Exhibit A

FY 2012-13
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

March 22, 2012

FY 2012-13

Unified Planning Work Program

Transportation Planning in the
Portland/Vancouver Metropolitan Area

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

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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;
- Planning for UGB expansion areas.
- Climate Smart Communities work program.

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 Plan, Southwest Corridor Plan, Columbia River Crossing, Active Transportation Plan, and Powell/Division Transit Corridor Plan.

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
- Continued implementation of the five-year Transportation and System Management and Operations (TSMO) strategic plan for the 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. The 2035 RTP was adopted in June 2010. The next federally required RTP update is due in 2014. Work will begin in FY 2012-13 to begin scoping and development of the work program. This work is part of the Regional Transportation Planning work program.

The 2012-15 MTIP was adopted in March 2012 and will be incorporated into the 2012-15 STIP. Amendments to the 2012-15 MTIP and the beginning of policy development for the next 2014-17 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

A Congestion Management Process (CMP) was adopted as part of 2035 RTP in June 2010. It can be found in Appendix 4.4 of the RTP. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff will be revising the Regional Mobility Program to better articulate specific CMP tasks, and better incorporate safety into the program at the beginning of FY 2012-13.

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the Management & Coordination/Grants Management work program. Other MPO activities that fall under this work program are air quality conformity analysis, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review will take place in the fall of 2012 and is covered under this 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.

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.

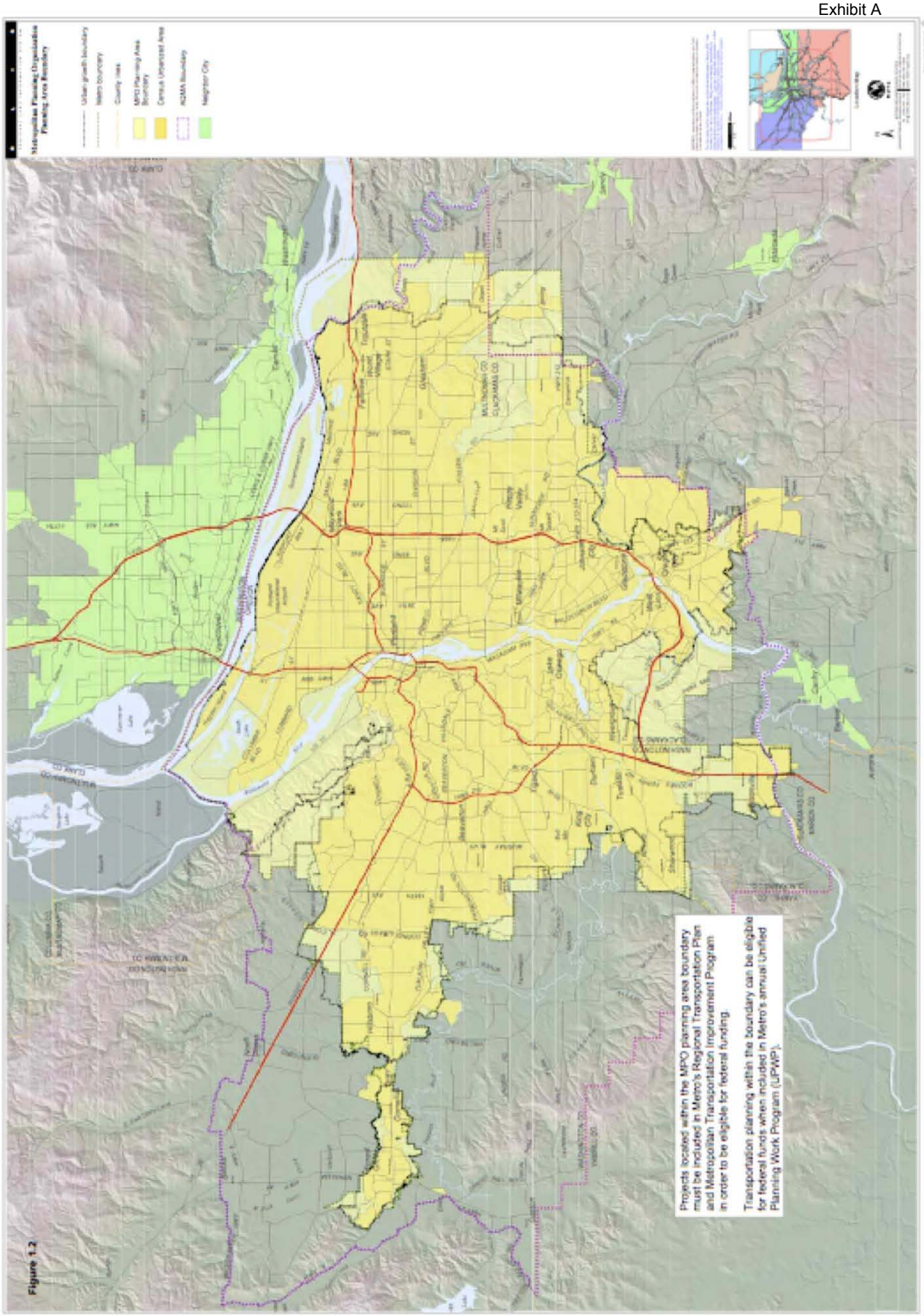
Formal amendments to the UPWP require approval of JPACT and the Metro Council and are required when any of the following occur:

- 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.


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

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FISCAL YEAR 2012-13 UNIFIED PLANNING WORK PROGRAM	)))))	RESOLUTION NO. 12-4335 Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2012-13; and

WHEREAS, the FY 2012-13 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2012-13 UPWP is required to receive Federal transportation planning funds; and

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

WHEREAS, the FY 2012-13 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2012-13 UPWP attached hereto as Exhibit A is hereby adopted.
2. That the FY 2012-13 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration and Federal Transit Administration.

ADOPTED by the Metro Council this _____ day of April 2012.

Tom Hughes, Council President

Approved as to Form:

Alison Kean-Campbell, Metro Attorney

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.

Regional Transportation Plan (RTP): Ongoing implementation of 2035 RTP. Next RTP update is due in fall of 2014. Work will begin in FY 2012-13 to scope out, develop work plan and begin work on updating the RTP.

Tangible Products Expected in FY 2012-2013:

- Quarterly progress reports. (ONGOING)
- RTP amendments, if necessary (ONGOING)
- Scoping and workplan for 2014 RTP Update (SECOND QUARTER)
- Preliminary work on 2014 RTP Update (THIRD AND FOURTH QUARTER)

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	$	1,090,187		PL	$	340,511
Interfund Transfers	$	285,311		STP	$	412,274
Materials & Services	$	74,084		ODOT Support	$	86,194
Computer	$	48,092		Section 5303	$	128,329
				TriMet Support	$	72,787
				Metro	$	207,579
				Other	$	250,000
TOTAL	**$**	**1,497,674**		*TOTAL*	**$**	**1,497,674**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		9.099				
TOTAL		**9.099**				

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)

Entities 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	$	69,568		PL	$	44,195
Interfund Transfers	$	19,482		STP	$	39,353
Materials & Services	$	172,435		FY 10 Guidebooks STP	$	100,000
				Section 5303	$	49,590
				Metro	$	28,347
TOTAL	**$**	**261,485**		*TOTAL*	**$**	**261,485**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.55				
TOTAL		**0.55**				

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. Both the Regional Mobility Program and Regional Travel Options programs are key components of Metro's Congestion Management Process (CMP). Most of the required CMP activities related to performance measurement and monitoring are covered as part of the Regional Mobility Program.

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 FY2012-2015 MTIP to advance funding of priority projects as identified in the Regional TSMO Refinement Plan (ONGOING)
- Revision of Regional Mobility Program to highlight CMP activities and incorporate freight, safety, and TSMO. (FIRST QUARTER)
- Develop implementation plan for Regional Safety Plan. (FIRST QUARTER)
- 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	$	98,070		PL	$	36,610
Interfund Transfers	$	27,464		STP	$	40,901
Materials & Services	$	3,023		ODOT Support	$	38,953
				TriMet Support	$	7,412
				Metro	$	4,681
TOTAL	**$**	**128,557**		*TOTAL*	**$**	**128,557**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.76				
TOTAL		**0.76**				

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. Both the Regional Mobility Program and Regional Travel Options programs are key components of Metro's Congestion Management Process (CMP).

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	$	605,286		CMAQ RTO	$	1,886,209
Interfund Transfers	$	154,620		Metro	$	97,386
Materials & Services	$	1,223,689				
TOTAL	**$**	**1,983,595**		**TOTAL**	**$**	**1,983,595**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		5.66				
TOTAL		**5.66**				

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, financial plan and scope/schedule 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	$	410,485		PL	$	58,112
Interfund Transfers	$	109,676		STP	$	126,424
Materials & Services	$	36,073		ODOT Support	$	11,535
				Section 5305	$	199,409
				TriMet Support	$	96,432
				Metro	$	64,322
TOTAL	**$**	**556,234**		*TOTAL*	**$**	**556,234**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		3.54				
TOTAL		**3.54**				

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.

Providing access to persons with Limited English Proficiency (LEP):

MPOs must provide language assistance and other measures to ensure that people who do not speak English well have meaningful access to the agency's programs. The FTA's 2007 publication: "Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons; A Handbook for Public Transportation Providers" provides guidance for how MPOs and other transit funding recipients can provide access. The handbook also provides the legal basis for such access:

> Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. The Supreme Court, in *Lau v. Nichols*, 414 U.S. 563 (1974), interpreted Title VI regulations promulgated by the former Department of Health, Education, and Welfare to hold that Title VI prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination.

According to the latest 5-year trend from the U.S. Census Bureau's American Community Survey, the following language characteristics were compiled from the 867 Census Block Groups in Oregon that are within or adjoining Metro's Urban Growth Boundary.

Among residents who speak a language other than English at home, 3.2 percent (or 48,228 residents) speak English "not well" and 1.4 percent (or 21,079 residents) speak English "not at all."

Nearly 20 percent (19.4 percent) of the block groups in the region have concentrations of poor English-speakers that are greater than 0.5 standard deviations above the regional average. Those block groups are mainly found in western Washington County and eastern Multnomah County.

Metro follows the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons issued on December 14, 2005 (DOT Guidelines). In accordance with the DOT's Guidelines, Metro will use the four factor analysis that requires an individual assessment for each project of:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service;

2. The frequency with which LEP individuals come in to contact with the program;

3. The nature and importance of the program, activity or service provided; and

4. The resources available and the costs associated with providing LEP services.

In early 2012, Metro was improving its measures that provide meaningful access to MPO programs. Metro expanded the posting of Metro's notice to the public that it complies with Title VI and instructions to the public on how to obtain a complaint form. As of Jan. 20, 2012, the long version of Metro's Title VI notice appears on a special web page for the topic, www.oregonmetro.gov/civilrights. In January 2012, the notice was posted at three locations in the agency's headquarters, the Metro Regional Center: the entrance to the Metro Council Chamber, the main entrance to the building near the security check-in desk and the Human Resources Department's bulletin board for legal notices. A version of the notice, translated into the five most common LEP languages in the region as identified in the 2000 U.S. Census by the TriMet transit agency, was posted in those locations in March 2012. Those five languages are Spanish, Vietnamese, Russian, Chinese and Korean.

Metro has for many years maintained a list of volunteer staff interpreters who are available to provide language interpretation services. As of March 31, 2012, Metro also planned to contract with a telephone interpretation service to provide further access to the agency's transportation planning program.

Procedures for addressing public comments:

Metro's "Public Involvement Policy For Transportation Planning," finalized in October 2009, describes procedures for consideration of public comments:

Required Procedures

Consideration of public comment: Decision makers will consider public comment in all major decisions related to adoption of regional transportation plans and programs. Metro will compile and respond to or summarize as appropriate, substantive comments submitted on the draft RTP, MTIP, and DEIS.

Record of public comment: A public comment report on major transportation plans, programs and projects will be compiled and made available to decision-makers and the public. The public comments received during formal, specified public comment periods will be archived and retained for a period of time specified by an official retention schedule that meets federal, state and regional requirements.

Recommended procedures

Availability of public comment records: The full text of public comments will be made available to the public in electronic formats, with hard copies provided upon request.

The policy also includes requirements and recommended procedures for consideration of the needs of traditionally underserved populations, including low income, minority and LEP populations.

Other recent Title VI reporting activities:

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.

On Aug. 30, 2011, Metro submitted a Title VI Compliance Report to ODOT, covering a 15 month period from April 1, 2010, through June 30, 2011. With approval from ODOT's office of civil rights granted on June 6, 2011, Metro is transitioning to a July 1 to June 30 reporting period, with Title VI Compliance Reports due to ODOT on Aug. 30 after the end of each annual reporting period. The next annual report will be due Aug. 30, 2013, covering July 1, 2012 to June 30, 2013.

As of March 2012, Metro was revising its Limited English Proficiency Plan as part of an update to its Title VI Program for FTA.

Handling Title VI complaints:
Metro has procedures for tracking and investigating Title VI complaints. If any individual believes that s/he or any other program beneficiaries have been the object of unequal treatment or discrimination as to the receipts of benefits and/or services, or on the grounds of race, color, national origin, or sex, s/he may exercise their right to file a complaint with Metro. Every effort will be made to resolve complaints informally at the Metro, sub-recipient, and contractor's level. The procedures apply to all complaints filed under Title VI of the Civil Rights Act of 1964, relating to any program or activity administered by Metro or its subrecipients, consultants, and/or contractors.

A complete copy of Metro's procedures is maintained by the agency's Title VI designee.

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 2011-12:

- 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 2012-13:

- 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	$	48,569		PL	$	30,705
Interfund Transfers	$	5,003		STP		20,849
Materials & Services	$	369		Metro		2,386
TOTAL	**$**	**53,940**		*TOTAL*	**$**	**53,940**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.45				
TOTAL		**0.45**				

REGIONAL TRANSPORTATION PLAN FINANCING

Description:

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

Objectives:

- Work with key stakeholders to develop a regional funding measure that will be supported by the business community and local governments. (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 2012-13:

- 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)

Entities 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	$	29,710		PL	$	34,527
Interfund Transfers	$	4,486				
Materials & Services	$	330				
TOTAL	**$**	**34,527**		**TOTAL**	**$**	**34,527**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.19				
TOTAL		**0.19**				

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. Metro will continue to coordinate with ODOT on the Regional Freight/Passenger Rail Investment Strategy as it relates to the Oregon Freight Plan and Oregon Rail Study. 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 (SECOND QUARTER)
- Develop detailed scope, budget, obtain funding and execute intergovernmental agreements for efforts to enhance the Port export initiative. (SECOND/THIRD QUARTER)
- Participate and comment on ODOT efforts underway, including a statewide rail plan (scheduled to follow the completed Oregon Rail Study) (FIRST AND SECOND QUARTER)
- Develop and issue RFP(s) and enter into contract with consultant(s) for Regional Freight/Passenger Rail Investment Strategy (THIRD QUARTER)
- Complete initial work products for regional rail freight study (FOURTH QUARTER).

