional framework for multimodal arterial performance management system (FIRST QUARTER)
- Final guidance report for deployment (SECOND QUARTER)

Entities Responsible for TSMO Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$150,000	
2011-12	$150,000	

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		**TOTAL**	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

REGIONAL ACTIVE TRANSPORTATION PLAN

Description:

The Active Transportation Plan (ATP) is funded by the Oregon Department of Transportation (ODOT) through a Transportation Management (TGM) grant and by Metro. The project will produce the region's first stand-alone ATP. The project will identify the region's Principal Regional Active Transportation Network. The Network will enable regional active transportation travel, while benefiting local active transportation trips. The principal regional active transportation network will be comprised of Regional Pedestrian and Bicycle Parkways and Pedestrian Districts. It will be the highest level classification for bicycling and walking facilities in the RTP, and will include both on and off-street bicycling and walking facilities. The Principal Regional Active Transportation Network will encourage walking, bicycling and taking transit by providing safe, green and efficient ways to get around the region without a car.

The ATP will be submitted to Metro's Joint Policy Advisory Committee on Transportation (JPACT) for approval and to the Metro Council for adoption as an element of the 2035 Regional Transportation Plan (RTP). The ATP will result in amendments to the current RTP, the Regional Transportation Functional Plan (RTFP), and potentially the Urban Growth Management Functional Plan (UGMFP). The ATP will also develop an implementation strategy for the active transportation elements of the region's preferred Climate Change Scenario.

The Active Transportation Plan for the Region (ATP) project area covers the Portland metropolitan region, including the urban portions of Multnomah, Washington and Clackamas Counties and twenty-five cities. Bicycle and pedestrian connections to neighboring cities outside Metro's jurisdictional boundary and to the City of Vancouver are included in the project area.

Objectives:

The project's primary objectives are to:

1. Identify the Principal Regional Active Transportation Network, integrating walking, bicycling and public transportation and creating a seamless, green network of on and off-street Regional Bicycle and Pedestrian Parkways connecting the region.

2. Develop Guiding Principles and Criteria for evaluating network alternatives and for prioritizing funding and projects in the RTP and local TSPs that include equity, health, safety, economic development and access and are consistent with the region's six desired outcomes.

3. Develop Active Transportation Policies, Performance Targets, and Concepts that will update existing regional pedestrian, bicycle, trail and transit policies, performance targets and design concepts, and synthesize policies and priorities from other pedestrian, bicycle and transit plans.

4. Prioritize projects and develop a phased Implementation Plan and Funding Strategy that clearly articulates state, regional and local roles and responsibilities.

Previous Work:

The importance of active transportation to a complete transportation system has been recognized in federal, state, regional and local policies. Numerous policies, plans, codes and regulations support increased focus on active transportation to provide healthy, low-cost, and equitable transportation choices.

Bicycle and Pedestrian Legislation in Title 23 – Highways, of the Code of Laws of the United States (the codification of the general and permanent federal laws of the United States), describes the federal funding and planning policies for walking and biking. For planning, Title 23 states "bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively" and "Transportation plans and projects shall provide due consideration for safety and

contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings".

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the rulemaking includes additional provisions and programs not codified in Title 23 that support walking and biking.

The US Department of Transportation policy statement on "Bicycle and Pedestrian Accommodations Regulations and Recommendations" (March 2010) provides policy guidance for biking and walking and a set of recommendations. The policy statement recommends that "because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes" and "transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes".

The state of Oregon's Statewide Planning Goal 12 Transportation, and the implementing administrative rule, Oregon Administrative Rule (OAR) 660, Division 12, known as the Transportation Planning Rule (TPR), provide transportation policy guidance under Oregon's state land use planning program. The TPR specifically requires that transportation system plans (TSPs) for urban areas include a bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area (OAR 660-012-020(2)(d)). The TPR also requires the adoption of street design and connectivity standards and land use regulations that provide for safe, convenient, and reasonably direct pedestrian and bicycle circulation, access to transit, and reduced reliance on the automobile (OAR 660-0012-0045(3-6). The TPR is the road map for the preparation of TSPs by all jurisdictions responsible for transportation planning.

The Oregon Transportation Plan (OTP) is the long-range policy plan for the state's transportation system. The OTP Policy 1.1 calls for the development of an integrated multimodal transportation system and that bicycle and pedestrian networks should be developed and promoted in all urban areas to provide safe, direct and convenient access to all major employment, shopping, educational and recreational destinations in a manner that would double person trips by bicycle and walking. The Oregon Highway Plan, adopted in 1999 and amended, and the Oregon Bicycle and Pedestrian Plan, adopted in 1995 and currently under revision, are modal elements of the OTP, addressing the state highway system and bicycle and pedestrian systems respectively. The Oregon Bicycle and Pedestrian Plan's states that ODOT will provide appropriate pedestrian and bicycle facilities to meet the following policy goal: To provide safe, accessible and convenient bicycling and walking facilities and to support and encourage increased levels of bicycling and walking.

At the regional level, the 2040 Growth Concept represents the vision for the metropolitan area for the year 2040. The 2040 Growth Concept, initiated in 1990 and adopted in 1995, is intended to be a 50-year plan for managing growth and development in the region. The RTP refines the transportation element of this vision. The RTP identifies transportation Goals and Objectives, performance targets, system concepts, and investment priorities (projects) that will help the region achieve the vision put forward by the 2040 Growth Concept. RTP Goal 3 calls for expanding transportation choices. Objective 7.1 calls for providing safe, comfortable, and convenient transportation options that support active living and physical activity to meet daily needs and access services. The ATP supports development of the region's land use and transportation strategy, the 2040 Growth Concept, to meet state climate goals. The RTP includes regional bicycle, pedestrian, transit and trail systems. The ATP will integrate these regional systems and identify the highest level classification of the Regional Active Transportation Network. The ATP was identified as an implementation task of the 2035 RTP.

Metro has adopted six regional desired outcomes and a performance-based decision-making approach intended to improve and align local, regional, state and federal policy and investment decision-making. To support the evaluation of progress in achieving the six desired outcomes, in December 2010 the Council adopted Framework Plan policies to evaluate the effectiveness of proposed policies, strategies and actions, guide decision-making and inform the people of the region about progress toward achieving the

outcomes. The ATP will utilize the Framework Plan policies to evaluate active transportation policies and will link guiding principles and criteria to the six desired outcomes for the region: Vibrant Communities, Economic Prosperity, Safe and Reliable Transportation, Leadership on Climate Change, Clean Air and Water, and Equity.

Methodology:

The ATP project will be guided by A Stakeholder Advisory Committee and an Executive Council for Active Transportation. Metro's technical and policy advisory committees will be updated and consulted and a stakeholder engagement strategy will be developed to ensure that affected stakeholders are involved in the process.

The first phase of the ATP project will develop a report on existing conditions phase that will lay the groundwork for framing choices, understanding current investments, and understanding the impacts of active transportation to the achieving the region's six desired outcomes and the 2040 vision. The second phase of the project will develop various concepts for developing the region's Principal Active Transportation Network. Once a conceptual approach has been decided upon, several alternative approaches to implementing the concept will be developed. The alternatives will be modeled, rough cost estimates will be developed and benefits and tradeoffs weighed, and the preferred alternative will be selected. Policy, concept and map updates will be recommended for the RTP and the RTFP. The third and final phase of the project will focus on developing a tiered list of priority projects for development, a phased implementation plan and a proposed funding strategy for implementing the project.

Tangible Products Expected in FY 2012-2013:

- Formation of advisory and stakeholder committees
- Development and implementation of a Stakeholder Implementation Strategy
- Completed Existing Conditions Chapter, including a thorough set of baseline information, analysis and data:
- Update of regional bicycle and pedestrian datasets
- At least three public forums
- Recommended guiding principles, criteria and design guidelines for identifying and implementing identified priorities
- Multi-modal level of service case studies
- Recommended concept for the Regional Principal Active Transportation Network
- Recommended policy updates to the RTP, RTFP and the UGMFP
- Updated maps
- Recommended data protocols for bicycle and pedestrian data and a bicycle and pedestrian counting plan
- Recommended prioritized projects, a phased implementation plan and funding strategy

Entities Responsible for Activity:

Metro – Grantee, Project Management, Reporting
Oregon Department of Transportation – Grantor

Other stakeholder groups:
TriMet and SMART
Cities in metropolitan area
Park and trail providers in the metropolitan area
The Intertwine Alliance
Groups and organizations focused on transportation equity

Metro's technical and policy advisory committees
County coordinating committees
Bicycle, pedestrian and trail advocacy groups
Health providers
Neighborhood Associations

The project will coordinate with other regional planning projects, including:
Climate Smart Communities Scenarios
Southwest Corridor Plan
East Metro Connections Plan
Intertwine Regional Trails Signage Plan
The Community Investment Strategy

Schedule for Completing Activities:

The ATP project will be completed by June 30, 2013.

Project Schedule

Task Number	Task	Schedule
1	Project Management, Stakeholder Involvement and Meeting Coordination	January 2011 through June 2013
2	Document Format and Outline	January 2011 through January 2012
3	Existing Conditions, Data Collection and Analysis	January 2011 through May 2012
4	Guiding Principles, Criteria and Evaluation Framework	March 2012 through May 2012
5	Network Concepts	May 2012 through September 2012
6	Alternative Networks, Modeling and Evaluation	August 2012 through December 2012
7	Select Principal Regional Active Transportation Network and Focus Areas	December 2012 through March 2013
8	RTP Regional Bicycle and Pedestrian Network Visions and Maps Amendments, Policy Framework and Design Guidelines	August 2012 through April 2013
9	Data Protocols	March 2012 through April 2013
10	Prioritize Projects, Phased Implementation Plan and Funding Strategy	August 2012 through May 2013
11	Finalize ATP and Amendments	February 2013 through May 2013
12	ATP and Amendments Prepared for Adoption	April 2013 through June 2013

FY 2011 – 2013 Funding Sources

2011-13	***Funding Source***	
	Oregon Department of Transportation, Transportation Growth Management grant	$280,000.00
	Metro matching funds	$56,000.00
	TOTAL	**$336,000.00**

POWELL/DIVISION CORRIDOR BUS RAPID TRANSIT IMPLEMENTATION PLAN

Description:

The Powell/Division Corridor BRT Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a bus rapid transit project for a Small or New Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The BRT would connect several low income areas, with major education and workforce training sites including Portland State University, Portland Community College and Mount Hood Community College as well as job Portland and Gresham job centers.

The BRT implementation plan will include:

- Local land use planning will help define the transit route, stop locations and connections and identify land use actions and investments to support livable communities. Outcomes of these efforts will be implemented by local jurisdictions;
- Transit Alternatives Analysis (AA). The AA will further define the route, service, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity bus service in this corridor. The outcome will be an application for Small or New Starts funding.

Objectives:

- Develop transit solution that efficiently serves high demand corridor in the near term while recognizing the limited local capital and operational funding for near term implementation.
- Develop a Powell/Division Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on a bus rapid transit line.
- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- Develop multi-modal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes
- Conduct Transit Alternatives Analysis to determine the best alignment, associated service changes and capital improvements of a high capacity bus route.
- Incorporate refined transportation planning into RTP.

Previous Work:

Multi-modal Corridor Refinement

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including the Powell/Foster and Highway 217 corridors. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.