- 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	$	160,957		STP	$	84,500
Interfund Transfers	$	45,075		FY 14 Freight STP	$	121,288
Materials & Services	$	23,308		Metro	$	23,553
TOTAL	**$**	**229,341**		*TOTAL*	**$**	**229,341**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.32				
TOTAL		**1.32**				

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	$	0		STP	$	0
Interfund Transfers	$	0		Metro	$	0
Materials & Services	$	0				
TOTAL	**$**	**0**		*TOTAL*	**$**	**0**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.0				
TOTAL		**0.0**				

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	$	588,713		PL	$	792,218
Interfund Transfers	$	164,866		STP	$	31,949
Materials & Services	$	106,727		ODOT Support	$	3,279
				Section 5303	$	4,338
				Metro	$	28,523
TOTAL	**$**	**860,307**		*TOTAL*	**$**	**860,307**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		4.837				
TOTAL		**4.837**				

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	$	108,344		PL	$	147,114
Interfund Transfers	$	30,341				
Materials & Services	$	8,429				
TOTAL	**$**	**147,114**		*TOTAL*	**$**	**147,114**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.0				
TOTAL		**1.0**				

TECHNICAL ASSISTANCE PROGRAM

Description:

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

Objectives:

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

Thus, the primary objective of this program is to provide travel modeling tools and services to clients for 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 2012-13:

- 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 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	$	112,618		STP	$	38,452
Interfund Transfers	$	31,538		ODOT Support	$	28,381
Materials & Services	$	28,630		TriMet Support	$	10,869
				Metro	$	4,401
				Other	$	90,684
TOTAL	**$**	**172,786**		*TOTAL*	**$**	**172,786**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.979				
TOTAL		**0.979**				

ECONOMIC, DEMOGRAPHIC & LAND USE FORECASTING

Description:

The economic, demographic and land use forecasting (ELUF) 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 (ELUF) 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).

Entities 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	$	278,978		PL	$	158,763
Interfund Transfers	$	78,126		Section 5303	$	71,161
Materials & Services	$	16,812		Metro	$	143,992
TOTAL	**$**	**373,916**		*TOTAL*	**$**	**373,916**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		2.45				
TOTAL		**2.45**				

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)

Entities 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	$	958,443		PL	$	82,232
Interfund Transfers	$	267,926		ODOT Support	$	15,000
Materials & Services	$	304,428		Section 5303	$	55,000
				TriMet Support	$	37,500
				Metro	$	797,529
				Other	$	543,536
TOTAL	**$**	**1,530,797**		*TOTAL*	**$**	**1,530,797**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		8.91				
TOTAL		**8.91**				

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, human resource management, and air quality modeling support for MPO programs. 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 Carlotta Collette is the current chair of OMPOC and has served as vice-chair in previous years. 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 two-year FY 2013-15 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 2011-12, Metro successfully carried the Grants Management and MPO Coordination programs forward, with similar objectives and deliverables. Recommendations from the 2008 certification review were incorporated into appropriate UPWP work programs for FY 11-12 and continue into FY 2012-13 in preparation for quadrennial certification review in fall 2012.

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. The next quadrennial certification review will take place in Fall 2012 and will be incorporated into the next UPWP update. Metro is underway in transitioning to a two-year UPWP cycle to be concurrent with the MTIP covering fiscal years 2013-14 and 2014-15.

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 2012-13:

- Adopted Budget (FOURTH QUARTER)
- A-133 Single Audit (SECOND QUARTER)
- Approved two-year FY 2013-15 UPWP (FOURTH QUARTER)
- Narrative and Financial Reports on UPWP activities (QUARTERLY)
- JPACT and TPAC Agendas and Minutes (MONTHLY)
- 2013-14 Federal Self-Certification (FOURTH QUARTER)
- Quadrennial certification review (SECOND QUARTER)

Entities 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	$	862,281		PL	$	431,944
Interfund Transfers	$	337,821		STP	$	509,103
Materials & Services	$	136,034		ODOT Support	$	11,253
				Section 5303	$	106,310
				Metro	$	277,524
TOTAL	**$**	**1,336,136**		*TOTAL*	**$**	**1,336,134**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		8.44				
TOTAL		**8.44**				

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 2011-12, the program provided support for the SW Corridor and East Metro Corridor Plans.

Accomplishments in FY 2011-2012 are:

- 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 transit implementation project on Division/Powell.(SECOND AND THIRD QUARTER)
- 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	$	117,762		PL	$	77,589
Interfund Transfers	$	28,615		ODOT Support	$	30,405
Materials & Services	$	2,834		Section 5303	$	32,973
				Metro	$	8,244
TOTAL	**$**	**149,211**		*TOTAL*	**$**	**149,211**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.02				
TOTAL		**1.02**				

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.

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:
  - 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. (FIRST QUARTER)
- With regional advisory committee, develop implementation plan and pursue funding for trail priorities in the Lake Oswego to Portland corridor. (SECOND AND THIRD QUARTER)
- Complete study to better assess the economic development impacts of streetcar and other transit modes on development. (SECOND AND THIRD QUARTER)
- As part of impact study, develop tool to estimate the impacts on future projects (THIRD QUARTER)
- As part of impact study, recommend connectivity and other access improvements to enhance the economic impact of streetcar and other transit projects. (THIRD QUARTER
- Share best findings with the Federal Transit Administration and other regions and develop white paper outlining best practices.(FOURTH QUARTER)

Entities 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	$	86,555		Streetcar OR-39-0002	$	112,864
Interfund Transfers	$	24,239		Metro	$	28,216
Materials & Services	$	30,285				
TOTAL	**$**	**141,080**		*TOTAL*	**$**	**141,080**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.75				
TOTAL		**0.75**				

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. This corridor extends from Central City Portland out to the City of Sherwood in the vicinity of Barbur Boulevard/Highway 99W. The plan is a partnership between Metro, Multnomah County, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego. 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). 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 (SECOND QUARTER)
- Development of draft Community Investment Strategy (SECOND AND THIRD QUARTER)
- Detailed Draft Definition of Alternatives for Transit AA (SECOND AND THIRD QUARTER)
- Project Steering Committee recommends investment strategy to JPACT and Metro Council (SECOND AND THIRD QUARTER)
- Local jurisdictions review strategy and adopt resolutions in support of investment strategy (THIRD QUARTER)
- JPACT and Metro Council adopt community investment strategy and amend RTP (FOURTH QUARTER)

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	$	1,313,625		FTA 5339 OR-39-0006-00	$	576,000
Interfund Transfers	$	306,260		Other (TriMet Bond)	$	1,874,844
Materials & Services	$	830,959				
TOTAL	**$**	**2,450,844**		*TOTAL*	**$**	**2,450,844**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		11.4				
TOTAL		**11.4**				

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 East Metro Connections Plan is the first mobility corridor refinement plan to come out of the 2035 Regional Transportation Plan. It implements a new approach to allocating limited transportation dollars to ensure that regional transportation investments support local land use, community and economic development, and the environment.

The plan area encompasses the eastern portion of Multnomah County east of 162nd Avenue to the City of Troutdale and from Interstate 84 south to Clackamas County. This effort will evaluate different types of potential investments in Fairview, Gresham, Troutdale, Wood Village and Multnomah County. The plan also coordinates with a larger influence area spreading further south into Clackamas County, the cities of Damascus and Happy Valley.

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:

In fall 2009, Metro worked with technical committees and local jurisdictions to prioritize the remaining corridors needing refinement, and developed 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") emerged as strong candidates for corridor refinement planning in terms of technical factors, as well as local urgency and readiness.

The East Metro Connections Plan commenced in FY 2009-2010 with development of scope, schedule and budget. In FYI 2010-11, the plan 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 continue the finalization and adoption of the East Metro Connections Plan. 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 all taking place in the first quarter of FY 2012-13.

- Final endorsements of recommendations by plan area City Council and County Commissions.
- Adoption of recommendations by JPACT and Metro Council.
- Adoption of amendments to the 2035 RTP.
- 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.

Entities 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	$	0		STP	$	0
Interfund Transfers	$	0		Metro	$	0
Materials & Services	$	0				
TOTAL	**$**	**0**		*TOTAL*	**$**	**0**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

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 2011-12, 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	$	0		CMAQ	$	150,000
Interfund Transfers	$	0				
Materials & Services	$	150,000				
TOTAL	**$**	**150,000**		**TOTAL**	**$**	**150,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

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 TRANSIT CORRIDOR PLAN

Description:

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a transit project for a Very Small or Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas, with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.

The transit corridor plan will inform and 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. A Transit Alternatives Analysis (AA) will further define the mode, route, service, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The AA process is expected to identify a project for an application for a Very Small or Small 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 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 mode, 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 corridor. 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 includes a study of bus service issues, including bus rapid transit (BRT) route from central Portland to Mount Hood Community College within the Powell / Division corridor.

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 Portland Central City to Gresham in the vicinity of Powell 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, Powell measured higher in Housing and Transportation Affordability Benefit and Region 2040 Connections. The SW corridor scored higher on total corridor ridership and funding potential.

The SW corridor is currently in an AA process. Given the strong land use, community support, current ridership, and housing needs, the Powell corridor is appropriate for a corridor plan this time. This plan should consider current limits in regional and corridor financial capacity, partnership opportunities, and future growth potential to determine the right range of short and long term transportation solutions.

East Metro Connections Plan

The East Metro Connections Plan (EMCP) study will develop detailed recommendations this spring. A BRT in the Powell/Division corridor has strong regional and jurisdictional support. The recommendations from the EMCP study 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 on 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 project scope will be to improve the land use and transportation conditions and mobility in the Powell/Division Corridor to support vibrant communities with transportation that helps to sustain economic prosperity, healthy ecosystems, and community assets; minimizes contributions to global warming; and enhances 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 that will consider and compare various transit alternatives, including mode, alignment / routing, service and capital improvements, 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 (Fall 2012)
- Execute intergovernmental agreements (Winter/Spring 2013)
- Execute funding agreements (Winter/Spring 2013)
- Establish decision-making structure including Steering Committee (Winter/Spring 2013)
- Issue consultant contracts (Summer 2013)
- Commence FTA AA process (Spring 2013)
- Define the problems, opportunities and constraints (Summer/Fall 2013)
- Completed evaluation of existing conditions and develop evaluation criteria (Summer/Fall 2013)
- Definition of Alternatives for Transit AA (Fall 2013)
- Evaluation and refinement of preferred option and related transportation improvements and land use investments (Fall 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 transit project for a Very Small 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	$	106,952		FY 14 Next Corridor STP	$	198,999
Interfund Transfers	$	15,402		Metro	$	22,776
Materials & Services	$	99,422				
TOTAL	**$**	**221,775**		*TOTAL*	**$**	**221,775**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.96				
TOTAL		**0.96**				

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 2013

- 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 2013. 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)

Entities 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						
Interfund Transfers						
Materials & Services						
TOTAL	**$**	**219,517**		**TOTAL**	**$**	**219,517**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.66				
TOTAL		**0.66**				

PORTLAND TO LAKE OSWEGO TRAIL MASTER PLAN

Description:

The purpose of the Portland to Lake Oswego Trail Plan is to determine the feasibility of the trail and select a multi-use trail alignment(s) connecting Fielding Rd. in Lake Oswego / Clackamas Co. to Powers Marine Park in Portland, 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 2013

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						
Interfund Transfers						
Materials & Services						
TOTAL	**$**	**110,450**		*TOTAL*	**$**	**110,450**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

MT. SCOTT-SCOUTER MT. LOOP TRAIL MASTER PLAN

Description:

Inventory, assess, and analyze potential trail corridors connecting the Springwater Corridor to the Clackamas River Greenway through Mt. Scott and Scouter Mt. Also look at trail design standards and compatibility with natural areas and wildlife habitat. This project is identified in Metro's Regional Transportation Plan (RTP) and Metro's Greenspaces Master Plan. The city of Happy Valley and North Clackamas Parks and Recreation District (NCPRD) will be coordinating the trail study with their local plans and the city's Transportation System Plan (TSP). The project will be carried out and managed by Metro's Parks and 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						
Interfund Transfers						
Materials & Services						
TOTAL	**$**	**112,000**		*TOTAL*	**$**	**112,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

WESTSIDE TRAIL MASTER PLAN: TUALATIN RIVER TO WILLAMETTE RIVER

Description:

The Westside 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.

Entities 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						
Interfund Transfers						
Materials & Services						
TOTAL	**$**	**335,000**		*TOTAL*	**$**	**335,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.25				
TOTAL		**0.25**				

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.

Entities 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						
Interfund Transfers						
Materials & Services						
TOTAL	**$**	**1,404,454**		*TOTAL*	**$**	**1,404,454**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

WILLAMETTE GREENWAY TRAIL: N. COLUMBIA BLVD – STEEL BRIDGE

Description:

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

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

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

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

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

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

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

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

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

Project Outcomes:

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

Key Initial Scope Work Elements

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

Previous Work

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

Methodology:

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

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

Tangible Products Expected in FY 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						
Interfund Transfers						
Materials & Services						
TOTAL	**$**	**495,709**		*TOTAL*	**$**	**495,709**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

COUNCIL CREEK TRAIL: BANKS - HILLSBORO

Description:

This project would entail the production of a report with preliminary design costs estimates for a 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						
Interfund Transfers						
Materials & Services						
TOTAL	**$**	**243,446**		**TOTAL**	**$**	**243,446**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

SOUTH METRO AREA REGIONAL TRANSIT (SMART)

Description:

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

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

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by grant funding from Federal Transit Administration (FTA) earmarked funds, Job Access & Reverse Commute (JARC), Section 5307, Elderly and Disabled, and Congestion Mitigation and Air Quality (CMAQ). With the exception of the SMART Options program, SMART does not receive grant funding for planning. 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				STP		
Interfund Transfers				Metro		
Materials & Services						
TOTAL	**$**	**73,676**		*TOTAL*	**$**	**73,676**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.0				
TOTAL		**1.0**				

ALOHA-REEDVILLE STUDY & 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 study is also funded in part by a Metro Construction Excise Tax (CET) grant.

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, corridors and town centers redevelopment, 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 it is unclear 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 more efficient development and redevelopment requests and building permits, identify possible incentives for 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 could create opportunities for safer and more enjoyable bike and pedestrian travel and improved access to existing transit routes. Data to support this outcome will include a number of bicycle, pedestrian, and transit access improvements identified during the planning process to be included in the final strategies.

b. Promote equitable, affordable housing
The project will identify and collect baseline data on existing 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 [1]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 intends to 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 create 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 a number of economic development strategies developed during the planning process and included in the final plan.

d. Support Existing Communities
The project intends to identify economic, affordable housing and transportation needs of the estimated 50,000 area residents and create plans and strategies to meet those needs. Data to support this outcome will include a number of improvements identified during the planning process and included in final plans, as well as possible 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 compatible regional Sustainable Communities Regional Planning Grant Program activities. The Aloha-Reedville Study will coordinate with the City of Hillsboro's Tualatin Valley Highway Corridor Refinement Plan (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 a number of reports and/or strategies developed through this effort.