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

As part of the regional Transportation Plan update, in 2009, Metro worked with technical committees and local jurisdictions to identify and prioritize remaining corridor needs. Five corridors were found to need refinements and a phased approach was established to accomplish all remaining refinement plans by 2020. Mobility Corridor #15 (East Multnomah County connecting I-84 and US 26) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the "Tigard Triangle") were designated as the next priorities based on technical factors, as well as local urgency and readiness. The East Metro Connections and Southwest Corridor Plans commenced shortly thereafter and will be completed in June and December 2012 respectively.

The East Metro Connections Plan is studying a bus rapid transit (BRT) route from central Portland to Mount Hood Community College.

High Capacity Transit Corridors

In July 2009, the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT plan identifies and prioritizes corridors for implementation based on a set of evaluation criteria consistent with the goals of the RTP and the region's 2040 growth concept. The HCT plan was adopted by the region as part of the Regional Transportation Plan in June 2010. In July 2011, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopted the High Capacity Transit System Plan Expansion Policy guidelines to further describe the process for moving projects forward.

Both the HCT plan and the system expansion policy identify the Portland Central City to Gresham (in general, Powell Boulevard Corridor) as a Near-Term regional priority corridor. The rigorous HCT process included the application of 25 evaluation criteria approved by the Metro Council and Joint Policy Advisory Committee on Transportation. System Expansion policy targets were applied to both the SW and Powell corridors. While on many measures such as transit supportive land use and community support, regional network connectivity and integrated transportation system development the corridors scored equally. In terms of Housing needs supportiveness, Powell actually measured higher. In the areas of Financial capacity and partnership political leadership and ridership (particularly in projected increase) the SW corridor scored higher.

The SW corridor is currently in an AA process. Given the strong land use, community support, current ridership, and housing needs, the Powell corridor should move forward at this time. However, limits in regional and corridor financial capacity, partner leadership and future growth potential, the corridor is better suited to BRT in the short term.

East Metro Connections Plan

The study will develop detailed recommendations this spring. A BRT in the Powell/Division corridor has strong regional and jurisdictional support. The recommendations will include detailed findings from the analysis and near term implementation plans. From there a detailed scope, schedule and budget will be developed.

Methodology:

This project will build off of previous work including the Powell/Foster study (Metro, 2004), the Outer Powell Boulevard Conceptual Design Plan (City of Portland, 2011) and the East Metro Connections Plans work. In 2011/12 the project partners will work collaboratively to develop the land use and transportation scope(s) and budget(s).

The scope will improve the land use and transportation conditions and mobility in the Powell/Division Corridor to support vibrant communities with transportation that help to sustain economic prosperity, clean ecosystems, and community assets; minimize contributions to global warming; and enhance quality of life. This work program will start with locally identified land use plans and priorities and economic development strategies. The transportation analyses will identify measures to support the land use strategies and improve mobility (particularly transit) in the corridor. Metro will be the local lead agency for a Federal Transit Administration Alternative Analysis which will consider various bus alternatives, including routing, service and capital improvements, and compare them to each other as well as a no

build scenario. The work program is expected to take approximately 18-24 months to complete depending on funding and partner preferences.

Tangible Products Expected in FY 2012-13

- Finalize detailed scope, schedule and budget (Summer/Fall 2012).
- Execute funding agreements (Fall 2012).
- Establish decision-making structure, including Steering Committee (Fall 2012)
- Issue consultant contracts (Winter 2013)
- Commence FTA AA process (Winter 2013)
- Define the problems, opportunities and constraints (Spring 2013)
- Completed evaluation of existing conditions and develop evaluation criteria (Spring 2013)
- Definition of Alternatives for Transit AA (Spring 2013)
- Evaluation and refinement of preferred BRT option and related transportation improvements and land use investments (Summer 2013)

Note: Final Steering Committee recommendations and local and regional decisions are not scheduled until FY 2013/14. Final products in 2013/14 will include an integrated transportation and land use community investment strategy (including local and regional actions), the final definition of a BRT project for a New or Small Starts application and a funding plan.

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

Metro – Lead Agency
Oregon Department of Transportation – cooperate/collaborate
TriMet – cooperate/collaborate
Corridor Jurisdictions (including Cities of Portland and Gresham and Multnomah County) – cooperate/collaborate

Schedule for Completing Activities:

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

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

TONQUIN TRAIL MASTER PLAN

Description:

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

Objectives:

The objectives for the Tonquin Trail Master Plan include:

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

Previous Work:

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

In December 2008, ODOT and Metro issued a Request for Proposals Mini-Solicitation to ODOT's on call list of consultants qualified to respond to such solicitations. A consultant was selected in January, contract negotiations were initiated and a final contract was signed in July 2009.

Project work that occurred between July 2010 and June December 2010:

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

Project work that occured between January 2011 – December 2011

- Project Steering Committee meetings (Feb., June)
- Amend IGA to add $20,000 to budget and invoice project partners
- Project Steering committee recommended preferred alignment (Feb.-Mar.)
- Elected boards provide opinion on PSC recommendation (Feb.-Mar.)
- Conduct media campaign to announce preferred alignment.

Project work that will occur between January 2012 and June 2012

- Trail Design (Mar.-Apr.)
- Develop cost estimates (Apr.)
- Identify phased implementation plan (Apr.-May)
- Final round of open houses (July)

- Develop draft and final Master Plan

Methodology:

This project is identified in the Transportation System Plan of the cities of Wilsonville, Tualatin and Sherwood and Metro's Regional Transportation Plan. This trail is one of 8 regional trails identified in the 2006 Open Spaces Bond Measure for Natural Area and Trail acquisition. The Metro Council Blue Ribbon Committee for Trails identified this trail package as one of 20 regional trails to receive expedited funding for implementation.

The consultant contract includes a detailed scope of work, schedule and budget that guides the master planning work. Metro has traditionally partnered with local jurisdictions to prepare master plans for trails that cross multiple jurisdictions. Throughout the master planning process Metro will work closely with multiple stakeholders including the jurisdictions that will ultimately manage and maintain the regional trail. The project steering committee will review all project deliverables and keep their respective jurisdictions and constituents informed about project milestones along the way.

The Tonquin Trail Master Planning work will include extensive public outreach, including public open houses, project booths at community events, tours and a project website with online questionnaires to ensure that the project receives broad support and buy-in.

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

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

Schedule for Completing Activities

The master planning work will take approximately three years, beginning in July 2009 and ending in July 2012. A schedule is part of the contract.

Tangible Products Expected in FY 2012-13

- Project Steering committee meeting (1st quarter)
- Prepare draft and final Master plan document (2st quarter)
- Present master plan to decision-making bodies for approvals (3rdt quarter)

Entity/ies Responsible for Activity

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

Funding History:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$251,414	0.66
2011-12	$219,517	0.66

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		**TOTAL**	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

PORTLAND TO LAKE OSWEGO TRAIL MASTER PLAN

Description:

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

The project has the support of the key local partners, including the city of Lake Oswego and Clackamas Co. These two local partners will also be providing the local cash match of $10,000, plus in-kind staff assistance. Portland Transportation and Portland Parks are considering a local cash match of $7,500 for additional planning work to see where the trail could fit in Powers Marine Park and the area to the north connecting to the existing trail system in Willamette Park.

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

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

Objectives:

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

Previous Work:

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

Regional Transportation Plan (RTP). From 2005-2007 an Alternatives Analysis study of transit options in the corridor included an examination of trail alignments. In 2007, the Lake Oswego to Portland Transit Steering Committee adopted a Locally Preferred Alternative that directed the project to provide further refinement on the trail concept for the corridor. In 2009, Metro convened a trail refinement process with local partners. The culmination of this work was a report that provides general strategy to develop a trail from Lake Oswego to Portland's South Waterfront District.

Methodology:

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

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

Tangible Products Expected July 1, 2012 through June 30, 2013:

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

1) a final report documenting existing conditions, the preferred alignment, a concept design for trail alignment design and location, public agency or consortium of agencies to lead the P.E., construction and ownership/maintenance of the trail.
2) Cost estimates for design and construction, as an appendix to the final report
3) The area of study is from Fielding Rd. in Lake Oswego north to Willamette Park in Portland with an emphasis on Powers Marine Park which is located just south of the Sellwood Bridge.

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities - July 1, 2012 to June 30, 2013:

As of January 2012, the Locally Preferred Alternative (LPA) process has determined that the streetcar project will not proceed in Lake Oswego. The streetcar project is "suspended" in Portland. We are not sure if the project will be revived into a Portland only project or be put on the drawing board. A trail only via rail-banking the corridor is a possibility. If "Rail-Banking" is a feasible option, the trail master plan

could still proceed. Metro planning staff and the Office of Metro Attorney will research this option during this period. The Metro Council and its local partners will have to determine if the trail plan is feasible, based on the recommendations of its staff and legal counsel. Project planning work will not commence until this determination.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$110,450	
2011-12	$110,450	

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

MT. SCOTT-SCOUTER MT. LOOP TRAIL MASTER PLAN

Description:

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

Objectives:

The proposed 17-mile trail would serve as a loop trail linking major regional trails and greenspaces, as well as a regional center and key employment center, Kaiser Hospital and Medical Center, City of Damascus and the future urbanized areas of Pleasant Valley. The City of Happy Valley is also developing in a rapid manner, and the designation of a trail alignment will allow for its planning and implementation, including the allocation of local system development charge fees. Happy Valley wants to connect to the future developments adjacent to it and to other regional parks and trails outside of its city limits.

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

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

Trail Connections:

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

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

- There is also a relationship to "Best Design Practices." The trail would be a multi-modal trail (except in environmentally sensitive areas, where it would be a pedestrian only trail) and follow "green and best practices" concepts.
- The study will be coordinated with the upcoming Metro "Trail Design Guidelines" book.

Previous Work:

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

Methodology:

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

- Inventory, assessment and analysis of potential trail alternative routes
- Planning background report summarizing planning activities
- Economic, social and land use analysis of land within one-mile of potential trail alignments
- Base maps, profiles and typical trail sections
- Recommended design standards
- Analysis of the compatibility of the trail with natural areas and wildlife habitat
- Cost estimates for trail design and P.E.
- Cost estimates for future trail maintenance and which agencies would be responsible.
- Research on permits needed to build the trail
- Environmental scan and report for the area within one mile of potential trail alignments
- Public outreach strategy
- Stakeholders interviews
- Carrying out public workshops and meetings
- Contact with adjacent property owners and neighbors
- Coordination with local agencies

Schedule for Completing Activities:

The trail master planning process began on November 17, 2011. The project should last about 18 months. Estimated completion is June 1, 2013.

Tangible Products Expected during July 1, 2012 through June 30, 2013:

The Master Planning process is estimated to be completed on June 1, 2013. A planning extension request is possible due to unknown reasons at this time. The planning process began on November 17, 2011 due to delays in getting ODOT approval of the IGA and obtaining the "Notice to Proceed" letter.

The master plan will include an existing conditions report; public involvement process and stakeholder interviews; conceptual designs; cost estimates; list of needed permits; how the proposed trail alignments follow local/state/regional/federal planning/cultural/environmental guidelines; and recommending trail alignments and the public agencies which would own, design, build and maintain them.

Entities Responsible for Activity:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$112,000	
2011-12	$112,000	

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

WESTSIDE TRAIL MASTER PLAN: TUALATIN RIVER TO WILLAMETTE RIVER

Description:

The Westside Regional Trail Master Plan will recommend final trail corridors, wildlife habitat enhancement strategies, right-of-way acquisition strategies, a trail design framework, major crossing solutions, a strategy for phasing trail construction, and other recommendations for the development of the Trail. The physical Trail will be constructed primarily within Portland General Electric and Bonneville Power Administration power line right-of-way, except potentially for limited trail segments along or abutting public street rights-of-way or public or private properties, if localized conditions within the power line corridor represent potentially significant impediments or "fatal flaws" to trail development. Each stage of this Project will incorporate public and key stakeholder input.

Previous Work:

- Metro's Regional Trails Plan and System Map and the Regional Transportation Plan (RTP) have incorporated the trail into their plans.
- Consultant team was selected and Notice to Proceed was issued in late 2011.
- Public Involvement Plan was drafted and approved by the Project Management Team.

Methodology:

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

Tangible Products Expected in FY 2012-13.

- **Public Involvement,** including four public open houses.
- **Alternatives Analysis Report** that analyzes specific segments within the Trail Corridor addressing major crossings, mid-block crossings, steep slopes, and other opportunities and limitations, to best ensure segments can be constructed to regional trail standards. The analysis may also consider local jurisdictional plans, cost, ease of implementation, potential user experience, safety, visual appearance, environmental impacts, and property owner, public and stakeholder support.

- **Design Framework** that recommends a trail design typology and wildlife habitat restoration improvements.
- **Implementation Strategy** that identifies potential barriers to implementation such as insufficient capital funds, insufficient operations and maintenance funds, lack of local jurisdiction authority or commitment to build and manage the trail, and uncertainty of right-of-way acquisition.

Entity/ies Responsible for Activity:

Metro – Project Lead
Parametrix – Project Consultant
THPRD – Cooperate/Collaborate
Washington Co. – Cooperate/Collaborate
Multnomah Co. – Cooperate/Collaborate
King City – Cooperate/Collaborate
Tigard – Cooperate/Collaborate
Portland – Cooperate/Collaborate
Bonneville Power Administration – Cooperate/Collaborate
Portland General Electric – Cooperate/Collaborate

Schedule for Completing Activities:

The final plan document should be completed by June 2013. Presentations to county commissions and Metro and city councils will follow the completion of the final plan document in the 2013-14 fiscal year.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$335,000	0.25
2011-12	$335,000	0.25

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

DAMASCUS TRANSPORTATION SYSTEM PLAN (TSP)

Description:

The City of Damascus incorporated in 2004, subsequent to the urban growth boundary expansion. Damascus has a 2011 population estimate of 10,575, and is approximately 10,000 acres in size. As a new city, Damascus must develop a comprehensive plan that meets statewide planning requirements (Statewide Planning Goals) and the Metro Regional Framework. A Transportation System Plan (TSP) is a required element of the comprehensive plan.

The City is working with the Oregon Department of Transportation, Clackamas County, Metro and the cities of Happy Valley and Gresham to complete the TSP. The TSP will be developed to be consistent with applicable state, regional, and County TSPs, and Transportation Planning Rule (TRP) while providing a transportation policy and investment framework for development of an economic, social, and environmentally healthy new city. The City has assembled a project management team and the Council has appointed a Transportation Steering Committee and Transportation Topic Specific Team (TST) to guide and provide feedback throughout the process.

The City of Damascus has developed Guiding Principles for the TSP that embodies the community's values and future vision. They establish the framework for creating a successful Damascus Transportation System Plan. They provide clear goals and expectations to steer designers in developing transportation concepts and serve as the basis for evaluating the variety of transportation ideas considered during the TSP development process.

Guiding Principles - Damascus Transportation System Plan

- Provide safe and convenient options for ALL users and modes of travel
- Balance regional mobility and community livability
- Improve local and regional connectivity
- Provide a network of travel alternatives to Highway 212
- Design environmentally sustainable solutions
- Minimize impacts to natural and cultural resources
- Locate roadways with consideration to how existing development is impacted, supported, or leveraged for future investment
- Support the viability of local and regional business
- Protect the rural character of Damascus
- Develop creative, cost-effective and fundable solutions for immediate and long-term needs
- Develop state, regional and local partnerships to implement the transportation system

Schedule for Completing Activities:

The City of Damascus started the development of the TSP in June 2009, but the project was put on hold due to significant revisions to the City's draft comprehensive plan map. The development of the TSP is scheduled to resume March 2012. City Council reaffirmed the appointments to the Transportation Steering Committee and Transportation Topic Specific Team in 2011. An 18-month work plan is in place to complete the TSP. The estimated completion date of the TSP is August 2013. The TSP will be adopted by the Damascus City Council with the completed Comprehensive Plan and submitted to DLCD in the fall of 2014.

Entity(s) Responsible for Activity:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$1,404,454	
2011-12	$1,404,454	

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

WILLAMETTE GREENWAY TRAIL: N. COLUMBIA BLVD – STEEL BRIDGE

Description:

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

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

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

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

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

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

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

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

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

Project Outcomes:

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

Key Initial Scope Work Elements

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

Previous Work

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

Methodology:

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

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

Tangible Products Expected in FY 2012-13:

- Site visit December 2011
- Initial Base Map January 2012
- Public Involvement Process begins late January 2012
- Open Houses scheduled May, September and November 2012
- Trail segments refined and draft checklists May 2012

- o Draft Trail Alignment Plan – July 2012
- o Final Draft Trail Alignment Plan – November 2012
- o Public Involvement Plan and Outreach completed Dec 2012
- o Portland City Council Presentation and Plan Acceptance Feb 2013
- o Project close out March/April 2013

Entity Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11		
2011-12	$495,709	

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

COUNCIL CREEK TRAIL: BANKS - HILLSBORO

Description:

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

Objectives:

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

Previous Work:

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

Methodology:

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

Tangible Products Expected in FY 2012-13:

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

Entity/ies Responsible for Activity:

City of Forest Grove – Lead Agency

Council Creek Regional Trail Committee (Washington County, City of Hillsboro, City of Cornelius, City of Forest Grove and City of Banks) –Cooperative/Collaborate

Metro – Cooperate/Collaborate

City of Beaverton – Cooperate/Collaborate

Washington County – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate
Oregon Parks and Recreation Department - Cooperate/Collaborate

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11		
2011-12	$243,446	

FY 2012-13 Costs and Funding Sources:

Requirements:				Resources:		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		**TOTAL**	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

SOUTH METRO AREA REGIONAL TRANSIT (SMART)

Description:

SMART provides fixed-route service within the City of Wilsonville and operates connecting service to Portland, Canby and Salem. SMART also provides transportation to medical appointments in the Portland area for Wilsonville seniors and people with disabilities. All service within the City of Wilsonville is free of charge. SMART's Transportation Demand Management (TDM) program, SMART Options, continues to promote transportation alternatives to driving alone and assists local employers in establishing transportation worksite programs to comply with Department of Environmental Quality Employee Commute Options (DEQ – ECO) rules.

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

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by grant funding from Federal Transit Administration (FTA) earmarked funds, Job Access & Reverse Commute (JARC), Section 5307, Elderly and Disabled, and Congestion Mitigation and Air Quality (CMAQ). With the exception of the SMART Options program, SMART does not receive grant funding for planning. The City of Wilsonville's SMART Options program focuses on business and community transportation centered education through outreach, promotions, and ridesharing activities.

Objectives:

- Reduce drive alone trips and increase awareness of transportation options available in Wilsonville and the region.
- Build transit ridership on SMART and connecting transit providers (TriMet, CAT, and Cherriots).
- Strengthen and increase communication between SMART, the City of Wilsonville, and local and regional stakeholders.
- Increase knowledge of and support for the following:
  - The City of Wilsonville's long range plans, focusing on the overlapping projects outlined in the Transit Master Plan, Bicycle & Pedestrian Master Plan and Parks & Recreation Master Plan
  - Transit service, passenger safety and connectivity improvements

Previous Work:

The SMART Options program began in 2001 and has grown from a large-business – commuter-focused program, to include all business and community members with a focus on reducing all trips in and around Wilsonville. Main activities for the SMART Options program include working with the business and residential community to educate and encourage alternatives to driving alone. Key accomplishments in FY2011-12 included expansion of the SMART Options program to include an Individualized Marketing Travel Smart program called "Discover Wilsonville". Over 1,100 Wilsonville residents participated in this program.

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

Methodology:

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

Tangible Products Expected in FY 2012-13:

- Assess future transit system demands due to Oregon Institute of Technology moving their main Portland area campus to Wilsonville beginning Fall 2012. (Spring-Summer 2012)
- Continued support and implementation of the Drive Less/Save More and Drive Less Connect collaborative marketing campaign (ONGOING)
- Implementation of Travel Options projects and programs in conjunction with strategies identified in the City of Wilsonville's Master Plans and the RTO Strategic plan. (ONGOING)
- Coordinate all activities associated with "Wilsonville Sunday Parkways" event (Summer 2012)
- Support multi-use regional trail efforts such as the Tonquin Trail and Graham Oaks Nature Park. (ONGOING)
- Continue the *Walk Smart* program.(ONGOING)
- Distribute *Wilsonville Walks* maps via local shops and community events (ONGOING)
- Distribute *Wilsonville Bikes* maps via local shops and community events (ONGOING)
- Disseminate pedestrian and bicycle safety messages (ONGOING)
- Promote ridesharing as a viable transportation option (ONGOING)
- Continue *SMART ART on the Bus* program with Wilsonville students.(ONGOING)
- Collaborate with ODOT and local and regional partners for the I-5 exit 283 interchange project to disseminate construction and congestion mitigation messages (Winter– Summer 2012)
- Coordinate and host bicycle, walking and transit related events. (SPRING –FALL 2012)
- Continue staffing outreach booth at local business fairs and community events. (ONGOING)
- Continue working directly with employers to find the best travel options for their employees. Assist with DEQ Employer Commute Options surveys and trip reduction plans. (ONGOING)
- Assess future system demands due to new residential and business development. (ONGOING)
- Collaborate with regional partners to promote WES as a viable transportation option. (ONGOING)
- Collaborate with local schools to assist with walking and biking to school programs and Safe Routes to School plans and promotions. (Ongoing)
- Conduct third annual bicycle and pedestrian counts at key Wilsonville intersections to coincide with regional and national efforts. (Fall 2012)

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$70,775	1.1
2011-12	$72,900	1.0

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

ALOHA-REEDVILLE STUDY AND LIVABLE COMMUNITY PLAN

Description:

The Aloha-Reedville Study and Livable Community Plan is a three year (completion by March, 2014) jointly funded study between the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD.) The joint grant is the Community Challenge/TIGER II grant awarded to Washington County (OR) in October, 2010.

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

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

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

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

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

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

Objectives:

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

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

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

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

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

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

Previous Work:

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

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

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

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

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

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

Methodology:

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

As the project moves forward, project staff will work with the broader public to explore alternatives for

strategic infrastructure investment and partnerships for revitalization. Special outreach efforts will continue to insure that underrepresented communities are able to participate meaningfully through workshops and other engagement activities.