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 [2]increased participation and decision-making by traditionally marginalized populations, and will include the increase in the number of traditionally-underrepresented populations that participate in the planning process.

[1] Goal identified in the Community Challenge/TIGER II grant obligations.
[2] Goal identified in the Community Challenge/TIGER II grant obligations.

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.

Fundamental to the 2040 Growth Plan is a hierarchy of mixed-use, pedestrian friendly Central, Regional, Town, and Neighborhood centers that are connected by transit corridors. 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 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 three-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. It will 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 ensure 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 considering 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 reports provided to FHWA and Metro.
- Semi-annual and annual progress reports delivered to U.S. Department of Transportation and U.S. Department of Housing and Urban Development.
- 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.
- Formation of Leadership Coordinating Committee (SECOND-QUARTER) – committee comprised of elected officials and appointed leaders of two adjacent cities, primary service providers, Metro and two liaisons from the Citizen Advisory Committee. Convened first meeting.
- 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 – TIGER II Grantee and Project Management
Washington County Department of Housing Services – HUD Grantee and co-project management
Washington County Office of Economic Development
U.S. Department of Transportation / Federal Highway Administration – Grantor/Reporting
U. S. 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
City of Hillsboro Chamber of Commerce / 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 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

2010-14	***Funding Source***	
	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**

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 illuminated 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)

Entities 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 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.	July 2012 – June 2013
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	July 2012 – June 2013

vanpool shuttles. Provide a minimum of 10,800 rides.	
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. 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.)	July 2012 – June 2013
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:

2012-13	**Requirements:**				**Resources:**		
	CMAQ	$	420,940		STP	$	*N/A*
	TriMet General Fund Match	$	48,179		Metro	$	*N/A*
	TOTAL	**$**	**469,119**				
					TOTAL	**$**	*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)
- Corridors, Bottlenecks, Operations Study
- Economic Corridors Study
- US 26 @ Brookwood Parkway/Helvetia Interchange IAMP (Jobs and Transportation Act (JTA)-funded)
- Damascus TSP (Earmark-funded)

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

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

Entities Responsible for Activity:

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

ODOT Cooperates/Collaborates in the development of Regional Plans and Programs for which Metro or TriMet is the Lead Agency/Product Owner. This includes the Regional Transportation Plan (RTP), Multi-Modal Mobility Corridor 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-Area Planning Work Plan:

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

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

ODOT Region 1 also administers planning projects through the Transportation & Growth Management (TGM) program.

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 (2011-2013 Biennium)

PROGRAM/PROJECT	COMPLETION SCHEDULE	ODOT SPR BUDGET (7/1/11-6/30/13)
Category: Portland MPO (Metro) Coordination		
Portland MPO (Metro) Coordination: This element of the work plan covers ODOT participation in TPAC, JPACT and MTAC. It also covers UPWP work and stewardship of MTIP funded local agency planning. **FY 2012-13 Deliverables:** UPWP review and narrative, TPAC, JPACT, MTAC attendance, TBD.	Ongoing	$60,000
Category: Long Range Planning		
Metro Regional Long Range Planning: ODOT participates in policy analysis, traffic analysis, project scoping and prioritization, development of performance measures, and other work associated with the implementation of, and any amendments to, Metro's Regional Transportation Plan, Regional Transportation Functional Plan, Modal Plans, Urban Growth Management Functional Plan, Urban/Rural Reserves, and other long range planning projects. This includes continued research and coordination on alternative mobility standards, development of the Regional Safety Action Plan, and Climate Change Scenario work. Work includes participation on regional Technical Advisory Committees Work Groups, and Metro-Trimet-DLCD-ODOT Agency Coordination meetings, and submittal of written and oral comments on draft and final regional plan documents. This program covers ODOT participation in and coordination with regional transportation and land use planning efforts not covered in the specific projects and programs listed below. It does not include ODOT attendance at TPAC, JPACT, and MTAC. **FY 2012-13 Deliverables:** Climate change scenario work; alternative mobility standards.	Ongoing	$155,000
SW Corridor Plan: ODOT is co-leading the SW Corridor Transportation Plan with Metro and in coordination with TriMet and SW Corridor area jurisdictions. 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. See more detailed description in the SW Corridor Plan section of the UPWP.	June 2013	$600,000 (SPR) $200,000 (see TGM)

FY 2012-13 Deliverables: Selection and refinement of preferred integrated transportation and land use investment strategies; development of draft Community Investment Strategy; draft definition of alternatives for transit AA. SW Corridor Transportation Plan.		
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, identify transportation solutions for all modes for the project area and develop a financing and implementation strategy for the identified transportation solution priorities. The roadway was originally constructed as a farming road, and suburban development has changed the nature of the roadway and how people use it to get to their jobs and services. The highway carries 40,000 vehicles a day making enhancing safety and accessibility for people to travel through the corridor by transit, walking, bicycling, and by vehicle (car and truck) a key project component. TriMet Bus #57 line on TV Highway has the 8th highest ridership in the region and serves the transportation needs of disabled and environmental justice communities. The second phase of the project will focus on the Hillsboro Focus area and will address transportation infrastructure needs for development of the South Hillsboro Community Plan (2,000 acres recently brought into the UGB). This project is coordinated with the ongoing Aloha-Reedville Study and Livable Community Plan (Washington County). **FY 2012-13 Deliverables:** • TV Highway Existing Conditions, Plans and Policies Report • TV Highway Future Conditions, Needs, Opportunities and Constraints Report • TV Highway Transportation System Solution Package Evaluation Report • TV Highway Solutions Package Financing and Implementation Strategy • TV Highway Corridor Plan and implementing code and plan amendments and • Hillsboro TV Highway Focus Plan and implementing code and plan amendments.	Dec 2012	$510,071 (Total) $148,643 (SPR) $245,714 (TGM) $115,714 (Hillsboro)
East Metro Connections Plan: ODOT is in an advisory/support role for this plan, and participates in TAC, Senior Staff and Steering Committee meetings. 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
***I-5/I-84 Refinement Plan (Rose Quarter):** ODOT is working with the City of Portland and 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	July 2012	$480,000

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. Early in the process, the team appointed SAC members to represent a diverse range of interests located within the boundaries of the N/NE Quadrant. To date the SAC has reduced 70 plus proposed concepts down to six viable alternatives. From those six, the SAC asked for a hybrid concept that combines the best elements of the remaining six concepts. The team is seeking approval for the N/NE quadrant plan as well as a freeway facility plan by the end of June. **FY 2012-13 Deliverables:** I-5/I-84 Refinement Plan.		
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. This resulting data will be considered in combination with the economic corridor prioritization to identify where to invest to improve goods movement during the next 25 years. The Economic Corridors Study will result in a report capturing the project elements described above. This project is overseen by ODOT and involves input and data from Metro, Business Oregon, Port of Portland, among others. **FY 2012-13 Deliverables**: Conceptual safety and operational solutions on select corridors. The budget covers several products produced by the consultant: the identification of the key and future economic centers in the Portland Metro Area; the identification of the key and future economic corridors linking these sites to each other and to transportation links outside the area; a prioritization analysis of the key economic corridors; and an operational performance analysis for each economic corridor with respect to traffic capacity, duration of congestion and travel time reliability.	Dec 2012	$20,000
Corridors - Bottlenecks Operation Study (C-BOS): ODOT is conducting an holistic review of major metro area freeway corridors (I-5, I-205, I-84, I-405, US 26) to identify and validate recurring bottlenecks; determine best value improvements to address bottlenecks; evaluate modeling tools for assessing improvement alternatives, particularly effectiveness of VISSIM/VISUM models; and compile a comprehensive inventory ("atlas") of bottlenecks and solutions in each corridor. Project Atlas to include: bottleneck locations; existing performance issues; selected design solutions; performance benefits; cost estimates; constructability; and priority ranking. Study has utilized existing transportation data to extent possible (PORTAL data, crash data, ODOT web cameras, etc.); and convened expert multi-disciplinary design team panel to brainstorm potential improvements to identified bottlenecks. A benefit/cost analysis will inform project rankings. This study is an internal ODOT exercise, to identify smaller scale operational improvements that Region can work from as funding becomes	July 2012	$220,000

available, to better manage congestion on major freight/commuter routes in metro region. Study is consistent with OHP Major Projects Policy and FHWA Localized Bottleneck Reduction (LBR) Program guidelines. **FY 2012 – 2013 Deliverables:** Evaluation of effectiveness of modeling tools; development of VISSIM models for I-5 and I-205 corridors; project atlas of bottlenecks and solutions in each corridor (location, existing performance, proposed improvements, performance benefits, and cost estimates); benefit/cost analysis.		
***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. Activities include identification of transportation system needs, and development of system alternatives, alternatives evaluation and recommended plan, as well as TSP policies, code language for implementation, and recommendations for prioritization and financing. 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 expected to resume in Spring 2012, assuming consistency and coordination with the City's comprehensive planning process. **FY 2012-13 Deliverables:** Damascus TSP components, including alternatives, alternatives evaluation, and recommended plan, policies and development code amendments.	Aug 2013	$ 600,000 ($1M federal earmark)
Category: Development Review		
Development Review: ODOT reviews land use actions and participates in development review cases. This includes work with jurisdictions and applicants, and may include written responses or mitigation agreements. This work includes quasi-judicial plan amendments, code and ordinance text amendments, TSP amendments, design & architectural review, site plan review, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and industrial land site certification.	Ongoing	$500,000

FY 2012-13 Deliverables: TBD – depends on land use action cases.		
Category: General Planning		
Local Jurisdictions' Transportation System Plans (TSPs): ODOT coordinates with and provides technical assistance and policy direction to local jurisdictions as they develop or update their transportation system plans or TSP refinement plans. As of Winter 2012, ODOT is participating in or expects to participate in the TSPs of Washington and Clackamas Counties, Damascus, Forest Grove, Gresham, Hillsboro, Lake Oswego, Oregon City, Tualatin, Wilsonville, and Wood Village. Work includes participation on TSP Technical Advisory Committees, and submittal of written and oral comments on draft and final local TSP-related documents. ODOT work on TSPs that are funded by TGM is covered by TGM program funds. **FY 2012-13 Deliverables**: TSP updates.	Ongoing	$150,000
Local Jurisdictions' Legislative Amendments and Interagency Coordination: ODOT coordinates with and provides technical assistance and policy direction to local jurisdictions as they develop and adopt concept plans, 2040 Center, Main Street, Station Community, and Corridor Plans, sub-area land use plans, and other legislative amendments regarding consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, policies, regulations, and standards. Work includes participation on Technical Advisory Committees, attendance at County Coordinating Committees, and submittal of written and oral comments on draft and final local plan documents. **FY 2012-13 Deliverables:** TBD	Ongoing	$270,000
Category: STIP Administration and Development		
STIP Administration and Development: ODOT administers, develops and manages the STIP. This work includes development of transportation needs lists and costs, initial scoping and environmental screening reports, outreach and public involvement, and development and programming of the STIP. **FY 2012-13 Deliverables:** 2015-1018 STIP, STIP process.	Ongoing	$1,010,000
Category: TGM		
FY 2012-2013 TGM Program TGM grants with regional significance: Metro Regional Active Transportation Plan Metro Southwest Corridor Refinement Plan Sherwood Town Center Plan Milwaukie Tacoma Station Area Plan A new set of TGM grants will be awarded in the 2012 Fiscal Year.		TGM $: $ 280,000 $ 200,000 $ 155,700 $ 125,000 *Note: Does not include local*

FY 2012-13 Deliverables: Final plans and reports for each of the above grant projects.		*match*
* Major project - indicates project with $50 million known implementation costs (at this time).		

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$2,431,132	20.32
2011-12	$2,309,557	20.32

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 & Services	$	366,250				
	TOTAL	**$**	**2,284,557**		**TOTAL**	**$**	**2,284,557**
	Full-Time Equivalent Staffing		20.23				
	Regular Full-Time FTE		20.23				

MARKET RESEARCH & PUBLIC READINESS CAMPAIGN FOR TRANSPORTATION ELECTRIFICATION

Description:

The Market Research & Public Readiness Campaign for Transportation Electrification for the Portland Metro region will conduct market research to determine public's concerns and knowledge of transportation electrification, form public-private partnership to educate the public on the opportunities and benefits of transportation electrification, and to stimulate adoption of PEVs.

Objectives:

- Increase awareness of electric vehicles and transportation electrification.
- Accelerate the adoption rate of electric vehicles for both fleet and consumers.
- Increase knowledge of and support for electric vehicles by the public and policy makers.

Previous Work:

This project builds on a plan under development by the State of Oregon, who recently received an award from U.S. Department of Energy to develop a comprehensive plug-in electric vehicle (PEV) market and community plan to address next-generation deployment strategies. The plan will serve as a roadmap to achieve Oregon's goal of 30,000 PEVs by 2015 by integrating and optimizing existing Oregon PEV readiness efforts; developing a statewide PEV market and community plan; and creating momentum for reaching national PEV deployment goal.

For the last four years, members from a variety of organizations in the region have been building support for PEVs. Those organizations include Portland General Electric, Portland State University, City of Portland, Oregon Department of Transportation, Oregon Department of Energy, Metro, Drive Oregon, Multnomah County, and many others. PSU, PGE and OTREC have held four conferences under the moniker "EVRoadmap". These conferences are focused on informing policymakers, regional leaders and business representatives about transportation electrification and to develop a dialogue around the future of transportation electrification. OTREC currently maintains a website (www.evroadmap.com), which will soon be revamped under the US DOE planning grant.

Methodology:

OTREC will continue to work closely with regional partners to coordinate EV outreach and activities throughout Portland Metro region. The outcomes will be achieved by managing a public website, provide coordination assistance, create a community of stakeholders, measuring awareness and utilizing social marketing.