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

Tangible Products Produced in FY 2011-2012:

- Quarterly progress reports (cc of FHWA reports - ONGOING and/or upon request) – Provided March30, June 30, September 30, 2011 (December 30, 2011 underway as of this report.)
- Monthly FHWA update reports provided on/before the 10th of each month
- Coordinated efforts with City of Hillsboro TGM Tualatin Valley Highway Corridor Refinement Planning efforts (ONGOING) – included hosting joint community-wide open houses in June and November, 2011, interlinking websites, jointly gathering public input, jointly producing public input summaries, jointly creating online surveys and sharing project information across technical, citizen, and policy-makers advisory committees.
- Maintain Aloha-Reedville website (www.co.washington.or.us). Available documents to include: Public Involvement Plan, Draft Existing Conditions Report, Existing Conditions background documents, project timeline, funding, committees structures, public events, meeting schedules, presentations schedules and materials, online surveys, public comment forms, and project Goals and Objectives.
- Consultant contracts (FIRST QUARTER) – completed two for economic/housing and public involvement services
- Formation of Citizen Advisory Group (FIRST QUARTER) – received appointments from Washington County Board of Commissioners, held first three CAC meetings.
- Formation of Technical Advisory Committee (FIRST QUARTER) – received approval from Washington County Board of Commissioners, held first two meetings.
- Infrastructure background documents (FIRST - THIRD QUARTER) – published, distributed and posted to website.
- Draft Existing Conditions Report (THIRD – FOURTH QUARTER) – drafted first round and provided to public, TAC and CAC for review and feedback. Second draft underway at time of this report incorporating feedback and additional information.
- Refined Phase 2 Scope-of-Work and consultant RFP's (FOURTH QUARTER) – consultants will be contracted for each phase – currently underway at time of this report.
- Revised Phase 2 Public Involvement Plan (FOURTH QUARTER) – currently underway at time of this report.

Tangible Products Expected in FY 2012-2013:

- Quarterly progress reports (cc of FHWA reports - ONGOING and/or upon request.)
- Monthly FHWA update reports on/before the 10th of each month.
- Coordinated efforts with City of Hillsboro TGM Tualatin Valley Highway Corridor Refinement Planning efforts (ONGOING.)

- Maintain Aloha-Reedville website (www.co.washington.or.us). Available documents to include: Public Involvement Plan, Draft Existing Conditions Report, Existing Conditions background documents, project timeline, funding, committees structures, public events, meeting schedules, presentations schedules and materials, online surveys, public comment forms, and project Goals and Objectives.
- Additional consultant contracts as needed (transportation analysis, charrettes and/or community design, etc.)
- Final Existing Conditions Report (FIRST CALENDAR QUARTER)
- Economic Opportunities Analysis and Recommendations (FIRST CALENDAR QUARTER)
- Demographic and Housing Trends and Projections (FIRST CALENDAR QUARTER)
- Local Real Estate Market Analysis (FIRST CALENDAR QUARTER)
- Housing Adequacy Assessment (FIRST CALENDAR QUARTER)
- Strategy for engagement of historically under-represented communities (FIRST CALENDAR QUARTER)
- Community Aspirations (ONGOING.)
- Preferred Alternatives for Community Improvements (FIRST CALENDAR QUARTER 2013)

Entities Responsible for Activity:

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

Other stakeholders:
Committee for Citizen Involvement (CCI) – OSU Extension
Citizen Participation Organizations 6 & 7
Organizations providing social services, healthcare
Aloha – Reedville Business Association
Aloha – Reedville Interfaith organization
City of Hillsboro Chamber of Commerce
City of Hillsboro Hispanic Chamber of Commerce
City of Beaverton Chamber of Commerce
Beaverton School District
Hillsboro School District
Urban Roads Maintenance Advisory Committee (URMDAC) - Washington County
Washington County Department of Health and Human Services
Washington County Office of Community Development
Washington County Cooperative Library Services
Washington County Sheriffs Office
Tualatin Valley Fire and Rescue
Clean Water Services
Tualatin Hills Parks and Recreation District
Organizations serving minority, elderly, disabled, and non-English speaking residents needs
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs

Schedule for Completing Activities:

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

FY 2011 – 2014 Funding Sources

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

LAKE OSWEGO TRANSIT CORRIDOR FEIS/PE

Description:

The Lake Oswego to Portland Transit Project Final Environmental Impact Statement (FEIS) /Preliminary Engineering (PE) is a Federal Transit Administration- (FTA) sponsored major transit capital investment planning and National Environmental Policy Act (NEPA) process. The Lake Oswego to Portland Corridor project completed a FTA Alternatives Analysis in December 2007. The Metro Council authorized the advancement of the project into a DEIS pursuant to the requirements of the NEPA process. The DEIS scoping process began in October 2007 with a meeting of Federal, state and local agency staff. The refinement and scoping for the DEIS was completed in spring of 2009. The DEIS commenced in July 2009 and was published in December 2010.

No-Build, Streetcar, and Enhanced Bus alternatives are included in the DEIS. The corridor connects the South Waterfront area of the Central City to the Lake Oswego town center via Highway 43/Macadam Avenue and/or the Willamette Shoreline rail right-of-way. A bicycle and pedestrian trail was also considered within the envelope of the Willamette Shoreline right-of-way and on local streets and is now a separate but coordinated project.

In 2011, the Cities of Lake Oswego and Portland identified Streetcar as the preferred mode and identified additional work to be done before completing the Locally Preferred Alternative (LPA) process.

Beginning in late 2011 and into early 2012, the project went through a refinement process to update design, cost estimates, and finance plan. That refinement process was underway at the time this was written

Objectives:

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

Previous Work:

The Region 2040 Plan, the Regional Transportation Plan (RTP), City of Portland Plans for North Macadam, and Lake Oswego Redevelopment plans all call for improved transit service in the Macadam/Highway 43 corridor between the central city and the Lake Oswego Town Center.

The Willamette Shoreline Consortium, formed in 1985, managed the acquisition of the Jefferson Branch rail line and has been operating historic trolley service on the line. The Consortium also manages maintenance of the line to ensure it remains an active rail alignment for future enhanced transit service.

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

Originally, the DEIS was to be funded with $4 million MTIP in 2012/2013 timeframe. In order to move the project forward earlier, TriMet, Metro, the Cities of Portland and Lake Oswego and Clackamas County executed an IGA in spring 2009. The IGA identified funding and a project organizational structure to

allow the work to commence earlier. Under that IGA, TriMet became the contracting lead and Metro the NEPA lead agency. An outside project manager and other consultants were hired in spring 2009.

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

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

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

Methodology:

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

The City of Lake Oswego is developing a Foothills District Framework Plan for an urban renewal district in the Foothills area adjacent to the Jefferson Branch rail alignment that anticipates a high level of transit service. The project will coordinate with that plan. It will also conduct station area planning efforts in Portland and Lake Oswego.

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

Tangible Products Expected in FY 2012-13:

Refinement Report	February 2012
NEPA analysis based on results of Refinement Report	TBD

Entity/ies Responsible for Activity:

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

Schedule for Completing Activities:

2012

January/February	Present results of Refinement Report

Funding History:

An alternatives analysis and Refinement Phase occurred between FY06 and FY10 and utilized two federal Alternatives Analysis grants totaling $1.8 million, including local match. Approximately $460,000 of that amount was spent during the last two fiscal years, primarily on the Refinement Phase in advance of the DEIS preparation. MTIP funds allocated for FY 12-13 for the DEIS were advanced by project partners beginning in FY 08-09 and continued through FY 10-11 totaling $4 million in addition to $1.15 million in local matching funds The DEIS was prepared and published using those MTIP funds and local match. Local and regional jurisdiction selection of a Locally Preferred Alternative (LPA) began in January 2011 and will continue through spring 2012. The cities of Portland and Lake Oswego provided a total of $670,000 to fund the LPA selection process and an associated Refinement Phase to minimize Project costs and impacts.

Fiscal Year	Total Budget	FTE Comparison
2010-11	$1,275,500	5.1
2011-12	$1,382,000	5.5

FY 2012-13 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	xx,xxx		STP	$	xx,xxx
Interfund Transfers	$	xx,xxx		Metro	$	x,xxx
Materials & Services	$	x,xxx				
TOTAL	**$**	**xx,xxx**		*TOTAL*	**$**	**xx,xxx**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		x.xxx				
TOTAL		**x.xxx**				

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

Description:

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

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

The project is divided into seven tasks as follows:

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

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

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

Objectives:

This study will evaluate the effectiveness of the South Corridor I-205/Portland Mall Light Rail Project in meeting the following goals:

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

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

The project will produce the following products:

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

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

Previous Work:

As noted above, this program builds on corridor work to date, principally that contained in the Alternatives Analysis (AA), Supplemental Draft Environmental Impact Statement (SDEIS), Preliminary Engineering (PE), Final Environmental Impact Statement (FEIS) and other project documents, as applicable. It will also draw on origin-destination surveys and systems statistics maintained by the transit and road jurisdictions.

TriMet submitted the draft study plan to the FTA in March 2006. The FTA approved the inclusion of the study work scope into the South Corridor I-205/Portland Mall Light Rail project. All tasks and subtasks will be assigned and executed as outlined in the draft work plan. Specifically, the following accomplishments to date and expected in FY 2012 are summarized below:

Tasks 1 & 2: These tasks have been completed.

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

Task 4: Post-project implementation data collection occurred in fall and winter 2011 and will replicate all data collection methods conducted in Task 3 to analyze post-project impacts.

Tasks 5, 6 & 7: The tasks of evaluating the ridership model, analyzing the results of the data collection and preparing a report will occur following the completion of Task 4 and continue into FY 2013.

Methodology:

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

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

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

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

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

Tangible Products Expected in FY 2013:

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

Entity/ies Responsible for Activity:

Internal (TriMet): The Project Sponsor for the South Corridor I-205/Portland Mall Light Rail Project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The South Corridor I-205/Portland Mall Light Rail Before and After Study will be the responsibility of the Capital Projects and Facilities Division (CPFD).

The CPFD will:

- Oversee the activities of the various TriMet departments, public agencies and consultants participating in the South Corridor I-205/Portland Mall Light Rail Before and After Study;
- With supporting staff, assemble and maintain key reports, studies and other records related to the Study;
- Direct staff and consultant resources applied to the Before and After Study; and
- Coordinate all study activities and will have responsibility for preparation and submission of both regular progress reports and all other identified interim and final reports.

Primary TriMet responsibilities related to the project include:

- Capital Projects – Development, monitoring and reporting of the Project Scope, Capital Costs, Development, monitoring and reporting of the Ridership and Fare Revenue, and Recommendations sections of the plan.
- Operations – Development, monitoring and reporting of the Services Levels sections of the plan. The Traffic and Parking sections will rely heavily on assistance from the City of Portland, Clackamas County and Oregon Department of Transportation.
- Finance – Development, monitoring and reporting of the Operating and Maintenance Costs sections of the plan.
- Marketing and Customer Services – Management of the rider surveys.

Metropolitan Planning Organization: Metro is the source for basic planning data in the region including forecasts of population, households and employment for the Portland/Vancouver metropolitan area.