Tangible Products Expected in FY 2012-13:

- Maintain the public EV website (www.evroadmap.com); add articles, fact sheets, news and information of use to the EV community
- Recruit and maintain a network of electric vehicle supporters including a list of names; provide regular updates to the network and make materials and tools available to them
- Reach out to prospective regional partners in utilities, municipal government, business, environmental groups, retailers etc. to engage them in promotional activities
- Ensure that stakeholders have access to materials and key facts; provide materials to those who are involved in EV promotion
- Recruit people to events; send email alerts to stakeholders with news and calendar updates
- Work creatively with different communities and stakeholders; for example, explore working with neighborhood groups and businesses

- Create a monthly calendar of email events
- Engage in traditional and social media to create public awareness about electric vehicles
- Formally capture feedback about what is working and what is not working about the outreach activities to document activities and community response
- Identify key barriers to effective outreach and marketing
- Other duties as needed within the campaign

Entity/ies Responsible for Activity:

Oregon Transportation Research and Education Consortium (OTREC) based at Portland State University – Lead agency
Metro – cooperate/collaborate
ODOT – cooperate/collaborate
PGE – cooperate/collaborate
Drive Oregon – cooperate/collaborate
ODOE/Clean Cities – cooperate/collaborate
City of Portland – cooperate/collaborate

Schedule for Completing Activities:

The funding is for a two-year outreach program to begin in fall 2012

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2012-13	$110,000	1.0
2013-14	-	1.0

DRAFT FY 2012-13 Unified Planning Work Program Funding Summary

03/22/2012

	13 PL ODOT[1]	13 STP* (FFY 12) Metro	11 STP* (FFY 10) Metro	10 STP* Guidebooks	FY 13 Next Corridor STP*	FY 13 Freight STP*	13 ODOT Support Funds	13 Sec 5303*	12 Sec 5303*	13 TriMet Support	ODOT TGM* Active Transportation	SW Corridor (FTA 5339)	FTA Streetcar	CMAQ RTO	Other Anticipated Funds	Metro/ Local Match	Total
ODOT Key #				15584	18015	18005						OR-39-0006*	14570	OR95-X010* 15548, 17277			
METRO																	
Transportation Planning																	
1 Regional Transportation Plan	351,481	312,238	101,622	-	-	-	86,194	111,576	16,753	72,787	-	-	-	-	250,000 [2]	503,826	1,806,479
2 Best Design Practices in Transportation	45,322	39,353	-	100,000	-	-	-	49,590	-	-	-	-	-	-	-	28,347	262,612
3 TSMO - Regional Mobility	42,014	37,426	-	-	-	-	38,993	-	-	7,428	-	-	-	-	-	4,284	130,145
4 TSMO - Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-		1,867,124	-	95,133	1,962,257
5 Metropolitan Transportation Improvement Program (MTIP)	60,245	114,285	12,143	-	-	-	11,535	129,464	73,308	96,432	-	-	-	-	-	65,163	562,575
6 Environmental Justice and Title VI	30,705	-	21,109	-	-	-	-	-	-	-	-	-	-	-	-	2,416	54,230
7 Regional Transportation Plan Financing	34,786	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34,786
8 Regional Freight Plan	-	84,500	-	-		156,530	-	-	-	-	-	-	-	-	-	27,587	268,617
9 Bi-State Coordination	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Research & Modeling																	
1 Model Development Program	790,948	-	31,949	-	-	-	3,279	4,338	-	-	-	-	-	-		28,523	859,037
2 System Monitoring	147,582	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	147,582
3 Technical Assistance	-	38,404			-	-	28,341			10,853	-	-			190,812 [3]	43,387	311,800
4 Economic, Demographic and Land Use Forecasting	170,064	-	-	-	-	-	-	-	71,161	-	-	-	-	-	-	145,782	387,007
5 GIS Mapping and Land Information	95,288	-	-	-	-	-	15,000	55,000	-	37,500	-	-	-	-	542,828 [3]	851,728	1,597,347
Administrative Services																	
1 Grants Management and MPO Coordination	296,261	447,544	63,232	-	-	-	11,253	101,032	5,278	-	-	-	-	-	-	307,012	1,231,612
Corridor Planning & Projects of Regional Significace																	
1 Corridor Refinement & Project Development	169,824	-	-	-	-	-	30,405	29,610	-	-	-	-	-	-	-	17,754	247,593
2 Streetcar/HCT Economic Development Best Practices	-	-	-	-	-	-	-	-	-	-	-	-	156,586	-	-	39,147	195,733
3 Southwest Corridor Plan	-	-	-	-	-	-	-	-	-	-	-	576,000	-	-	1,846,964 [4]	-	2,422,964
4 Active Transportation		-	-	-	-	-	-	-	-	-	147,333	-	-	-	-	75,778	223,111
5 Powell/Division Bus Rapid Transit	-	-	-	-	195,596	-	-	-	-	-	-	-	-	-	-	22,387	217,983
Metro Subtotal	2,234,520	1,073,750	230,055	100,000	195,596	156,530	225,000	480,610	166,500	225,000	147,333	576,000	156,586	1,867,124	2,830,604	2,258,254	12,923,470
GRAND TOTAL	2,234,520	1,073,750	230,055	100,000	195,596	156,530	225,000	480,610	166,500	225,000	147,333	576,000	156,586	1,867,124	2,830,604	2,258,254	12,923,470

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

[1] PL funds include $468,609 carryover from FY 11.

[2]The $250,000 is from HB 2001 for the Climate Change work.

[3]Under Technical Assistance the $90K is split between Jurisdiction Contracts and Technical Assistance. In Mapping the $544K is split between Jurisdiction Contracts (mostly Aerial Photography clients) and Outside Sales.

[4]Bond to paid back with Regional Flexible Funds

OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FY 2012-13 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

1/25/2012

Project	ODOT Key	Jurisdiction	STP	CMAQ	ODOT TGM	TriMet	Federal / Earmark	Other Funds / Match(1)	TOTAL
Multimodal Arterial Performance Management Regional Concept of Transportation Operations	*17457*	*Metro*		150,000					150,000
Tonquin Trail Master Plan	*14339*	*Metro*	188,000					31,517	219,517
LO to Milw Trail Master Plan	*14397*	*Metro*	100,000					10,450	110,450
Mt. Scott-Scouter's Mt. Loop Trail Master Plan	*14398*	*Metro*	100,000					12,000	112,000
Westside Trail Master Plan: Willamette-Tualatin	*15586*	*Metro*					300,000	35,000	335,000
Sunrise Prkwy/Hwy 212/Damascus		*City of Damascus*			250,000		1,000,000	154,454	1,404,454
Willamette Greenway Trail: N. Columbia Blvd. - Steel Bridge	*17269*	*City of Portland*	444,800					50,909	495,709
Council Creek Trail: Banks to Hillsboro	*17272*	*City of Forest Grove*	218,444					25,002	243,446
SMART RTO Program	*16684*	*City of Wilsonville*		66,110				7,566	73,676
Aloha-Reedville Study & Livability Community Plan		*Washington Co*					2,000,000	1,243,907	3,243,907
South Corridor I-205/Ptld Mall LR Before/After Evaluation		*TriMet*					60,000		60,000
Bus Stop Development Program	*15552*	*TriMet*		554,488		63,464			617,952
Employer Outreach Program		*TriMet*		420,940		48,179			469,119
I-5 Columbia River Crossing		*ODOT*						197,850,000	197,850,000
ODOT Planning Program		*ODOT*						2,284,557	2,284,557
GRAND TOTAL			1,051,244	1,191,538	250,000	111,643	3,360,000	201,705,362	207,669,787

Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2013
(July 1, 2012 to June 30, 2013)

February 3, 2012

Southwest Washington Regional Transportation Council
1300 Franklin Street
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Preparation of this document was funded by grants from the Washington State Department of Transportation, U.S. Department of Transportation (Federal Highways Administration and Federal Transit Administration) and local funds from RTC member jurisdictions.

Title VI Compliance

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

Americans with Disabilities Act (ADA) Information:

Materials can be provided in alternative formats by contacting

Southwest Washington Regional Transportation Council (RTC)

(360) 397-6067 or info@rtc.wa.gov

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FY 2013 UPWP for Clark County: Contents

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FISCAL YEAR 2013 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC was established in 1992 to carry out the regional transportation planning program. Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally designated Transportation Management Area (TMA) because it is a large urban area with a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2013 UPWP runs from July 1, 2012 through June 30, 2013.

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

In FY 2013, RTC will continue to work closely with local jurisdictions on development of a shorter-term transportation strategy, transportation plans, and programs. RTC will also continue to work on bi-state transportation issues that can be coordinated through the Bi-State Coordination Committee.

UPWP OBJECTIVES

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

PLANNING EMPHASIS AREAS

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through

urbanized areas. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas (PEAs) for both metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs.

FEDERAL

The existing Federal Transportation Act, SAFETEA-LU, continues to be extended beyond its September 30, 2009 scheduled expiration. Pending Federal Transportation Act reauthorization, federal emphasis areas remain unchanged. FHWA and FTA suggest MPOs continue to focus on meeting the requirements of 23 CFR 450.308 and continued compliance with SAFETEA-LU, including addressing planning factors. MPO's should also continue to focus on coordination and consultation with tribal governments and federal land management agencies, planning agreements between agencies, periodic review of the effectiveness of the MPO's public participation process, coordinated transportation planning studies, Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program development, a Congestion Management Process reflecting multimodal system performance measures and strategies and self-certification that the transportation planning process is being carried out in accordance with the applicable laws.

Under SAFETEA-LU, the scope of the transportation planning process provides for consideration of projects and strategies that will address the Federal planning factors contained in CFR 450.306 to:

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

STATE

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

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

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

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

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

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

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

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

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

1. **Involvement in Statewide Planning Activities:**

    - Statewide Freight and Rail plans
    - Highway System Plan
    - Various other modal technical studies
    - Incorporation of pertinent aspects of statewide transportation plans into the MTP if being updated in the FY2013 timeframe.

2. Involvement in WSDOT Region Planning Activities:

- Respond to requests for involvement from WSDOT Regions in Corridor Planning Studies and assist in identifying proposed corridor studies to be conducted during the next six years

3. Involvement in State and National Legislative Activity:

- Comment on state legislative actions.
- Federal transportation, livability, climate change and performance measures legislation and planning regulations, and any interim funding situations; commenting and reporting back on actions of national interest groups. MPO/RTPOs may need to respond very rapidly, from time to time, on issues relating to reauthorization of the federal Surface Transportation Act. Responses could include, among other things, analyzing and commenting on proposed federal Surface Transportation Act bill elements, attending meetings, participating in conference calls, or reviewing comments to proposed legislation and perhaps testifying on proposed legislation.

4. Involvement in Statewide Climate Change Activities

- RTC, as one of the four affected RTPOs, should collaborate with WSDOT to implement Sections 2(b) of the Governor's Executive Order 09-05 – Washington's Leadership on Climate Change.
- During the next biennium, WSDOT encourages all RTPOs to stay abreast of the climate change dialog in case of new developments that could affect them.

LOCAL

RTC will continue its fundamental program activities such as the Clark County Metropolitan Transportation Plan, the Regional Transportation Planning Organization planning in Klickitat and Skamania counties, the Metropolitan Transportation Improvement Program and project grant request coordination, transportation system congestion management process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, program and project coordination, RTC's FY 2013 UPWP includes completion of an I-205 Bi-State Corridor Study and partnering with C-TRAN on the Fourth Plain Transit Improvement Project and Federal Transit Administration Small Starts Alternatives Analysis.

THE REGION'S KEY TRANSPORTATION ISSUES:

During 2011 Clark County continued to experience high unemployment rates and the economic downturn continues to challenge the region. The slow economic recovery in 2011 is continuing to challenge the region's ability to make progress in addressing its pressing transportation issues. However, local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic recovery and new transportation project opportunities are emerging that address the region's transportation problems and provide support to the region's recovering economy. These include the implementation of a Transportation System Management

and Operations (TSMO) corridor pilot project, construction planning for the I-5 Columbia River Crossing Project, and planning for transit improvements in the Fourth Plain corridor.

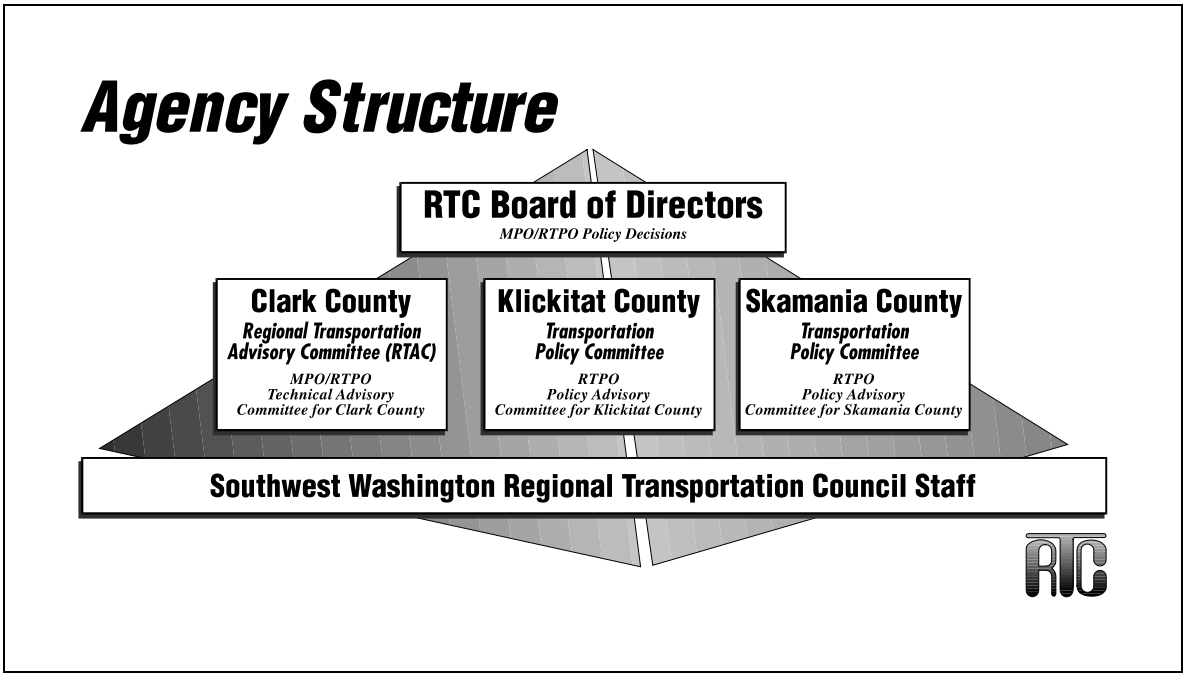
Key transportation issues for the region include:

- Between 1990 and 2011, Clark County's population grew by 79% from 238,053 to 428,000 and the transportation system was improved to keep pace with the growth. Growth has slowed in the region with population increasing by only 0.6% between 2010 and 2011.
- Understanding and coming to terms with the new economic realities and what this means for the region's transportation system with the Ten Year Transportation Priorities work as part of the Metropolitan Transportation Plan's development.
- Ensuring sufficient funds are available for preservation and maintenance of the existing transportation system as well as providing a safe transportation system for both vehicle and non-vehicle travel and maintaining Level of Service and concurrency standards within the constraints of revenues available for transportation "mobility/capacity" projects.
- Investing in transportation infrastructure to support the economic and land use goals of our region. A new development on Vancouver's Waterfront is planned, the Port of Vancouver continues investment in transportation infrastructure to attract new employers and there are plans for growth in the Discover Corridor adjacent to I-5 north.
- Implementing this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Transportation Partnership Account (TPA). Through these packages, Clark County is receiving about $700 million to invest in transportation projects. Project underway include the SR-500/St. Johns Interchange, the Salmon Creek Interchange, the SR-14 Camas/Washougal widening project, and the SR-502 widening to Battle Ground is going to ad in early 2012.
- Planning for transit service to provide for travel options and mobility for the growing Clark County community. C-TRAN adopted its 20-Year Transit Development Plan, C-TRAN 2030, in June 2010. The Plan outlines how C-TRAN will implement improved transit service into the future. Shorter-term strategies include service performance analysis for fixed route, demand response and vanpool service, park & ride planning and engineering as well as traffic signal priority. Longer term transit plans include working toward implementation of High Capacity Transit in corridors identified in RTC's High Capacity Transit System Study (Dec. 2008). C-TRAN is now working on planning for the first HCT priority corridor on Fourth Plain. The HCT study process demonstrated that any HCT project takes collaboration, community support, and will require new transit revenues.
- Following a decision on the Columbia River Crossing project's Locally Preferred Alternative (LPA) in 2008, the CRC published the Final Environmental Impact Statement and a Record of Decision was issued in 2011. The LPA included the fundamental elements of the project which are a new I-5 replacement bridge, tolling and light-rail transit to a Clark College terminus. This high-profile project is led by a bistate Project Sponsors Council consisting of local elected officials, transit operators and the Oregon and Washington state departments of transportation.