Metro also develops and maintains the travel forecasting models used for transportation planning in the region. Metro will:

- Provide documentation for key planning data and methods used for the South Corridor I-205/Portland Mall Light Rail project;
- Collect/assemble demographic and economic data for the South Corridor I-205/Portland Mall Light Rail corridor before project initiation and after project opening; and
- Identify and analyze potential model refinements.

Other Local Agencies:

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

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

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

Schedule for Completing Activities:

On-board transit surveys for post-project implementation conditions – Fall 2011
Analysis of capital costs, project scope, service levels and operating costs – June 2012
Analysis of transit ridership – Summer 2012
Draft report complete – December 2012

Funding History:

Initial documentation of the "Before" conditions occurred in 2006 for bus lines affected by the temporarily relocation of the transit mall in winter 2006, followed by a second set of surveys in spring 2009 for the I-205 corridor. Those efforts totaled $210,000 in cost and occurred prior to the last two fiscal years. Documentation of the "After" conditions occurred in fiscal year 11-12 and totaled approximately $260,000. Travel demand forecasting work and study analysis along with completion of the draft report will occur in the upcoming fiscal year 12-13.

FY 2012-13 Costs and Funding Sources:

	Requirements:				**Resources:**		
	Personal Services	$	20,000		Mall/I-205 Federal Grant	$	60,000
	Materials & Services	$	40,000			$	
2012-13	**TOTAL**	**$**	**40,000**		**TOTAL**	**$**	**60,000**
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE						
	TOTAL						

Cost and Funding Sources:

This work program is partially funded with federal funds through the South Corridor I-205/Portland Mall Light Rail Full Funding Grant Agreement in the amount of $510,000 of which 60% is Federal and 40% is

from the project's matching funds. The balance of funds is from TriMet's General Fund. The entire budget for this project evaluation is summarized as follows:

	Task 2 – Documentation of Forecast
Ridership Modeling	$ 10,000
	Task 3 – Pre-Implementation Data Collection
Origin/Destination Survey	
• Mall Portion – Spring 2006	$ 170,000
• I-205 Portion – Spring 2009	$ 30,000
	Task 4 – Post-Implementation Data Collection
Origin/Destination Survey	
• New Rider Survey	$ 50,000
• Fall 2011	$ 200,000
Parking and Traffic Data Collection	
• Fall 2011	$ 15,000
	Task 5 – Proposed Analyses
Ridership Modeling	$ 20,000
	Tasks 6 & 7 – Proposed Analyses
Report Writing	$ 20,000
TOTAL	**$ 515,000**

BUS STOP DEVELOPMENT PROGRAM

Description:

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

Bus Stop Sign and Pole Replacement with Information Displays

- On-street deployment of two-sided bus stop signs and poles have wrapped up. Multi-part signs are a unique shape and the poles are dedicated and colored to make the stop more distinguishable in the streetscape.
- Bus stop identification numbers (Stop ID) with route map and frequency are being installed on each bus stop pole, which is a significant convenience for riders. The Stop ID allows the rider quick access to real-time arrivals through Transit Tracker by Phone. The improved stop identification further complements on-board automated stop audio and reader board announcements.
- These signs have been deployed on a route-by-route basis throughout the system with a priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. The changeover has reached 95% completion milestone and should be complete in FY 2012-13.
- The FY 2013 program investment of $75,000 will be utilized and is in the final year to complete all bus stops.

Bus Stop and Pedestrian Access Enhancements

- This program improves bus stops by constructing wheelchair access, strategic sidewalk connections and other improvements that integrate stops with the streetscape.
- These improvements make stops more accessible for everyone and help make fixed-route service more attractive for elderly and disable riders, providing an alternative to much more costly door-to-door LIFT service.
- The cost can vary greatly, but approximately 40 locations, supported through a mix of funding programs, can be addressed annually.
- These improvements must be closely integrated with other streetscape improvements (sidewalks and crosswalks) and will be programmed in support of Transit Investment Plan focus areas and frequent corridors and where jurisdictions are making other improvements that can support these improvements.
- A program investment of $250,000 will be utilized in FY 2013.

Shelter & Seating Expansion

- TriMet continues to increase the number of bus shelters from a total of 885 five years ago to approximately 1,150 as of December 2011. TriMet expects to sustain the shelter expansion effort with approximately 20 new shelters in FY 2013, using primarily CMAQ funds.
- Seating benches have also been installed at over 50 bus stops in the past fiscal year. TriMet expects to sustain the seating bench expansion efforts with approximately 50 new sites in FY 2013.
- With the help of other grant funds, additional bus stop related access and safety improvements are being made in the tri-county region. These "hot spot" improvements are also being combined with jurisdiction led corridor level enhancements for FY13.

- TriMet continues to expand and enhance the use of solar lighting systems in new and existing shelters and at stand-alone poorly illumincated bus stop sites (with pole mounted solar LED lighting units) to address safety and pass up issues. 20 bus stops are being targeted in FY13.

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

Objectives:

Objectives of this program include:

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

Previous Work:

These programs build on prior work. Program priorities are identified in the Transit Investment Plan (TIP). The on-street programs are coordinated to achieve the greatest combined effect that will contribute to new transit ridership. Where possible, they are being combined with service improvements. The program elements emphasize the environment at the bus stops and the transit rider's experience getting to and from the bus stop.

Methodology:

These programs are closely coordinated with internal TriMet departments – primarily marketing (customer information), security and safety, training and operations. Benefits of the program clearly accrue to the general public and transit users. TriMet research has demonstrated that on-street amenities are important considerations as riders choose to use the service. The program is closely coordinated with the street jurisdictions – often through permits. Integration with local streetscape projects is also fostered to achieve the greatest mutual program benefits. Recent examples include Division St, Sandy Blvd, 82nd Ave and McLoughlin Blvd.

Tangible Products Expected in FY 2012-13:

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

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

Entity/ies Responsible for Activity:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$1,404,454	
2011-12	$1,404,454	

FY 2012-13 Costs and Funding Sources:

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

Reflects FFY 2013 Allocation of $617,952. Approximately $170,000 or 27.5% of the program budget is devoted to planning activities. These funds support 2FTEs doing planning and design work.

Requirements:			**Resources:**		
Bus Shelter Expansion	$	150,000	CMAQ	$	554,488
Pavement and ADA Improvements	$	250,000	TriMet	$	63,464
Bus Stop Signs and Poles	$	75,000			
Solar Lighting	$	30,000			
Streamline Treatments	$	112,952			
TOTAL	**$**	**617,952**	**TOTAL**	**$**	**617,952**
Full-Time Equivalent Staffing					
Planning and Design		2.0			
TOTAL		**2.0**			

TRIMET EMPLOYER OUTREACH PROGRAM

Description:

The Tri-County Metropolitan Transportation District of Oregon (TriMet) has worked with employers and colleges in the Portland, Oregon metro area since the early 1980's to establish transportation programs for employees and students. TriMet's Employer Outreach program is funded by the Congestion Mitigation for Air Quality (CMAQ) grant administered by the Metro regional government and a match from TriMet.

The TriMet Outreach program serves organizations of all sizes throughout the region with transportation program assistance, transit pass programs and surveying for DEQ compliance. The TriMet program is designed to reduce vehicle miles traveled and the resulting emissions through transportation program assistance, outreach and marketing campaigns to employers. TriMet enhanced the program in 1996 when the Oregon DEQ Employee Commute Options (or ECO) rule went into effect to include more outreach and technical assistance for employers and partners. While the ECO rule was revised in 2007 to include only employers with more than 100 employees, instead of 50 employees, TriMet's outreach efforts continue to target employers of all sizes.

TriMet uses a custom database to document the program activities and to collect results from the ECO surveys. These programs and activities include education programs, individual consultations, presentations, transportation fairs, and individual training to transportation coordinators. TriMet also offers transportation surveys, an emergency ride home incentive program, materials, comprehensive website content and formalized fare programs, and carpool maps (geocoding). TriMet staff promotes all non-SOV commute options including transit, carpooling, vanpooling, biking, walking, compressed workweeks, telecommuting and incentives.

Goals and objectives:

The following goals and objectives for fiscal 2013 may be adjusted based on the final Metro RTO 5-year Strategic Plan that will be completed in the first quarter of 2012:

- Increase the use of travel options among employer worksites and colleges
- Increase the number of worksites offering transportation programs by three percent.
- Promote active transportation options through marketing efforts to employers and colleges in the region
- Engage employers and employees in using all modes of transportation to reduce -SOV trips
- Communicate the benefits of non-SOV trips — economical, social and environmental

Key strategies:

The services and communications for 2013 may be adjusted based on the final Metro RTO 5-year Strategic Plan that will be completed in the first quarter of 2012. For fiscal 2013, the proposed key strategies include the following:

- Continue to build and leverage relationships with employers and colleges

- Continue coordinating efforts with regional and local RTO partners to optimally engage and serve employers and commuters; and generate desired results
- Demonstrate the new Drive Less Connect online rideshare system
- Promote the multi-modal capabilities in TriMet's Regional Trip Planner to encourage active transportation options; shift users from the existing Trip Planner
- Continue working with partners to promote commuter safety applicable to transit riders, walkers and cyclists with education, materials and an annual safety event
- Promote the new Bike & Ride facilities plus expanded bike parking across system
- Conduct more than 75 transportation fairs, presentations or events
- Develop effective promotional materials for employers: email templates, payroll inserts, customized online service posters, presentations; plus articles for partners and TMAs
- Build awareness for upcoming service including the Portland-Milwaukie light rail line and multi-modal bridge plus the Portland Streetcar Loop
- Address employers' needs in transit–underserved areas

Previous work:

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

During fiscal 2011, key strategies included continuing to build relationships with employers, colleges and coordinating outreach efforts with RTO partners.

- Promoted the following new and improved traveler information and amenities at transportation fairs, emails to employers, and articles in the toWork newsletter:
  - Internet and phone tools: enhancements to the Trip Planner on TriMet's website, multi-modal trip planner (Regional Trip Planner), Transit Tracker by text, an expanded suite of mobile trip applications for smartphones, text messaging and social media
  - Opened and promoted new Bike & Ride facilities plus expanded bike parking across the transit system
    - Promoted the new Bike and Ride facility at the Sunset Transit Center and bike parking improvements across the system. Began building awareness for two Bike and Ride facilities being built in Beaverton and Gresham.
- Continued building ridership for WES Commuter Rail and MAX Green Line Light Rail
  - Leveraged ongoing WES ridership campaign. TriMet hosted two meetings with transit partners Cherriots and SMART to coordinate WES marketing plus outreach activities. TriMet conducted a suite of marketing efforts to build ridership. Marketing efforts focused on direct mail, television ads and a summer family promotion in August 2010. Ad campaigns highlighted the benefits of riding WES over driving. A partner kit with posters and payroll inserts was created and sent to partners – Washington County, WTA, Beaverton, Tigard, Tualatin, SMART and Cherriots.
  - Promoted the improved reliability of WES service with the addition of two spare WES cars in an article in the toWork newsletter and at transportation fairs plus meetings with business chambers held in the West district.
    - As of June 13, 2011, TriMet reported weekday/rush hour trips of 1,640, up 30.2 percent and weekly WES trips were 8,200, up 30.2 percent compared to a year ago in May 2010.