- Coordinating with human service agencies and organizations concerned with providing transportation services for the aged, people with disabilities and low income, and identifying and implementing a special needs transportation pilot project through work of the Accessible transportation Coalitions Initiative (ATCI) in this region.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" should funds become available.
- Implementation of regional and local Commute Trip Reduction (CTR) plans, adopted in October 2007, including implementing downtown Vancouver's Growth and Transportation Efficiency Center (GTEC), its Destination Downtown program. The CTR program can allow the region to make the most efficient use of existing transportation systems through Transportation Demand Management (TDM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies identified in the cooperatively-developed Vancouver Area Smart Trek (VAST) program and the new Transportation System Management and Operations program. In 2011, a TSMO corridor pilot project on East Mill Plain will provide a low cost option for improving multimodal travel.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce transportation impacts on air quality and water quality and addressing environmental justice issues. An increased level of coordination with resources agencies at an earlier stage of the planning process is now required to meet federal transportation laws.
- Continuing work on implementing Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals.
- Monitoring transportation congestion in the region.
- Creating transportation options through implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.
- Continuing the work of the Regional Transportation Planning Organization in Skamania and Klickitat counties.
- Involving the public in identifying transportation needs, issues and solutions in the region. The values of the community should be reflected in our regional transportation plans and programs.

Southwest Washington Regional Transportation Council (RTC)
Extent of RTC Regional Transportation Planning Organization region

Map Showing Extent of RTC Metropolitan Planning Organization Region and Incorporated Areas In Clark County



RTC: Staffing	
Position	**Duties**
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Vancouver Area Smart Trek (VAST), Transportation System Management and Operations (TSMO), Intelligent Transportation System (ITS), I-5 Columbia River Crossing Project, I-205 Bi-state Corridor Study
Sr. Transportation Planner	Metropolitan Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Community Environments, Commute Trip Reduction, Freight Planning
Sr. Transportation Planner	Metropolitan Transportation Improvement Program (MTIP), Project Programming, RTPO: Klickitat and Skamania Counties, Congestion Management Process, Traffic Counts, Fourth Plain Transit Improvement Project
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Air Quality, Travel Survey
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Coordination Committee Meetings, Appointment Scheduling
Office Assistant	Generation Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings
Accountant	Accounts Payable, Grant Billings

PARTICIPANTS, COORDINATION AND FUNDING SOURCES

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

A. Clark County

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

C-TRAN regularly adopts a Transit Development Plan (TDP) that provides a comprehensive guide to C-TRAN's shorter-term development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. C-TRAN also adopted a longer-range transportation plan, C-TRAN 2030, in June 2010 to guide the longer-term development of the transit system. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes as well as express commuter bus service to Portland, Oregon. C-TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

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

incorporated into statewide plans. RTC also cooperates in involving the public in development of transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems in their respective jurisdictions. Coordination of transportation planning activities includes local and state officials in both Oregon and Washington states. Bi-State Coordination is described on page xv.

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

- The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
- Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).
- Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on which planning in the area will proceed.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). RTC has established a review and update cycle for the MOUs consistent with the RTC/Metro MOU. The next update will be developed along with the FY 2013 UPWP in April 2012.

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2010 UPWP in April 2009 (RTC Board Resolution 04-09-13, April 7, 2009).

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2012

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Washougal
City of Camas

Clark County

City of Battle Ground

City of Ridgefield

City of La Center

Town of Yacolt

City of Stevenson

City of North Bonneville

City of White Salmon

City of Bingen

City of Goldendale

C-TRAN

Washington State Department of Transportation

Port of Vancouver

Port of Camas/Washougal

Port of Ridgefield

Port of Skamania County

Port of Klickitat

Portland Metro

Oregon Department of Transportation

Legislators from the following Washington State Districts:

15th District

17th District

18th District

49th District

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Board of Directors

Jurisdiction/Agency	Representative
City of Vancouver	Council Member Jack Burkman **[Chair]** Council Member Jeanne Stewart
Clark County	Commissioner Marc Boldt **[Vice Chair]** Commissioner Tom Mielke Commissioner Steve Stuart
City of Camas City of Washougal	Council Member Molly Coston, Washougal
City of Battleground City of Ridgefield City of La Center Town of Yacolt	Council Member Bill Ganley, Battle Ground
Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Paul Pearce, Skamania County
Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Mayor David Poucher, White Salmon
C-TRAN	Jeff Hamm, Executive Director/CEO
WSDOT	Donald Wagner, Southwest Regional Administrator
Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Nancy Baker, Port of Vancouver
ODOT	Jason Tell, Region One Manager
Metro	Councilor Rex Burkholder
15th District	Senator Jim Honeyford Representative Bruce Chandler Representative David Taylor
17th District	Senator Don Benton Representative Paul Harris Representative Tim Probst
18th District	Senator Joseph Zarelli Representative Ann Rivers Representative Ed Orcutt
49th District	Senator Craig Pridemore Representative Jim Moeller Representative Sharon Wylie

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Regional Transportation Advisory Committee Members

Jurisdiction/Agency	Representative
Regional Transportation Council	Dean Lookingbill **[Chair]**
Clark County, Planning	Mike Mabrey
Clark County, Public Works	Bill Wright
City of Vancouver, Transportation	Matt Ransom
City of Vancouver, Community Development	Bryan Snodgrass
City of Camas	Jim Carothers
City of Washougal Port of Camas-Washougal	Jim Dunn
City of Battle Ground Town of Yacolt Port of Ridgefield	Mark Herceg
Cities of Ridgefield City of La Center	Steve Wall
C-TRAN	Scott Patterson
WSDOT	Mike Clarke
Port of Vancouver	Katy Brooks
ODOT	Ralph Drewfs
Metro	Josh Naramore
Human Services Council	Colleen Kuhn

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Skamania County	Commissioner Paul Pearce
City of Stevenson	Ben Shumaker, Planning
City of North Bonneville	John Spencer, City Clerk/Treasurer
Port of Skamania County	John McSherry, Port Manager
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator

C. KLICKITAT COUNTY

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

KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor David Poucher
City of Bingen	Mayor Betty Barnes
City of Goldendale	Larry Bellamy, City Administrator
Port of Klickitat	Marc Thornsbury, Port Executive Director
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator

D. BI-STATE COORDINATION

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

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

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1 A (I). METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) for Clark County is the region's long-range Regional Transportation Plan (RTP). The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the MTP has a planning horizon of at least 20 years. The most recent update to the Metropolitan Transportation Plan (MTP) for Clark County was adopted in December 2011 and extends the horizon year to 2035. The 2011 MTP update is consistent with local Comprehensive Growth Management Plans, reflects the Washington Transportation Plan 2030 (WTP, December 2010) and state Highway System Plan (HSP) and is compliant with SAFETEA-LU. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2012/13 MTP work shifts to plan monitoring, the development of a 10-year project priorities strategy, and better addressing key modal elements of the plan.

Work Element Objectives

- Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and Federal Transportation Act, currently SAFETEA-LU. The state requires that the Plan be reviewed for currency every two years and existing federal laws require Plan update at least every four years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. MTP updates will also address federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP), Statewide Multimodal Transportation Plan (SMTP), Highway System Plan (HSP), and Route Development Plans (RDPs). At each MTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan reflects the transportation priorities of the region.
- Address the eight federal planning factors required of the metropolitan planning process. The MTP will provide an overview of how these factors are being addressed. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

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

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

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

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

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

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

7. Promote efficient system management and operation.

8. Emphasize the preservation of the existing transportation system.

- Develop an MTP that complies with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC) and have the MTP include the following components:

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

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

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

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

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

6. Designation of the regional transportation system.

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

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

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

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

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

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

The six legislative transportation system policy goals of RCW 47.04.280 will be supported in the MTP. These goals are 1) Economic Vitality, 2) Preservation, 3) Safety, 4) Mobility, 5) Environment, and 6) Stewardship. Rules guiding implementation of the state's Growth Management Act are developed by the state's Department of Commerce and are documented in Title 365 of the Washington Administrative Code (WAC). The most recent updates to the WAC include changes to Chapter 365-190 WAC, Chapter 365-195 WAC, and a new Chapter 365-196 WAC. RTC follows this guidance in carrying out its work to help implement the GMA as part of the transportation planning process.

- Involve the public in MTP development.
- Reflect updated results from the Congestion Management Process. The latest report on the region's congestion management is the 2010 Congestion Management Report (RTC, September 2011).
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments of 1990.
- Reflect regional freight transportation issues.
- Address active transportation, bicycling and pedestrian, modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.
- Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by SAFETEA-LU, the Clean Air Act and State law.
- Develop an MTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.
- Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans.
- Address planning for the future transit system guided by C-TRAN2030 (June 2010).
- Report on transportation system performance.

Relationship to Other Work Elements

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

FY 2013 Products

With a major update to the MTP adopted in December 2011, 2012/2013 will see a continuation of MTP related work efforts that will, in time, be used in the next update to the MTP.

- In early FY 2013, the Ten Year Transportation Priorities will be completed. The product of this work element would include a 10-year set of regional transportation program and project priorities that would be used to align our region's priorities to a possible state or regional transportation revenue discussion. These priorities would be consistent with RTC's adopted MTP and TSMO plans as well as local transportation capital facility plans, C TRAN's 20-year plan, and WSDOT's State Highway System Plan. The difference is that this 10-year list of priorities would assume the current economic development and revenue trends.

As part of ongoing MTP development the following modal elements and planning issues will be addressed:

- Scenario Planning and Regional Core Values Assessment– A scope of work will be developed to chart a course for this task. In late April of 2011, RTC in partnership with the FHWA Washington, D.C. office and the Volpe National Transportation System Center sponsored a Transportation and Land Use Scenario Planning Workshop. The primary goal of the workshop was to introduce a diverse range of community leaders about how a scenario planning approach could help our region address an increasing set of uncertain future land use and transportation issues. Following the May RTC Board briefing, the Board formed a working committee to further explore the regional visioning and scenario planning idea. The group's charge was to both explore the concept and to define a scope for conducting a scenario planning process in our region; to identify a purpose, process, timing, leadership, and budget. The workgroup met several times and have recommended moving forward with a Phase I that would initiate a community values assessment process to define our region's most important core values. Their recommendation is based on a call to action that asks, "How will our community respond to the new reality that has resulted from the 2008 national recession?" A community assessment of core values could build the foundation for charting a path for how our region will respond to the new economy and the new reality it brings. Project leadership and funding is still to be resolved.
- Regional Travel Forecast – use of the updated regional travel forecasting model, with horizon year of 2035 to analyze and measure future performance of the transportation system.
- Urban Area Boundary Update and Functional Classification of Streets – Update to the UAB is anticipated in 2012/2013 following analysis of the 2010 decennial census population data. Any

changes to the UAB will result in necessary update to the federal functional classification of the highway/arterial system. The goal in the region is to make the federal classifications as consistent as possible with the Clark County Arterial Atlas and local street classifications.

- System Performance – Use a set of system performance measures to review, analyze and update the information on transportation system performance and level of service assumptions.
- Safety – Monitor crash data and begin an update of the Safety Assessment completed as part of the 2011 MTP update. This will involve working with WSDOT and partner agencies to compile, categorize, analyze and evaluate crash data and address transportation safety issues.
- Transit – The MTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010), and the Clark County High Capacity Transit System Study (RTC, December 2008). Any recommendations from C-TRAN's Fourth Plain Transit Improvement Corridor work will be amended into the MTP.
- Efficiencies – It is recognized that the most efficient use of the existing transportation system must be made through implementation of Transportation Demand Management (TDM) strategies. TDM planning takes a broader definition of TDM and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- The Congestion Management System serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. The latest results from Congestion Management Monitoring (CMM), as part of the Congestion Management Process, are reflected in the MTP's development. The Plan includes consideration of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies.
- Recommendations of the Transportation System Management and Operations (TSMO) Plan were incorporated into the 2011 MTP update but in FY 2013 the focus will be on measuring performance of the pilot corridor.
- RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans adopted in 2007. RTC prepares an annual report documenting CTR work and the status of CTR implementation. Affected local jurisdictions, as determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. The Regional CTR Plan was adopted by RTC in October 2007 and the Downtown Vancouver Growth and Transportation Efficiency Center program, Destination Downtown, continues to be developed by the City of Vancouver.
- Active Transportation – The MTP update will reflect work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the MTP. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. The State Growth Management Act requires that two components relating to active communities be addressed in local growth

management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity.

- Changing Demographics and Lifestyles – the 2011 MTP update addressed changing demographics and lifestyles and how this will affect transportation demand in the region. RTC will work with local agencies to implement transportation recommendations resulting from Clark County's Aging Readiness Task Force and documented in the Clark County Aging Readiness Plan.
- The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC. RTC coordinates with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes projects across all three counties of the RTC RTPO region. The most recent update to the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties (HSTP) was adopted by the RTC Board in December 2010 to support funding applications for WSDOT's consolidated public transportation grant program. Under federal law, HSTPs must be updated at least every four years. In FY 2013, RTC anticipates begin involved in the process to select projects from the region to forward for statewide competitive funding consideration with update of the identified needed project list as part of the HSTP.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) were incorporated into the 2011 MTP update ensuring that the significance of freight transportation and its importance to the local economy is documented. RTC will continue to prepare materials relating to freight transportation and attend meetings of the Vancouver Freight Alliance; an alliance of freight transportation business leaders in the region.
- Air Quality and Climate Change –Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were considered by RTC as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Transportation Deficiencies, Projects and Strategies – The region will continue to identify transportation deficiencies and transportation projects and strategies to improve the transportation system. This will reflect the State's Highway System Plan and local Capital Facilities Plans.
- Financial Plan – Financial plan assumptions will be assessed for the ten-year horizon as parat of the Ten-Year Transportation Priorities work. The financial work will include the costs of system maintenance, preservation, safety improvement and operating costs.
- Consistency - Certification of the transportation elements of the cities' and county's comprehensive growth management plans to ensure consistency between the state, local, and federal transportation plans. Continue to ensure consistency with the Washington Transportation Plan (WTP), the SMTP and WSDOT's Strategic Highway Safety Plan.