  - Outreach for building ridership along the MAX Green Line Light Rail included calls to 250 employers within a mile of the alignment to build awareness for connections to the alignment plus provide materials.
    - As of June 13, 2011, TriMet reported weekday trips averaged 23,300, up 18.3 percent and weekend trips averaged 26,400, up 4.8 percent compared to a year ago in May 2010.
- Supplied information about upcoming transportation infrastructure including the progress with the Portland-Milwaukie light rail transit project and multi-modal bridge that will open in 2015.
- Promoted commuter safety with messaging, materials and a public event held with the seasonal ending of daylight savings time. Safety information emphasized improving one's visibility to drivers to encourage people to walk, bike or use transit through the fall and winter season. In addition, staff met in person with 65 employers plus attended three community events to provide safety education and materials.

TriMet staff also conducted a variety of outreach activities throughout the year to ensure reaching all interested employers. The team advised employers about how to start transportation benefit programs to facilitate employees using alternative transportation modes. The team also assisted employers already offering transportation benefits with transportation information and materials.

Accomplishments:

Following is a summary of the transportation programs based on the TriMet employer database for the period of July 1, 2010 through June 30, 2011:

- TriMet employer programs increased from 903 employer worksites in the previous fiscal year to 983 worksites, an increase of eight percent.
- Promoted multi-modal transportation options and regional Drive Less/Save More messaging at 63 transportation fairs representing 3,760 attendees.
- TriMet staff made a total of 5,465 contacts with 1,659 employers and colleges, of which 154 were first-time contacts. The nature of the contacts included face-to-face meetings with employers, phone calls and conversations by email.
- Processed 347 transportation surveys – an increase of 24 percent over last year. Staff provided employers with a transportation report and tailored recommendations for adjustments for their transportation programs.
- Participated in 303 meetings and events and with employers, organizations, and partners, an increase of 38.6 percent over last year.
- Renewed annual pass programs for 248 employers on annual contracts, a 1.2 percent increase from the previous year. The number of employees represented is 72,344, an increase of 4.5 percent over the previous year.
- Staff worked with employers to add monthly transit pass programs for employees. The number of employers offering a monthly transit pass program increased 6.2 percent over the previous year to 302 employers.
- Maintained ten colleges offering a student term pass program. The colleges participating in the program represent 22,765 student passes, an increase of 12.8 percent over the previous year. The number of student participants estimated for the program year is 6,249.
- Provided 836 New Employee Kits (NEK) to 24 employers to use for promoting travel options to new employees. The kits are customized with information for the East, West and Central Business districts.

- Provided 119 Emergency Rides Home (ERH) for employees with a total value of over $4,000, paid from TriMet's general fund and above the grant match. TriMet offers the ERH program to incentivize employers to offer a transportation subsidy to employees and to encourage employees to use alternative transportation. To participate in ERH, employers must offer a minimum transit pass subsidy of $10 per month per employee. Increased the total number of enrolled employers from 795 in the previous year to 810.
- TriMet surveyed employers offering transit pass programs to collect updates on their transportation programs plus determine employers' perceived benefits of TriMet pass programs and satisfaction with the programs. The survey was distributed to 632 organizations and the response was 30 percent or 190 completed surveys. The primary mentions from employers focused on the following benefits: employee satisfaction; values related to sustainability and the environment; saving money; ease of use/administration; reliable transportation choice; encourages transit use/green transportation; employee benefit; and reduced parking concerns/issues. Based on the report, the employer program web pages were modified to emphasize the convenience and cost effectiveness benefits prioritized by employers. Revisions to the employer programs brochure will be completed in the first quarter of calendar 2012.
- Published five online issues of the toWork newsletter to more than 900 subscribers. Redesigned the toWork newsletter mid-year to be easier to read with a more graphical look and briefer articles, plus increased the frequency from last year with an extra edition.
- TriMet operates a set of three vanpool shuttles. The shuttles provided 26,963 rides; the minimum goal is 10,800 rides for the three vans.
- Continued granting TriMet transit passes to five active TMAs to assist TriMet with outreach to employers. Currently four TMAs participate in the transit pass grant and each receives one monthly pass.

Project-related outreach:

TriMet continued building its online presence on Twitter, Facebook and a new blog. Twitter followers increased to 7,365 to date from 1,100 last year. Facebook connections grew to 3,962 likes to date. TriMet's How We Roll blog was created as a community place for riders. The blog highlights stories about riders or TriMet employees separate from the transit service news typically hosted on the main trimet.org website. Staff encouraged employer and employees to use the online channels to receive information plus submit feedback. The icons for Twitter and Facebook were also added to the toWork newsletter.

This summer, TriMet invited regional partners and employers to its celebrations of the 10th anniversary of the MAX Red Line to the airport and the 25-year anniversary of the MAX Blue Line to Gresham. Staff participated in the events, promoted the campaign in the toWork newsletter and distributed materials about the campaign at employer transportation fairs.

TriMet's first Bike and Ride facility opened July 2010 at the Sunset Transit Center. Staff conducted outreach to over 25 employers within a half-mile of the facility and also participated in the grand opening event. Staff also promoted the upcoming Bike and Ride facilities to open the following July in the cities of Beaverton and Gresham. Media coverage about the facilities included seven blogs and online newspapers.

Evaluation and measurement methodology

The following methodology for tracking results may change based on the final Metro RTO Five-year Strategic Plan expected to be approved in the first quarter of the 2012 calendar year:

- Contribute transportation survey data and employer programs data for the bi-annual evaluation of RTO outreach programs prepared by Metro and Portland State University.
- Mode split changes from transportation surveys
- Conduct bi-annual satisfaction survey of employers using TriMet pass programs; next survey to be conducted fall 2012.
- Number of employers on programs
- Number of employees participating in programs
- Number of worksites on transportation programs
- Number of worksites on TriMet transit pass programs
- Number of colleges participating in programs
- Number of college student passes
- Inquiries managed per week
- Inquiry turnaround time (24 hours or less)
- Number of transportation fairs attended and number of employees reached at the fairs
- Assistance to the partners of the Regional Transportation Outreach subcommittee and transportation management associations including materials
- Coordination with RTO regional and local partners; list outreach events in the RTO Google calendar for partner coordination
- New contacts per week
- Number of transportation surveys processed

DRAFT schedule for completing activities:

Project Element	*Timeline – projects in effect from July 2012 through June 2013*
RTO reporting – Complete 4 quarterly reports plus 1 work plan with annual progress to RTO for program funding.	Quarterly reports: July, October 2012; January, April 2013. Work plan and annual report - December 2012
Collateral – The toWork online newsletter is sent by email to approximately 900+ employer representatives. Increase frequency by one issue to six times per year.	August, October, December 2012; February, April, June 2013
Promote Drive Less Connect rideshare system – Recruit 60 people for the upcoming Drive Less Connect incentive campaign. Promote Drive Less Connect in two issues of the toWork newsletter for employers; add the Drive Less Connect logo to future issues of the toWork newsletter. Distribute information kits about Drive Less Connect to 100 employers from November 2011 through December 2012.	April – October 2012
Collateral – Produce customized multi-modal information for major employer sites as needed. Information will be provided as email templates and flyers for employers to distribute. A set of presentation slides to help employers with their transportation programs will be developed in fiscal 2012 and will be used in fiscal 2013.	July 2012 – June 2013
Employer outreach and promotion – Increase employer worksites offering pass programs by three percent from 1,012 employer worksites. The specific outreach activities are listed in the following list of tangible products expected in FY 2013, (July 2012-June 2013).	July 2012 – June 2013
Conduct transportation surveys for the Oregon DEQ Employee Commute Options program, for employers' transportation program plans and TriMet transit-pass programs. Complete a minimum of 250 total surveys.	July 2012 – June 2013
Employee outreach and promotion – Participate in a minimum of 75 events including transportation fairs, presentations, workshops and public events.	July 2012 – June 2013
Employer outreach – Conduct bi-annual satisfaction survey of employers using TriMet pass programs.	October – December 2012
Employee outreach – Distribute a minimum of 600 New Employee	July 2012 – June 2013

Kits. Note that TriMet is shifting to providing information online through the TriMet website. However, the NEKs are made available for employers who require hardcopy materials. Staff promotes TriMet's expanded internet and phone tools to employees and college students using TriMet's Trip Tools brochure and online demonstrations at events.	
Emergency Ride Home Program (TriMet General fund) – Manage the program for the 810 employers enrolled to date.	July 2012 – June 2013
Vanpool shuttles (TriMet General fund) – TriMet operates 3 employer vanpool shuttles. Provide a minimum of 10,800 rides.	July 2012 – June 2013
Collateral – Promote pre-tax transportation benefits to employers. Revise pre-tax flyer designed for employees, August 2012. Distribute a minimum of 300 pre-tax flyers, either in hardcopy or online, to employers. Distribute an instructional brochure and presentation slides, designed to help employers arrange a pre-tax transportation benefit to a minimum of 30 employers that are not currently offering a transportation program. A set of presentation slides to help employers start a pretax benefit program is being developed in fiscal 2012; the slides will use a graphic theme based on the IPAD and will be used in 1:1 meetings plus presentations.	July 2012 - June 2013

Tangible Products Expected in FY 2013 (July 2012-June 2013):

In addition to providing transportation program assistance and conducting outreach to promote active transportation and alternative commute options, staff will support ridership across the entire transit system including buses, commuter rail, light rail, streetcar and connections to transit systems adjoining the Portland metro area. Staff will also promote bike travel to and from transit centers with the expansion of bike facilities that were built in 2010 and 2011 with ARRA funds. Plus outreach staff will promote bike and walking options using the new TriMet Regional Trip Planner.

Tangible Projects and Deliverables	*Timeline – projects in effect from July 2012 through June 2013*
Employer/College outreach and promotion, Central Business District – Continue promoting transportation programs by proactively contacting 50 employers in the Central Business District that currently do not offer transportation programs. Retain employers on transportation programs - meet with a minimum of 75 employers, provide information about transportation resources and new tools. Participate in a minimum of 15 transportation fairs and outreach events.	July 2012 – June 2013

Follow up with colleges to create Drive Less Connect networks for students. (Meetings were held in 2012 with five colleges for an introduction to Drive Less Connect.)	
Employer outreach, West District – Promote transportation programs and new tools to 75 employers located in the West District. Staff will provide materials for combining travel modes with the transit system, plus promote Drive Less Connect and train employees to use the Regional Trip Planner. Participate in 35 transportation fairs and outreach events in the West District. Publish 2 articles in the toWork newsletter about transportation options for the West District, including bike-to-transit trips with WES Commuter Rail and MAX Light Rail. Distribute promotional materials to employers including email templates, payroll inserts, and customized posters. New Employee Kits will be customized with for West District employers.	July 2012 – June 2013
Employer outreach, East and Central Business Districts – Build ridership by employees and students on the MAX Green Line light rail service. Contact 100 employers to promote Drive Less Connect, the Regional Trip Planner, and bike/walk/transit connections to Eastside light rail and bus service. Participate in 25 transportation fairs and outreach events, produce 3 user testimonials in the toWork newsletter. Use the existing, Green Line how-to-ride plus bicycle amenities brochure and the multi-modal Regional Trip Planner.	June 2012 – July 2013
Employer outreach and promotion, East District - Promote active transportation options to 30 employers located in the Clackamas County area that is not served well by transit. Promote the new Drive Less Connect rideshare system and Regional Trip Planner.	July 2012 – June 2013
College student outreach – Reach new students and build awareness for using active transportation. Supply college orientation packets and travel options materials for new students; minimum of 800 students to be reached. Participate in a minimum of 5 transportation fairs and outreach events at the University of Portland, Pacific University (2), Clackamas Community College, and Portland Community College. Provide materials and information to the 10 colleges offering student transit pass programs.	September 2012— January, April 2013
Employer outreach – Promote the bike-parking facilities across the system. Produce a minimum of 2 toWork newsletter articles featuring bike facilities and trips combining bike and transit using the Regional Trip Planner. Provide bike facility materials in all New Employee Kits.	June 2012 – October 2013

Employer collateral – Promote pre-tax transportation benefits to employers offering the program with existing flyer plus develop information on TriMet website to encourage employers to offer pre-tax. Revise the pretax promotional flyer for employees when the transit fare is changed.	August 2012
Promote the BTA Bike Commute Challenge to employers - feature 1 article in toWork newsletter; promote challenge at 8 transportation fairs not attended by BTA.	July-September 2012
Employer outreach – Complete updates to the employer database with information collected from employers offering monthly transit pass programs. The outreach to 359 employers will be conducted in the 2012 fiscal year (January – March 2012).	July 2012

Entity Responsible for Activity:

TriMet is responsible for the activity in this plan. The TriMet Outreach program is staffed by 5.25 people within TriMet's marketing department.

Cost and Funding Sources:

The projected budget for 2012-2013 is $408,680 federal funds $455,455 total project cost with TriMet's match. In addition to the CMAQ funds that are the core subsidy for the employer outreach program, TriMet also dedicates general funds for services including processing employer surveys, an Emergency Ride Home program incentive, three employer vanpools and carpool map service for employers. In addition, TriMet provides advertising tools plus the design and production of marketing campaigns, promotions and materials to promote existing and new service to employers and employees. The outreach program also uses resources from TriMet's creative services, IT and service planning staff funded by TriMet's general fund.

Funding History:

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

Fiscal Year	Total Budget	FTE Comparison
2010-11	$1,404,454	
2011-12	$1,404,454	

FY 2013 Costs and Funding Sources:

	Requirements:				**Resources:**		
	CMAQ	$	420,940		STP	$	*N/A*
	TriMet General Fund Match	$	48,179		Metro	$	*N/A*
	TOTAL	**$**	**469,119**				
2012-13					*TOTAL*	**$**	*N/A*
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		5.25				
	TOTAL		**5.25**				

I-5 COLUMBIA RIVER CROSSING

Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT).

The goal of the project is to implement solutions to the congestion, safety, and mobility problems on I-5 between Portland and Vancouver.

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

Mandates, Authorizations, Constraints:

The Columbia River Crossing project is the result of recommendations made by the Portland/ Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan in 2002. Organized by Oregon Governor John Kitzhaber and Washington Governor Gary Locke in 1998, the partnership brought residents and leaders together to respond to concerns about congestion on I-5 between Portland and Vancouver. Between January 2001 and June 2002, the partnership worked to develop a long-range strategic plan to manage and improve transportation in the I-5 corridor between I-405 in Portland and I-205 north of Vancouver. The Partnership recommended fixing three bottlenecks in its 2002 Strategic Plan: I-5 at Salmon Creek in Clark County, WA (completed in 2006); I-5 at Delta Park in Portland (completed in 2010): and, I-5 at the Columbia River, the Bridge Influence Area (this project).

The 39-member bi-state CRC Task Force was formed in early 2005 to advise the CRC project on key decisions. The final action of the Task Force in June 2008 was to make a recommendation on the Locally Preferred Alternative. The CRC Task Force consisted of leaders from a broad cross section of Oregon and Washington communities, including public agencies, businesses, civic organizations, neighborhoods, freight, commuter and environmental groups. During the 2008 – 2011 timeframe, the CRC project received advice on project development from the Governors-appointed Project Sponsors Council and ongoing community advisory groups.

The Columbia River Crossing project has identified the following problems:

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

Stakeholders:

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

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

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are co-lead agencies for the National Environmental Policy Act (NEPA) process that governs proposed actions on an interstate facility for those federal approvals.

Objectives/Products/Deliverables:

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

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

The Final Environmental Impact Statement is expected in mid-2011, followed by the Record of Decision in late 2011. FTA gave approval to enter Preliminary Engineering for transit in December 2009.

Accomplishments Of This Program To Date:

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

The Locally Preferred Alternative (LPA) was adopted by the sponsor agencies in July 2008. The LPA includes: a replacement bridge, light rail transit, and a transit terminus at Clark College. The transit New Starts application was submitted to FTA in August 2008 and an update was submitted in September 2010. FTA gave approval to enter Preliminary Engineering for transit in December 2009.

Work in 2010 focused on refining project designs in coordination with project advisory groups, gathering and analyzing additional data for the Final EIS, receiving feedback from an Independent Review Panel, reviewing comments on the Draft EIS and talking with communities to hear concerns and provide information. In the past year, local project partners unanimously agreed to a set of recommendations for moving forward with development and construction of the CRC project. These recommendations included agreement on major project elements including the number of lanes and interchange design concepts.

In 2011 the project completed Endangered Species Act (ESA) consultation and a signed Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act. FHWA and FTA signed the Final Environmental Impact Statement in September 2011, and issued the Record of Decision in December 2011, affirming the selection of locally preferred project alternative, and allowing it to move forward into design and construction.

Since October 2005, CRC staff has had nearly 29,000 face-to-face conversations at more than 1,000 events.

Funding Summary (as of 12/1/11):

ODOT Funding Sources

Date	Source	Amount Committed (in millions)	Amount Authorized (in millions)
Prior to 2004	Federal Earmark (Pre-EIS Work) *	$1.31	
2005	SAFETEA-LU Federal *	$5.61	
2005-2007	OTIA III (State Funds) *	$5.00	
2006	Federal Earmark *	$0.79	
2007	Other (State Funds) *	$4.60	
2007	FY07 IMD Funds (Corridors of the Future (COF))	$7.50	$7.50
2008	FY08 IMD Funds *	$0.68	
2009	FY09 IMD Funds *	$3.33	
2009	Transportation Project Account (Bill 2001)	$30.00	$30.00
2010	FY10 IMD Funds	$1.00	
2010	Redistributed Federal (STP) Funds	$9.22	$9.22
2010	Redistributed Federal Funds (State Match)	$0.78	$0.78
2011	ODOT Federal Funds	$25.00	$23.06
2011	ODOT Federal Funds (State Match)		$1.95
2011	FY11 IMD Funds	$3.00	$0.00
2005-2009	Amount Invoiced ODOT (from sources marked with * above)		$17.24
	ODOT Total Funding Before Transfer to WSDOT	$97.82	$89.75
	Transfer out FY07 IMD Funds (COF) to WSDOT	($7.50)	($7.50)
	ODOT Total Funding After Transfer	**$90.32**	**$82.25**

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

WSDOT Funding Sources

Date	Source	FED. #	PIN #	Finance Code	Amount Committed (in millions)	Amount Authorized (in millions)
2004	Federal Earmark	HP-0051(260)	400506A	GB	$3.00	$3.00
2004	Match (State Funds)	NO	400506A	AA	$0.07	$0.07
2005	Federal Earmark	HP-0051(266)	400506A	GB	$2.00	$1.97
2005	Match (State Funds)	NO	400506A	AA	$0.04	$0.00
2005-2007	TPA (State Funds)	No	400506A	AZ	$10.00	$10.06
2005	SAFETEA-LU Federal	HP-0051(268)	400506A	GS	$7.00	$6.30
2005	SAFETEA-LU Federal	HP-0051(269)	400506A	GS	$1.00	$0.90
2007-2009	TPA (State Funds)	No	400506A	AZ	$20.00	$19.94
2007	FY07 IMD Funds (COF)	IMD-0051(268)	400506A	CK	$7.50	$7.50
2009-2011	TPA (State Funds)	No	400506A	AZ	$20.00	$20.00
2009	FY09 IMD Funds	IMD-0051(268)	400506A	CK	$1.33	$1.33
2010	FY10 IMD Funds	IMD-0051(268)	400506A	CK	$1.95	$1.95
2010	Federal Redistribution	STP-0051(268)	400506A	IM	$10.00	$10.00
2011	FY11 IMD Funds	IMD-0051(268)	400506A	CK	$2.00	$0.00
2011	Match (State Funds)	NO	400506A	AA	$0.08	$0.08
2011	Federal NHS	NHS-0051(268)	400506A	IN	$16.68	$16.68
2011	Federal STP	STP-0051(268)	400506A	IS	$8.32	$8.32
				WSDOT Total Funding Before Transfer From ODOT	$110.97	$108.10
				Transfer FY07 IMD Funds (COF) From ODOT	$7.50	$7.50
				WSDOT Total Funding After Transfer	$118.47	$115.60
				WSDOT and ODOT Total Funding Authorized After Transfer		**$197.85**

Expenditure Summary (through 12/01/2011)

ODOT Expenditures	$ 6,262,329.00
WSDOT Expenditures	$ 22,013,252.00
Consultant Services/Contracts	$ 109,120,092.00
TOTAL	**$ 137,395,673.00**

ODOT REGION 1 PLANNING PROGRAM

Introduction and Background:

The Oregon Department of Transportation (ODOT) exercises statewide leadership and vision in promoting, developing and managing a statewide network of transportation systems and facilities. These systems and facilities provide access for the state's citizens and visitors, provide efficient movement of people and commerce, ensure the safety of transportation system users, and enhance Oregon's competitive position in national and international markets.

ODOT Region 1 is a geographic subdivision responsible for planning, design, construction, maintenance and operation of the state transportation system in a four-county area including the Portland Metropolitan area and rural areas of Washington, Multnomah, Clackamas, and Hood River Counties. Region 1's overall program has an estimated biennial budget of $180 million and employs approximately 580 state workers. ODOT has five regional offices and 16 district offices within the region. The Policy and Development Section includes about 30 employees and is responsible for policy efforts and managing Region 1 Planning, Project Program and Funding, and Major Projects, in cooperation with regional and local agencies and jurisdictions.

The ODOT Region 1 Policy and Development Section works on a number of planning projects. These projects are funded through a variety of sources, including federal and state programs. Annually ODOT applies for federal State Planning and Research (SPR) funding to address some of the Region's transportation planning needs. ODOT's planning budget is required to operate within the funding budget limitations that the State Legislature approves on a biennial cycle. ODOT is also required to operate the planning program funded by SPR under the federal regulatory requirements that pertain to the SPR program.

ODOT Region 1 work under this program includes:

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

Objectives:

The objectives of the ODOT Region 1 work program include:

- Develop transportation system plans and facility plans that identify needs, functions, modes, performance measures and management objectives, typical cross-sections and other facility and service parameters, and solutions for planned transportation improvements or programmatic solutions for state and local transportation facilities and services.
- Protect and preserve the planned safety and functionality of state transportation facilities.
- Assure safe and efficient operation of state highways by managing traffic and access consistent with highway functional classifications.
- Determine consistency of regional and local plans and plan amendments affecting state highways with the Transportation Planning Rule and with State Transportation Plans, policies, and standards.