- RTC will continue to involve the public in development of the metropolitan transportation planning process and, in particular, in development of the MTP.
- MTP development will continue with consultation between RTC and state and federal environmental agencies to address environmental mitigation strategies as part of the MTP process and coordination with tribal governments. (Ongoing)
- The MTP development process includes the involvement of the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the MTP. The RTC Board will be updated, as needed, on the status of the MTP's development. At these monthly Board meetings, time is set aside to allow citizens to comment on Plan development. (ongoing).

1 A (II). I-205 CORRIDOR STUDY

Extensive planning and project development work has focused on the I-5 corridor in the last several years. For the I-205 corridor, however, the last significant planning effort was in 2002 with completion of the I-205 Corridor Study using a 2025 horizon year. Recommendations at that time included: additional capacity on the I-205 mainline, new access to I-205 at 18th/Burton Road, and other interchange modifications. One of the recommendations, the new I-205 ramp to 112th Avenue, was opened in February 2010. The completion of the 18th Street Interchange is programmed for construction in 2014. In addition, the first segment of the 18th Street project, completed in 2011, expanded 18th Street to four lanes with a center turn lane from I-205 east to Four Seasons Lane. The next segment of the 18th Street project from Four Seasons Lane to 136th Avenue is not yet funded but is currently in design.

RTC initiated the first phase of the I-205 Corridor Study in 2010 which reassessed the capacity needs in the corridor. This first phase identified the wide-ranging and multiple sets of projects that have been recommended across a series of studies in the corridor carried out over the last twenty years. The first phase effort also packaged the multiple lists of highway, transit, and high capacity transit projects and conducted an initial assessment from a safety and travel demand perspective. As the first phase was being completed, it became evident that a more detailed analysis was needed to better understand the benefits of the individual projects and the corridor-wide impacts of the combined projects. Hence, this second phase of the I-205 Corridor Study is being started this year.

The Study will review the full MTP list of highway and transit service improvements in or affecting the I-205 corridor and assess how the set of improvements address today's needs and 2035 travel demand. It will also consider the impact of changing development due to the economic downturn and limited transportation revenues. The operational analysis to be conducted will provide investigation and recommendations to ensure that planned I-205 transportation investments are integrated and provide the most effective set of improvements for the corridor. The analysis will weigh the benefits of each project individually as well as from a corridor perspective and apply both operational and capacity related evaluation criteria. The evaluation will be coordinated across affected agencies and produce a recommended set of operational and capital improvements for the corridor.

An iterative approach will be taken to identify how planned projects respond to the corridor travel demand by developing scenarios made up of project combinations designed to best respond to the most critical needs in the corridor. An important outcome of the study will be to confirm and/or revise the planned improvements and to develop a prioritization scheme. Prioritization will target the best package of projects needed to meet 2035 travel demand in light of revenue assumptions. Prioritization will ensure that the right package of investments is in place for the long-term operation of the corridor. It will also address how investments in one area relate to or affect other areas of the transportation system.

The final package of improvements will address the current and future mobility, access, freight, multimodal, and system operations needs in the corridor. By working collaboratively with the partner agencies, this new set of recommendations will be proposed to the RTC Board, and if needed, the MTP would be amended. In addition, the analytical recommendations will be balanced and prioritized in relation to WSDOT and local jurisdictions' future revenue realities.

The I-205 Corridor Study project area extends from I-5/179th to I-205 and SR-14. RTC will also coordinate periodically with ODOT and Metro, as needed, at study milestones so that bi-state issues affecting the corridor are fully considered and incorporated.

Work Element Objectives

- Complete a technical report summarizing key findings, identifying outstanding issues, and consolidating a set of multi-modal improvements into a single I-205 corridor strategic plan that includes transportation management and operations, transit and capacity-related projects.
- Develop iterative project scenarios and a prioritization scheme.
- Establish a TAC comprised of key agency partners to get concurrence on findings and needs for the I-205 corridor.
- Provide briefings and updates to RTAC, the RTC Board and other I-205 corridor stakeholders.
- Work with Transportation Director and other agency staff to determine additional study effort or next steps for the I-205 corridor beyond the I-205 Corridor Study.
- Review surrounding roadway infrastructure and changes to local transportation plans and policies with potential for impacting I-205 recommendations or operations.
- Consider Clark County High Capacity Transit recommendations for the I-205 corridor and the relationship with I-205 capacity and operations. Review latest transit elements under consideration in the corridor.
- Evaluate I-205 projects and plans using updated 2035 travel forecasts.
- Based on the currently identified list of I-205 capital projects, the FY 2013 work plan will reassess the project list from a corridor-wide, operational and capacity set of criteria.
- Coordinate with WSDOT, ODOT, Metro and other transportation agencies.
- Amend the MTP to integrate I-205 corridor study recommendations, if needed.

Relationship to Other Work Elements

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

FY 2013 Products

- Technical memorandum with updated 2035 analysis, a summary of key findings and identification of outstanding issues.
- A revised set of operational and capital recommendations and priorities proposed for the full length of the Clark County portion of the I-205 corridor.
- Collaborative work with partner agencies to incorporate the new set of recommendations into the MTP update's set of regional transportation system recommendations.

FY 2013 Funding: RTC

FY 2013 Expenses:	**$**	**FY 2013 Revenues:**	**$**
RTC	$ 215,690	Federal FHWA PL	$ 116,394
		Federal FTA	$ 38,295
		Federal STP	$ 10,000
		State RTPO	$ 37,248
		MPO Funds	$ 13,753
Total*	**$ 215,690**		**$ 215,690**
		Federal $ are matched by state and local MPO $. Minimum required match:	$ 29,300

* Total MTP element funding includes $45,000 to be used for the I-205 Bi-state Corridor Study.

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The MTIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the MTIP originate from project recommendations made in the Metropolitan Transportation Plan (MTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT). Projects listed in the MTIP should have financial commitment and meet federal requirements.

Work Element Objectives

- Develop and adopt the Metropolitan Transportation Improvement Program (MTIP) consistent with the requirements of the Federal Transportation Act.
- Periodic review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).
- Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP) including enhancement funds, state Transportation Improvement Board (TIB) programs, corridor congestion relief and Safe Routes to School programs, etc.
- Program Congestion Mitigation/Air Quality (CMAQ) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
- Consider air quality impacts.
- Amend the MTIP as necessary.
- Monitoring of MTIP implementation and obligation of project funding.
- Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP.

Relationship to Other Work Elements

The MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects uses data from the transportation database and regional travel forecasting model output. It relates to the Coordination and Management: Public Participation element described in the UPWP. The MTIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2013 Products

- The 2013-2016 Metropolitan Transportation Improvement Program will be adopted. The MTIP will be fiscally constrained by year to reflect the programming of federal funds and project selection criteria. The consistency between MTIP project selection criteria and RTP system performance goals and performance measures will be documented. For each project, the estimated total project cost will be included which may extend beyond the four years of the MTIP. The MTIP will include an annual list of implemented projects since the last MTIP adoption as well as a listing of bicycle and pedestrian projects. The type of environmental review and analysis (Environmental Impact Statement or Environmental Assessment or Categorical Exclusion) anticipated for projects incorporated into the MTIP will be noted. The MTIP update will use visualization techniques as much as possible to allow for better understanding of the projects and transportation strategies described. The MTIP will include a flow chart to help explain the development of the MTP and MTIP. *(Fall)*
- MTIP amendments as necessary. *(Ongoing)*
- Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement. *(Ongoing)*
- Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in MTIP development. *(Ongoing)*

FY 2013 Funding: RTC

	$		$
RTC	$ 77,201	Federal FHWA PL	$ 46,557
		Federal FTA	$ 15,318
		State RTPO	$ 10,159
		MPO Funds	$ 5,167
Total*	**$ 77,201**		**$ 77,201**
		Federal $ are matched by state and local MPO $.	
		Minimum required match:	$ 11,096

1C. CONGESTION MANAGEMENT PROCESS

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

Work Element Objectives

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

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

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

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

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

   (i) Demand management measures, including growth management and congestion pricing
   (ii) Traffic operational improvements
   (iii) Public transportation improvements
   (iv) ITS technologies as related to the regional ITS architecture, and
   (v) Where necessary, additional system capacity

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

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

- Provide the region with a better understanding of how the region's transportation system operates. The Congestion Management Process is intended to be a continuing, systematic process that provides information on transportation system performance.
- Update and enhance the transportation database including the traffic count database and other database elements, such as traffic delay, transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data (freight truck counts), for Congestion Management Process (CMP) corridors through the congestion monitoring program. The transportation database can be referenced and queried to meet user-defined criteria.
- Incorporate CMP data into the regional traffic count database that, in turn, allows for refined calibration of the regional travel forecast model and provides input to the corridor congestion index update.
- Analyze traffic count data, turn movements, vehicle classification (including truck) counts and travel delay data to get an up-to-date representation of system performance, including evaluation of congestion on the Columbia River Bridges between Clark County and Oregon. Assess expansion of data collection efforts to support other regional transportation analysis

needs for items such as model calibration, monitoring fast growth locations, and new parallel facilities.

- Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and concurrency management programs.
- Collection, validation, factoring and incorporation of traffic count data into the existing count program.
- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. The data is also used to support transportation concurrency analysis.
- Publish results of the Congestion Management Monitoring process in a System Performance Report that is updated periodically. Each year the Report's content and structure is reviewed to enhance its use, access and level of analysis. Updates may include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data.
- Coordinate with Metro on development of the congestion management process.

Relationship to Other Work

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

FY 2013 Products

- A Congestion Management Process that includes all six elements outlined in 23 CFR Part 500 Sec. 109). *(Ongoing)*
- Updated traffic counts, turning movements, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and

local transportation agencies. New and historic data will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update. *(Ongoing)*

- New traffic count data will be used to update the corridor congestion ratio for each of the CMP corridors. The congestion ratio assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The corridor congestion ratio is used to classify each corridor according to its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies. *(Spring)*
- Review and collect data other than traffic counts for CMP corridors, including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. *(Ongoing)*
- Comparison between most recent data and data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements. "Areas of Concern" are listed in the Congestion Management Report and RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern. The linkage between Congestion Management Monitoring and traffic operations will also be addressed. *(Spring)*
- In FY 2013, the Congestion Management Report will be reviewed and updated and will again include a comparison with system performance reported in previous reports. In addition to a comprehensive summary of transportation data, the Report will include analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to offset infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Twenty-one transportation corridors were identified and monitored through the CMP at the outset. Additional corridors have been identified and added to the monitoring system over time. RTC will address effective measures for monitoring and evaluating alternatives to auto travel in the updated report. These measures might include person throughput, transit use and frequency, ITS real-time information, TDM (parking and land use) and bike/pedestrian accessibility to better address multimodal planning strategies. *(Congestion Management Process – 2012 Monitoring Report anticipated in Spring)*
- Coordinate with WSDOT and local agencies to make more effective use of the CMP as part of the process to develop the MTP and MTIP. *(Ongoing)*
- Assess transportation system impact of Transportation Demand Management strategies. *(Ongoing)*

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

FY 2013 Funding: RTC

FY 2013 Expenses:		**FY 2013 Revenues:**	
	$		**$**
RTC	$ 90,607	Federal CM/AQ	$ 100,000
Consultant	$ 25,000	MPO Funds	$ 15,607
Total*	**$ 115,607**		**$ 115,607**

1D. VANCOUVER AREA SMART TREK (VAST)

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

The Vancouver Area Smart Trek Program (VAST) is one of RTC's ongoing programs. With the completion of the Transportation System Management and Operations Plan in 2011, the VAST program focus is primarily on the coordination, management and deployment of intelligent transportation system (ITS) projects. RTC is responsible for program management, program coordination and outreach/education. Participating agencies will be jointly responsible for ITS program implementation through the VAST Steering Committee.

Over the last 10 years, the VAST/ITS Program has been a successful and beneficial collaboration for the VAST partner agencies. RTC implements the program through the VAST Steering Committee which includes the following partner agencies: City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, City of Camas, the Oregon Department of Transportation, and RTC. The collaboration of Steering Committee members has been an effective way for the agencies to coordinate on: project delivery, joint funding, monitoring project development, and project integration. RTC also manages the VAST Communications Infrastructure Committee (CIC) which was formed in 2004. The CIC addresses the sharing, maintenance, and standards for communications infrastructure and equipment. It is represented by the same agencies but is made up of both transportation and communications technical staff. This cooperation has resulted in a successful partnership to develop and secure funding for ITS projects with more $14.5 million in federal funding for VAST projects programmed over the last 10 years.

These activities are evolving in FY 2013 following completion of the Regional Transportation System Management and Operations Plan (TSMO), which was adopted by the RTC Board in June 2011. The VAST program will focus on the ITS, communications and the associated infrastructure and technology. The use of the ITS technology and the collaboration between planning and operations staff of the partners agencies is addressed in the TSMO work element.

In FY 2013, RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program for the implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The VAST program encompasses ITS and communications infrastructure as well as ITS technologies for integration of transportation

information systems, management systems and control systems for the urbanized area of Clark County.

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

Work Element Objectives

- Lead the ongoing management of the ITS Program including the development of cooperative funding applications and coordination between VAST agencies on projects and ITS technology. Continue management of the VAST Steering and Communications Infrastructure Committees.
- Continue development of standards for fiber, equipment, and infrastructure through the VAST CIC. Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of communications sharing and execution of permits between the VAST agency partners.
- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Work to develop: rules, procedures, and process; security issues among VAST partners and on getting agreement on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Continue the VAST program including implementation of projects currently programmed for CMAQ funding in the MTIP which include: 1) traveler information, transportation signal optimization, and arterial data collection pilot project.
- Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment through integration and interoperability.
- Ensure that VAST initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Assist Committee members on funding applications for individual ITS projects. Continue process of Committee partnerships for joint project funding applications.
- Coordinate with VAST agency partners to assess long term communication infrastructure needs. Work with the partners to develop a scope of work to update the Communications Master Plan.

- Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.
- Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.
- Technical assistance in ITS implementation.

Relationship to Other Work Elements

The Vancouver Area Smart Trek (VAST) work element relates to the MTP as one element to improve the efficiency of the existing transportation system and to the MTIP where ITS projects are programmed for funding and implementation. VAST and ITS data will be shared with the Congestion Management Process and used in the overall regional transportation planning process. The VAST work element will be coordinated with the TSMO work element.

FY 2013 Products

- Coordination of ITS activities within Clark County and with Oregon. *(Ongoing)*
- Report on the overall effectiveness of the VAST Program. *(Ongoing)*
- Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects. *(Ongoing)*
- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Additional executed communications and fiber sharing permits and other activities between VAST agencies. *(Ongoing)*
- Identify additional needs for shared ITS network including infrastructure, network transport, and data elements. *(Ongoing)*
- Update, maintain and utilize the shared communications assets management database and mapping system as new fiber projects are completed. *(Ongoing)*
- Work to update the Regional Communications Master Plan.
- Adopted standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Facilitation of the activities of the Steering Committee and the Communications Infrastructure Committee. *(Ongoing)*
- Management of consultant technical support activities as needed. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*

FY 2013 Funding: RTC

FY 2013 Expenses:		**FY 2013 Revenues:**	
	$		**$**
RTC	$ 63,584	Federal CM/AQ	$ 55,000
		MPO Funds Local Match 13.5%	$ 8,584
Total	**$ 63,584**		**$ 63,584**

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

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

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

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

The region's first ever Regional Transportation System Management and Operations Plan was completed and adopted by the RTC Board in June 2011. The adopted TSMO plan formulates transportation system management goals and objectives, strategies, and performance measures for the Clark County region and presents a ten-year vision and strategy to implement system operations projects as a part of multi-faceted approach to meeting the region's transportation needs. The purpose of the TSMO Plan is to enhance the active management and operations of the existing regional transportation system. The Plan adopted by RTC Board includes a 10-year TSMO Implementation Strategy that provides the connecting bridge in the TSMO planning process between planning and project implementation.

The Transportation System Management and Operations (TSMO) Plan for RTC builds upon a proven reputation of success and national leadership in interagency coordination established through the Vancouver Area Smart Trek program, a coalition of state, regional and local agencies which have been working actively together for over 10 years implementing Intelligent Transportation Systems (ITS) and operations solutions to address the region's transportation needs.

The adopted TSMO Plan provides a strategic framework to guide transportation system management objectives, while it informs future ITS technology investments and capital improvements necessary to support those objectives over the next 10 years. The TSMO Plan also supports the regional Congestion Management Process (CMP). The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies, while the Regional Transportation Data Resources developed under this project provide a means for tracking CMP and TSMO performance metrics for recurring and non-recurring sources of congestion. The TSMO Implementation Plan has a planning horizon of approximately ten years to reflect both the nature of TSMO strategies as viable near-term solutions to transportation needs, as well as the dynamic evolution of ITS technologies and operations practices.

The FY 2013 TSMO work elements continue the TSMO process and the implementation of the TSMO Plan. The TSMO work plan includes the following elements: completion of the TSMO Pilot Project on the Andresen Road and Mill Plain Boulevard corridor, completion of the regional Intelligent Transportation System Architecture, implementation and utilization of the Portal data element, and the continued implementation of the TSMO Plan.

Work Element Objectives

- The main TSMO work elements for 2013 continue the TSMO process and include the following elements: completion of the TSMO Pilot Project, completion of the regional Intelligent Transportation System Architecture, utilization of the Portal data element, and the continued implementation of the TSMO Plan.
- Overall priorities for 2013 will focus on performance measurement, metrics, tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Act as Project Manager to complete the design phase of the TSMO Pilot Project. Also lead the construction phase of the project in coordination with Clark County staff to ensure that project meets the intended purpose and need and coordinate with all agencies affected by the project. This will include the collaboration and integration of project elements such as final design and implementation.
- Act as lead to develop and manage the before and after analysis of the TSMO Pilot Project. This will include analysis of corridor performance, lessons learned, and a presentation/white paper on results.
- Work to complete update of the regional architecture in 2012 and take responsibility for its maintenance and ongoing updates. In addition, RTC will coordinate with partner agencies to assure the regional architecture is included in project development.
- The Portal data archive will be implemented in 2013 and will include freeway, arterial, and transit transportation data. RTC will coordinate with partner agencies as they begin to utilize the data archive and will hold a workshop for Clark County agencies on the use of Portal. RTC will collaborate with partner agencies to refinement of the Portal interface will continue throughout FY 2013 program to improve its interface and usability. A discussion of ongoing support to sustain Portal by VAST agencies in conjunction with other user agencies will also be addressed.
- Continued implementation of the TSMO Plan will involve several elements. TSMO corridors will be monitored and updated as needed to reflect changing conditions. The 10-year TSMO Implementation Strategy will be used to carry out operational improvements in the region.
- RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies. RTC will also continue management of the consultant and TSMO stakeholders including the TSMO Steering Committee for TSMO Plan implementation.

- Implement changes to the structure and role of the different TSMO and VAST Committees to better address ITS and operational activities that occur under the program for better coordination and efficiency. Final structure of the Committees in under development and will be completed in FY 2013.
- Maintain participation on the Portal Advisory Committee and consider strategies for the ongoing management and maintenance of the Portal data archive.

Relationship to Other Work Elements

The TSMO work program relates to the MTP as the operations element of the long range plan. The TSMO Plan can serve to define operational improvement strategies and develop the metrics for measuring performance. The transportation data archive element will also feed into the Congestion Management Process and will supplement or replace the CMP data. The TSMO planning effort will be closely coordinated with VAST work element to ensure planning and operations' technology are aligned.

FY 2013 Products

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

FY 2013 Funding: RTC

FY 2013 Expenses:	
	$
RTC	$ 115,607
Total	**$ 115,607**

FY 2013 Revenues:	
	$
Federal CM/AQ	$ 100,000
MPO Funds Local Match 13.5%	$ 15,607
	$ 115,607

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

The Columbia River Crossing project is a bridge, transit, and highway improvement project for the purpose of addressing the congestion and mobility problems on I-5 between Washington and Oregon. The CRC Draft Environmental Impact Statement was completed in 2008 and the Final Environmental Impact Statement and Record of Decision in 2011.

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

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

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

The LPA includes the following major elements: the river crossing replacement bridge with light rail transit terminating in the Clark College vicinity and a financial plan for the multimodal project. In addition to amending the MTP, the LPA decision allowed the project to submit a request for Federal Transit New Starts Funding in September 2008. The New Starts submittal results in FTA rating the project for funding and also requested permission to enter into the next phase of FTA project development – preliminary engineering which was granted by FTA in December 2009. The project received a medium high by FTA.

The next phase of the project began with the initiation of the Final Impact Statement and culminated in the publication of the FEIS in September 2011 and the federal Record of Decision in December 2011.

The Project Sponsors Council, comprised of co-Chairs from Washington and Oregon, the Director of ODOT, the Secretary of WSDOT, the cities of Portland and Vancouver, Metro's President, an RTC Board member, TriMet's General Manager and a C-TRAN Board member which has advised the Oregon and Washington Departments of Transportation on project development, will be replaced by another governing body. Their future advisory responsibilities would consist of local input during construction and provide project governance post construction and could also include funding and phasing issues

The RTC Board receives regular briefings on the CRC and has input into the CRC project via several project committees. RTC, as the federally designated Metropolitan Transportation Planning Organization (MPO) for Clark County, had a mandated role regarding the DEIS process with a key element of the DEIS being the Locally Preferred Alternative. The RTC Board, as MPO and as one of the project sponsor agencies, adopted the locally preferred highway and transit alternatives (the LPA) on July 22, 2008 and incorporated them into the region's adopted MTP. The RTC Board adopted a resolution in August 2011, supporting the LPA and the analysis, impacts and mitigation as defined in the FEIS. The RTC Board, as the MPO for Clark County, will continue to be called on to address a host of key policy issues relating to the CRC project.

Work Element Objectives

RTC's Work in the CRC Project:

With the completion of the FEIS and publication of the federal ROD, RTC staff role will be diminished compared to previous work programs. RTC's key staff involvement areas include the following: project coordination, transportation planning, and transit planning. In addition, RTC will support the project and assist in the review and development of funding and phasing issues. Primary staff role will shift to tracking final design refinements and technical support for the transit modeling analysis associated with the FTA application for entry into final design.

The FY 2013 work element for the CRC project will center on providing the RTC Board information and analysis regarding the finance alternatives and project phasing options. The FY 2013 work element includes doing the transit network coding, and analysis in support of the final transit cost-benefit analysis for the FTA application into final design and leading to the full funding grant agreement.

- RTC assists and participates in CRC project coordination meetings with agency partners and with the Federal Highway Administration and the Federal Transit Administration to ensure that the transit element of the CRC project meets and the New Starts requirements and entry into final design.
- RTC also acts as lead agency to manage and staff the New Starts Strategy Group meetings and works with the other partners for the New Starts process including preparation and planning for permission to enter into Final Design. Through the NSSG, RTC will work with other partner agencies to address changes to the FTA New Starts requirement and their impact on the transit element of the CRC project.

- RTC assists the project team on the review and development of required New Starts submittals for application into Final Design and responding to comments and requests from the Federal Transit Administration. RTC will also provide travel forecasting support for entry into the Final Design phase of the project and will ensure that the C-TRAN 20-year plan assumptions are integrated with the CRC project. RTC is responsible for coding networks and validating the line schedules and transit patronage results for the travel model within the Clark County portion of the region.
- RTC will coordinate with the CRC team to provide input and review on the refinement of the financial plan. RTC assistance will include analysis, documentation, and funding plans to fulfill requirements of the HCT Act and FTA New Starts submittals.
- RTC participates in periodic meetings with the Federal Highway Administration and the Federal Transit Administration to ensure that the transit CRC project meets New Starts requirements successful entry into final design.

Relationship to Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The Columbia River Crossing Project is included in RTC's adopted MTP which was amended to include the CRC's LPA in July 2008. As the CRC project progresses, this will be reflected in future MTP updates. This CRC work element will be coordinated with the Clark County High Capacity Transit (HCT) recommendations and the selected HCT priority corridor for integration between the CRC and HCT transit services elements. This RTC work element relates to the "ODOT - I-5/Columbia River Crossing" work element described in Metro's FY 2012-13 Unified Work Program (UWP).

FY 2013 Products

- FTA New Starts update.
- CRC Project Phasing Plan.
- FTA application to enter into Final Design.

FY 2013 Funding: RTC

FY 2013 Expenses:		**FY 2013 Revenues:**	
	$		**$**
RTC	$ 15,000	WSDOT	$ 15,000
Total	**$ 15,000**		**$ 15,000**

1G. FOURTH PLAIN TRANSIT IMPROVEMENT PROJECT

The region completed a two-year effort to develop a High Capacity Transit System Plan and the RTC Board adopted the Plan's recommendations in December 2008. The plan recommends bus rapid transit (BRT) in the Highway 99, Fourth Plain, and Mill Plain corridors and significant bus improvements in the I-205 corridor. In addition, the plan recommends a number of general policies as well as land use policies to support the development of high capacity transit. The Plan serves as a guide for C-TRAN and Clark County communities as they move forward with transit improvements in the planned HCT corridors. In June 2010, the C-TRAN Board adopted C-TRAN's 20-year Transit Plan, C-TRAN 2030. C-TRAN's Plan recommends the Fourth Plain corridor as the priority High Capacity Transit corridor.

C-TRAN has a $1,448,825 federal earmark to conduct an Alternatives Analysis (AA) in the Fourth Plain Corridor as a first step toward potential project development. As defined by federal law, Alternatives Analysis is the first step of the FTA New Starts process that may ultimately lead to implementation of a fixed guideway project. Alternatives Analysis is a locally managed study process; it involves a major amount of work to evaluate and compared the cost, benefits, and impacts of several alternatives designed to address the mobility problems and other locally-defined objectives in a transportation corridor. At its core, the AA process would be designed to serve a local decision-making process for the development of a high capacity transit facility in the Fourth Plain Corridor. This effort is led by C-TRAN with RTC support.

Work Element Objectives

- Implement the Clark County High Capacity Transit System Study's recommendations.
- Complete AA for the Fourth Plain corridor, and move the project forward into project development.
- Provide support to C-TRAN in the following:
- Project Management and Coordination Support – RTC staff will participate in the Project Management Team to help provide oversight and guidance to the project.
- Community Outreach Support – RTC to provide information for outreach materials and by attending meetings and events.
- Project Development – RTC will help to identify, screen and narrow the range of alternatives to arrive at a Locally Preferred Alternative.
- Regional Travel Model – RTC to provide modeled data to inform the process to identify, screen and narrow the range of alternatives.

Relationship to Other Work Elements

Transit, as an important component of the regional transportation system, provides mobility and accessibility to help support the region's growth and economic development goals. The Clark County High Capacity Transit System Study is included in the Metropolitan Transportation Plan for

Clark County (updated December 2010, amended July 2008), the C-TRAN long range plan, and local comprehensive plans.

FY 2013 Products

- Selection of a Locally Preferred Alternative in the Fourth Plain Corridor. *(Ongoing)*

FY 2013 Funding: RTC

FY 2013 Expenses:		**FY 2013 Revenues:**	
	$		**$**
RTC	$ 34,682	Federal STP*	$ 30,000
		MPO Funds Local Match 13.5%	$ 4,682
Total	**$ 34,682**		**$ 34,682**

** Note: balance assumed from total $184,000 STP funds (FY 2012 to FY 2013)*

IH. SKAMANIA COUNTY RTPO

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

Work Element Objectives

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

Relationship to Other Work Elements

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

FY 2013 Products

- Continued development of a coordinated, technically sound regional transportation planning process in Skamania County. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2013-2016 Regional Transportation Improvement Program. *(Fall)*
- Updated Regional Transportation Plan if warranted after review of existing Plan. *(Spring)*

FY 2013 Funding: RTC

FY 2013 Expenses:		**FY 2013 Revenues:**	
	$		**$**
RTC	$ 18,353	State RTPO	$ 18,353
Total	**$ 18,353**		**$ 18,353**

1I. KLICKITAT COUNTY RTPO

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

WORK ELEMENT OBJECTIVES

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

Relationship to Other Work Elements

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

FY 2013 PRODUCTS

- Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2013-2016 Regional Transportation Improvement Program. *(Fall)*
- Updated Regional Transportation Plan if warranted after review of existing Plan. *(Spring)*

FY 2013 Funding: RTC

FY 2013 Expenses:	$	FY 2013 Revenues:	$
RTC	$ 21,307	State RTPO	$ 21,307
Total	**$ 21,307**		**$ 21,307**

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

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards and calibrate the regional travel forecasting model. It includes functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in updating and implementing Comprehensive Plans required by the state's Growth Management laws. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs and its output is used to support development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program. Until 2010, EMME/2 software had been used to carry out travel demand and traffic assignment steps in this region but to enhance micro-simulation capabilities, RTC has transitioned to use of the PTV Vision suite of modeling software (including VISUM and VISSIM). RTC continues to coordinate with Metro on use of Metro's regional model and to ensure input model data, including census demographic data and land uses, are current.

This work element also includes air quality planning given that mobile emissions are a significant source of air emissions in this region. Transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Under the current federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as an "unclassifiable/attainment" area for ozone. After June 15, 2005, when the current federal standard took effect, this region was no longer required to carry out regional ozone emissions analyses for the Plan (MTP) and Program (MTIP) as a part of demonstrating regional air quality conformity.