Previous Work:

Substantial planning work has previously been performed on or in preparation for many of the planning projects and programs identified below. The results of ODOT's participation, cooperation, and collaboration are reflected in the Federal and State elements of the Regional Transportation Plan (RTP), local

Transportation System Plans (TSPs), corridor plans, refinement plans, transit Alternatives Analyses, and regional and local land use plans and plan amendments.

Tangible Products Expected in FY 2012-13:

ODOT anticipates completion of deliverables of the following Portland Metro area projects in FY 2012-2013:

- SW Metro Corridor Plan (co-led with Metro; SPR and Transportation and Growth Management (TGM) funds)
- TV Highway Corridor Plan (co-led with City of Hillsboro; SPR and TGM funds)
- I-5/I-84 Refinement Plan (Rose Quarter)
- East Metro Corridor Plan (Metro-led)
- Corridors, Bottlenecks, Operations Study
- Economic Corridors Study
- US 26 @ Brookwood Parkway/Helvetia Interchange IAMP (Jobs and Transportation Act (JTA)-funded)
- Damascus TSP (Earmark-funded)

ODOT also anticipates completion of the following 2009 TGM grants by June 30, 2013:

- Metro/Tigard HCT Corridor Land Use Plan
- Clackamas County – Park Avenue Light Rail Station Area Plan

In addition, the following 2010 TGM grants are expected to be completed by June 30, 2013:

- City of Canby – Corridor Gateway Plan
- City of Happy Valley Rock Creek Comprehensive Plan and Town Center Update
- City of Oregon City TSP
- City of Portland Cully Blvd. Main Street Plan
- Clackamas County Regional Center Area Pedestrian/Bicycle Connections
- City of Wilsonville TSP
- City of Wood Village TSP

The following 2011 TGM grants will be in progress or completed by June 30, 2013:

- Sherwood Town Center Plan
- Metro Regional Active Transportation Plan
- Tacoma Station Area Plan

ODOT also anticipates coordination and work with regional and local jurisdictions regarding TSP updates.

Entities Responsible for Activity:

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

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

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

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

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

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

- Federal agencies
- Washington State Department of Transportation
- Oregon State Legislature
- Business Community
- Neighborhood Associations
- Modal Advocates
- General Public
- ODOT divisions and departments, including Region 1 Technical Center, Office of the Director, Transportation Development Division, Highway Division, Rail Division, Public Transit Division, Motor Carrier Transportation Division, Safety Division, Central Services Division.

ODOT Region 1 Metro-Related Planning Work Plan:

The following table details the planning work plan for the 7/1/11 – 6/30/13 biennium related to the Portland Metro area. The table includes projects funded with SPR, TGM and JTA funds to provide a full picture of the work plan.

TABLE 1. ODOT Region 1 Work Plan

Project:	Completion Schedule	ODOT SPR Budget (7/1/11-6/30/13 biennium)
Metro Regional Long Range Planning: ODOT participates in policy analysis, traffic analysis, project scoping and prioritization, development of performance measures, and other work associated with the implementation of and any amendments to Metro's	Ongoing	$ 155,000

Regional Transportation Plan, Regional Transportation Functional Plan, Modal Plans, Urban/Rural Reserves, and other long range planning projects. This includes continued work on alternative mobility standards, development of the Regional Safety Action Plan, and Climate Change Scenario work. **FY 2012-13 Deliverables:** Climate change scenario work; alternative mobility standards.		
Local Jurisdictions Legislative Plan Amendments and Interagency Coordination: ODOT coordinates with and provides technical assistance and policy direction to local jurisdictions as they develop concept plans, sub-area land use plans, and other legislative plan amendments. **FY 2012-13 Deliverables:** TBD	Ongoing	$270,000
Local Jurisdictions' Transportation System Plans: ODOT coordinates with and provides technical assistance and policy direction to local jurisdictions as they develop or update their transportation system plans or refinement plans. **FY 2012-13 Deliverables**: TSP updates.	Ongoing	$150,000
SW Corridor Plan: ODOT is co-leading the SW Corridor Transportation Plan with Metro. This plan is a subset of the larger SW Corridor Plan (led by Metro). This corridor (I-5 and OR99W) was identified as a priority for refinement planning by JPACT. The SW Corridor Plan focuses on developing a coordinated set of component land use and transportation plans and an implementing strategy that identifies and prioritizes needed projects to support local aspirations consistent with regional and state goals. The SW Corridor Plan blends transportation and land use planning (rather than having land use planning come first). The Transportation Plan will identify needs and an evaluation process; include decisions regarding need, mode, function, general location, general cross-sections, and alternative mobility and/or performance standards for future management of transportation facilities within the corridor; integrate a transit alternatives analysis (AA); and result in a list of prioritized projects/strategies and an implementation plan. **FY 2012-13 Deliverables:** Purpose and need; transportation analysis and needs; evaluation framework; alternatives development and analysis; implementation plan. SW Corridor Transportation Plan.	Mar 2013	$600,000 (SPR) $280,000 (TGM)
Tualatin Valley Highway Corridor Plan: ODOT is co-leading the TV Highway Corridor Plan with the City of Hillsboro. This corridor was identified as a priority for refinement planning by JPACT. It focuses on TV Highway from Beaverton to Hillsboro. This project is intended to resolve plan classification inconsistencies and identify transportation solutions for all modes for the project area. The roadway was originally constructed as a farming road, and development has changed the nature of the roadway and how people use it to get to their jobs and services. Transit, pedestrian and bicycle travel are key in this corridor, in addition to vehicular and freight movement. The second phase of the project will focus on the Hillsboro Focus area. This project is coordinated with the ongoing Aloha-Reedville Study (Washington County). **FY 2012-13 Deliverables:** TV Highway Corridor Plan.	Dec 2012	$ 200,000 (SPR) $337,045 (TGM)
I-5/I-84 Refinement Plan (Rose Quarter): ODOT is working with the City of Portland and	June 2012	$480,000

other stakeholders to integrate land use and urban design planning with freeway planning and concept-level engineering in the N/NE portion of the Central City, which includes Lower Albina and the Lloyd District. This project will address challenges and opportunities related to land use, urban design, the Willamette River and multimodal transportation infrastructure. The bottleneck at the I-5/I-84 interchange has been identified as one of the most congested state interchanges by ODOT and is a priority for improvements in the vicinity of the Broadway-Weidler Interchange.

FY 2012-13 Deliverables: I-5/I-84 Refinement Plan.

East Metro Connections Plan: ODOT is in an advisory/support role for this plan. The plan discusses one or more connections between I-84 and US 26. It examines freight route planning for the area. This plan was identified as a priority by JPACT. **FY 2012-13 Deliverables:** East Metro Connections Plan.	July 2012	$ 30,000
Congestion, Bottlenecks, Operation Study: Transportation Modeling: ODOT is developing protocols and analysis for freeways and arterials and continuing the development and refinement of VISSIM models for freeway corridors to assist in identification of bottlenecks and evaluation of operational improvements. **FY 2012-13 Deliverables**: Transportation modeling tools and processes. Identification of problem areas.	June 2013	$ 220,000
Economic Corridors Study: ODOT is conducting assessments and evaluations on select state highway corridors in Region 1 to develop conceptual safety and operational solutions for improved functionality of the transportation network, especially in light of economic needs. **FY 2012-13 Deliverables**: Conceptual safety and operational solutions on select corridors.	Dec 2012	$20,000
US 26 @ Brookwood Parkway/Helvetia Interchange IAMP: Because ODOT is modifying the Brookwood Parkway/Helvetia interchange as part of the U.S. 26: Brookwood Parkway/Helvetia Interchange Jobs and Transportation Act (JTA) Project, ODOT is required to adopt an Interchange Area Management Plan (IAMP). The purpose of the IAMP is to: Support the JTA U.S. 26: Brookwood Parkway/Helvetia Interchange improvement project; Support the ongoing and future City of Hillsboro and Washington County transportation, land use, and economic development planning efforts in and around the study area; and protect the future function of the interchange. **FY 2012-13 Deliverables:** Brookwood Parkway/Helvetia IAMP.	Oct 2012	$250,000 (JTA-funded)

Damascus TSP: ODOT is working with the City of Damascus, Clackamas County and Metro on the TSP for the City of Damascus, which includes a facility management and improvement plan for the segment of OR 212 within the City of Damascus. Dec 2012 $ 600,000 ($1M federal earmark)

FY 2012-13 Deliverables: Damascus TSP components.

TGM grants with regional significance:	TGM $:
City of Hillsboro - Tualatin Valley Highway Corridor Refinement Plan	$ 337,045
Clackamas County - Park Avenue Light Rail Station Area Planning	$ 210,040
Metro/City of Tigard – High Capacity Transit Corridor land Use Plan	$ 233,947
City of Canby – Corridor Gateway Plan	$ 146,843
City of Happy Valley - Rock Creek Comprehensive Plan and Town Center Update	$54,176
City of Oregon City TSP	$ 214,900
City of Portland Cully Blvd. Main Street Plan	$ 105,000
Clackamas County Regional center Area Pedestrian/Bicycle Connections	$ 79,244
City of Wilsonville TSP	$ 185,998
City of Wood Village TSP	$ 35,700
Metro Regional Active Transportation Plan	$ 280,000
Metro Southwest Corridor Refinement Plan	$ 280,000
Sherwood Town Center Plan	TBD
Tacoma Station Area Plan	TBD

A new set of TGM grants will be awarded in the 2012 Fiscal Year.

Note: Does not include local match

FY 2012-13 Deliverables: Final plans and reports for each of the above grant projects.

ODOT Region 1 SPR Budget:

ODOT Region 1's overall estimated SPR program budget for the 2012-13 fiscal year is approximately $2.5 million. The programmed funds, including a 20% state match, cover the following:

- MPO Coordination (Metro) - $ 30,500
- Long Range Planning - $ 1,402,500 *(includes some non-Metro projects and Damascus earmark)*
- Development Review - $ 250,000
- General Planning - $ 396,557
- STIP Administration and Development - $ 505,000

FY 2012-13 Costs and Funding Sources:

	Requirements:				**Resources:**		
2012-13	Personal Services	$	1,918,307		*SPR + match*	$	2,284,557
	Interfund Transfers	$	0			$	
	Materials &	$	366,250				

	Services						
	TOTAL	**$**	**2,284,557**		**TOTAL**	**$**	**2,284,557**
	Full-Time Equivalent Staffing		20.23				
	Regular Full-Time FTE		20.23				

Funding History:

2010-11	***Requirements:***				***Resources:***		
	Personal Services	*$*	*1,589,126*		*SPR*	*$*	*2,431,132*
	Interfund Transfers	*$*	*0*				
	Materials & Services	*$*	*842,006*				
	TOTAL	***$***	***2,431,132***		***TOTAL***	***$***	***2,431,132***
	Full-Time Equivalent Staffing						
	Regular Full-Time FTE		*20.23*				
	TOTAL		*20.23*				
2011-12	***Requirements:***				***Resources:***		
	Personal Services	*$*	*1,943,307*		*SPR + match*	*$*	*2,309,557*
	Interfund Transfers	*$*	*0*			*$*	
	Materials & Services	*$*	*366,250*				
	TOTAL	***$***	***2,309,557***		***TOTAL***	***$***	***2,309,557***
	Full-Time Equivalent Staffing		*20.23*				
	Regular Full-Time FTE		*20.23*				