For CO emissions, the Vancouver AQMA is designated as a CO maintenance area. EPA approval of the Vancouver Area Limited Maintenance Plan (LMP) for CO was published in the Federal Register on June 27, 2008 and became effective on August 26, 2008. The CO LMP approval means that emissions from the on-road transportation sector in the Vancouver region will continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses for the Plan (MTP) and Program (MTIP), and emission budget tests, are no longer required. However a regional air quality conformity determination must still be made as part of the MTP and MTIP development. Also, CO conformity analysis for transportation projects must still be conducted. RTC will continue to provide technical support for local jurisdictions and agencies in the use of the EPA Mobile Emissions model and analysis of project-level air quality impacts for CO. RTC also continues to assist the region's air quality planning program by providing demographic forecasts and Vehicle Miles Traveled (VMT) data.

Work Element Objectives

- Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data provided by C-TRAN. The database is used in development of regional plans, travel forecasting model and transportation maps. Maps are used by RTC as visualization tools to help make transportation plans more understandable.
- Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, the Census Bureau's American Community Survey, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data, travel behavior survey data, and County GIS information.
- Continue to maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.
- Compile crash data for use in development of plans and project priorities.
- Analyze demographic forecasts for the region for use in regional travel forecast model development. RTC reviews the Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs) and incorporates these assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.
- Analyze growth trends and relate these to future year population and employment forecasts.
- Coordinate with Metro on procedures for forecasting the region's population and employment data for future years, including "Metroscope" development; a process that integrates land use development and transportation system change in an integrated model. RTC staff will also continue to research models such as UrbanSim to enable integrated transportation and land use modeling.
- Continue to incorporate transportation planning data elements into the ArcInfo system and coordinate with Clark County's GIS Department incorporate data into the County ArcGIS system. This includes maintaining GIS layers for the Urban Area Boundary, designated regional transportation system, federal functional classification system of highways and freight data. Clark County's Maps Online and GIS Workbench is used as a resource by RTC obtaining layers of information on zoning, comprehensive plan, service district boundaries, geophysical and environmental elements. These layers include stream channels, floodplains, hydric soils, shoreline buffers, watersheds, and groundwater protection areas as well as slopes and geologic hazards.
- Assist local jurisdictions in analyzing data and information from the regional transportation data base and in updating and implementing GMA plans, including Concurrency Management programs.
- Coordinate with the County's computer division to update computer equipment and software, as needed.

- Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.
- Develop and maintain the regional travel model to include: periodic update to provide updated base year and twenty year horizons together with necessary re-calibration, network changes, speed flow relationships, link capacity review, turn penalty review, land use changes, interchange/intersection refinements and use of the demand modeling procedures to test the impacts of tolling of river crossings.
- Continue research into regional travel forecasting model enhancement.
- Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style, as well as the more traditional transportation issues.
- Document regional travel forecast model development and procedures.
- Update RTC travel demand model codes with WinMTX, which is developed by RTC staff. WinMTX is a matrix manipulation tool-set written in Visual Basic. It will be upgraded and optimized continuously to run travel demand models more efficiently.
- Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies.
- Assist state and local agencies in development and use of the regional travel forecasting model by expanding model applications for use in regional plans, local plans, transportation demand management planning and transit planning.
- Organize and hold meetings of the local Transportation Model Users' Group (TMUG) that provides a forum for local model developers and users to meet and discuss model development and enhancement.
- Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP), to learn about model development in Oregon and the Portland region because the RTC regional travel model is a part of the Portland-Vancouver regional travel forecast model with a finer grained level of detail for the Clark County transportation network and zone system.
- The transition from use of EMME/2 to the PTV Vision suite of software as part of the regional travel model process will continue in FY 2012. The PTV Vision software includes VISUM for strategic transportation planning and VISSIM for traffic analysis and management. EMME/2 continues to be used to develop the skim matrix. The software transition requires staff training and development of a new framework for modeling analyses. The new software provides better integration of transportation planning and transportation operational analysis through use of traffic simulation tools and allows RTC to conduct more powerful transit modeling. Use of the new, integrated transportation planning and operational analysis software necessitates the

development of standard practices and travel modeling parameters to achieve consistency in transportation analysis. The most useful modeling tool for use in the region will continue to be assessed by RTC and Metro staff.

- Continue to expand RTC's travel modeling scope through development of operational modeling applications and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis.
- Participate in the development of Metro's "Dynamic Traffic Assignment (DTA)" tool and "Tour-base Modeling Framework" by providing the Clark County data and information to Metro. DTA modeling will eventually be a regional level mezzo-scopic modeling practice and provide better results and understanding of intersection analysis, peak spread analysis, incident or event analysis, and other traffic operational analyses.
- Participate in Metro's modeling research including development of a "park-n-ride lot choice" model, "central city hotel guest behavior" model, "event and entertainment venue" model, etc. These models will be integrated into the travel demand forecast process when they are completed.
- Continue to research modeling of, estimating and forecasting greenhouse gas emissions from the transportation sector and seek for an application of a model, like "GreenSTEP", developed by ODOT for supporting other projects, such as air quality planning and land use scenario planning.
- Continue to analyze data from the most recent household travel survey conducted in Clark County in fall 2009. A geographically stratified sample of Clark County households was recruited to participate in the fall 2009 survey with all household members completing a 24-hour travel diary. Trip-making data and demographic data were collected for each person residing in the households surveyed. Also, work with Metro to combine Metro's survey with survey results from the Clark County region. Work with Metro to integrate the Clark County survey results into the regional travel forecast model. The travel survey data is used to reset travel patterns and modes as part of recalibrating the regional travel forecasting model.
- Further develop procedures to carry out post-processing traffic assignment results. RTC will continue to consider use of a multiple hour peaking factor for highway assignments. A 2-hour peaking factor continues to be considered for the Clark County region.
- Develop economic benefit measures associated with highway and transit system improvements by utilizing Congestion Management Process data, FTA's Summit software program developed to prepare information for evaluation of transit projects and economic impact of freight improvements.
- Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and

Transportation Impact Fee program updates. In FY 2013, the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.

- Assist local jurisdictions in conducting concurrency management programs by providing analysis of travel model assignments in defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation needs.
- Assist I-205 Corridor Study, which includes an in-depth analysis of the full corridor from the 179th St/I-5 Interchange to the I-205/SR-14 Interchange, by forecasting the future demand and assessing the projects and their performance.
- Provide technical support for transit analyses, such as the Fourth Plain Transit Improvement corridor planning.

Air Quality Planning

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2013, this will include addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the "unclassifiable/attainment" area for ozone based on the Environmental Protection Agency's (EPA's) eight-hour ozone standard.
- The current eight-hour standard for ozone does not require an ozone emissions budget for the MTP. In addition, the Limited Maintenance Plan for CO eliminates the need for a CO mobile emissions budget. The Limited Maintenance Plan calls for the Southwest Clean Air Agency to triennially verify continued attainment through tracking of countywide mobile emissions using the Department of Ecology's emission inventories. Transportation analysis and Vehicle Miles Traveled data required to estimate emission inventories are provided by RTC.
- RTC will continue to coordinate with air agencies to determine the regulatory and technical impacts of conformity. This may include coordination with the State Department of Ecology to develop language and Vehicle Miles Traveled projections to track growth compared with Limited Maintenance Plan projections.
- RTC will monitor the EPA's federal regulatory process and requirements for any possible new ozone standard and potential changes to the current "attainment" designation of the Vancouver/Portland Air Quality Maintenance Area (AQMA. Staff will also coordinate with the Southwest Clean Air Agency, the Washington State Department of Ecology, EPA and other MPOs in the state on any changes or new conformity requirements that may affect transportation agencies as a result of the new standard.
- The Environmental Protection Agency (EPA) designates areas that are in violation of standards for Particulate Matter of 2.5 mcg (PM2.5). The Vancouver AQMA is designated as attainment/unclassifiable for PM2.5. Therefore, there are no transportation conformity requirements for PM2.5 in the Vancouver region.

- If necessary, program any identified Transportation Control Measures (TCMs) in the Metropolitan Transportation Improvement Program (MTIP).
- Cooperate and coordinate with State Department of Ecology in research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals.
- Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include, if necessary, conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. The MOU also seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.
- Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. This consultation process includes support for the use of the Mobile 6 emissions model and the Motor Vehicle Emissions Simulator (MOVES). RTC will consult with the agencies in the review, update, testing, and use of the MOVES emissions model to ensure accuracy and validity of model inputs for the Clark County region and ensure consistency with state and federal guidance.
- Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model.
- Tracking of mobile emission strategies required in Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.
- Provide assistance to SWCAA, as needed, to produce mobile emissions inventory estimates, vehicle miles traveled information and other transportation data in support of the Carbon Monoxide Limited Maintenance Plan requirements. In addition, determine and carry out any responsibilities that may be required depending on the region's status as an Ozone attainment area.
- Analyze transportation data as required by federal and state Clean Air Acts.
- Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.
- Use TCM Tools, where applicable, to assess the comparative effectiveness of potential TCMs in terms of travel and emissions reductions. TCM Tools can also be used to quantify the Carbon Monoxide air quality benefits of projects proposed for MTIP programming and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.

- Review project conformity and conduct project conformity analysis for agency members, when requested, for the Vancouver AQMA.
- Work with local agencies to implement Clean Air Action Days, as necessary.

Transportation Technical Services

- The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common and consistent regional basis for analysis of traffic issues is a key element in maintaining, planning for, and building an efficient transportation system which has adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model. In FY 2013, RTC staff will continue to provide support to local agencies transitioning to use of PTV Vision software. In addition, RTC will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

Relationship to Other Work Elements

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

FY 2013 Products

- Update the regional transportation database with data from the U.S. Census, including the US Census Long Form Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) which derives data from a smaller sample than the census, as well as the National Household Travel Survey (NHTS). (Ongoing)
- Map showing updated Urban Area Boundary and federal functional classification system changes.
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues. (Ongoing)
- Use information and data from the 2009 Clark County household travel survey to update the travel characteristics of Clark County households and integrate this information into the regional travel forecast model.

- Re-calibration and validation of regional travel forecast model as necessary. (As needed)
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements. (Ongoing)
- Integration of transportation planning and GIS Arc/Info data. (Ongoing)
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the traffic count database. (Ongoing)
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Technical assistance to local jurisdictions. (Ongoing)
- Transportation data analysis provided to assist C-TRAN in planning for future transit service. (Ongoing
- Purchase updated computer equipment using RTPO revenues. (As needed)
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Update travel demand codes in WinMTX as Metro updates the regional travel forecast model structure. (As needed)
- Refine travel forecast methodology using the VISUM and VISSIM software. (Ongoing)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- Re-evaluate the peak one hour analysis and continue to consider adoption of multiple peak hour period in the regional travel model process. (Fall 2012)
- Use regional travel forecasting model data to support MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP and support for corridor planning studies, such as the I-205 Corridor, I-5 Columbia River Crossing Project, the Transportation System Management and Operation (TSMO) Study, Fourth Plain Transit Improvements, etc. (Ongoing)

Air Quality Planning

- Participate in development of the transportation elements of air quality Maintenance Plan updates coordinated with Southwest Clean Air Agency. (As needed)
- Air quality conformity analyses/determinations and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990. (MTIP in Fall 2012)
- Testing and use of the MOVES emissions model
- Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities. (As needed)
- Project level air quality conformity analyses/determinations as requested by local jurisdictions and agencies. (As needed)
- Work to support RCW 80.80 and any subsequent legislation from the most recent legislative session relating to climate change and greenhouse gas reduction. This will include work on Vehicle Miles Traveled and VMT per capita in the region. RTC as one of the four affected RTPOs throughout Washington State, collaborates and engages with WSDOT to implement Sections 2a and 2b of the Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. The requirements in RCW 47.01.440 related to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and proposed chapter 173-441 WAC relating to the limiting and reporting of greenhouse gas (GHG) emissions, and subsequent policy directives in state and federal requirements will also be addressed. (Ongoing)

Transportation Technical Services

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

FY 2013 Funding: RTC

FY 2013 Expenses:	**$**
RTC	$ 412,985
Computer Equipment (use of RTPO funds)	$ 6,000
Total*	**$ 418,985**

FY 2013 Revenues:	**$**
Federal FHWA PL	$ 209,508
Federal FTA	$ 68,931
Federal STP	$ 52,000
State RTPO	$ 60,952
MPO Funds	$ 27,594
$ 418,985	

Federal $ are matched by state and local MPO $.
Minimum required match: $ 58,046

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

Work Element Objectives

Program Coordination and Management

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act Reauthorization, livability, climate change and performance measures, legislation and planning regulations, and any interim funding situations. This may include participation on statewide transportation committees, advisory boards and commenting and reporting back on actions of national transportation interest groups. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation to promote regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.

- Coordinate with WSDOT on implementation of the Washington Transportation Plan 2030 (adopted December 2010) and on development of the Statewide Multimodal Transportation Plan (SMTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan (HSTP) for the RTC region was adopted in December 2010. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark County and stakeholders on completing and implementing the recommendations of Clark County's Aging Readiness Task Force (Clark County report, adopted February 2012) as they relate to transportation and work with local partners as part of the Accessible Transportation Coalition.
- Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will continue to work with local partners and stakeholders to work on pedestrian and bicycle needs as a member of the Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders. These stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in September 2007. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.
- Communicate and outreach to tribes with interest in the region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation. Facilitate early environmental decisions in the planning process through work with resource agencies, possibly including the Statewide Advisory Group for Environmental Stewardship (SAGES) (former Signatory Agency Committee (SAC)) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon, the State Historic Preservation Office and local partners.
- Represent the MPO at EIS scoping meetings relating to transportation projects and plans.
- Provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gases and Vehicle Miles Traveled reduction.
- Monitor new legislative activities as they relate to regional transportation planning requirements and provide comments if asked. This is particularly relevant when the Federal Transportation Act is re-authorized. Federal transportation, livability, climate change and

performance measures legislation and planning regulations as well as funding situations will be tracked by RTC.

- Participate in transportation seminars and training.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2012 this will include continuation of the I-5 Columbia River Crossing Project.
- Liaison with Metro and Oregon Department of Environmental Quality on air quality planning issues.
- All regional transportation planning activities carried out by RTC and its staff will be conducted in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

Bi-State Coordination Committee

- RTC and Metro serve as staff of the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. The Committee has not been very active in 2010/2011 but in 2012/2013, the Committee can be expected to have interest in the bi-state elements of the following projects/issues: Columbia River Crossing Project, new Portland/Vancouver population and employment forecasts, freight mobility, and priority projects for federal consideration. The two interstates now serve business, commercial, freight and personal travel needs, including around 60,000 daily Clark County to Portland commuters.

Public Participation

- Increase public awareness of and provide information on regional and transportation issues. SAFETEA-LU requires that public outreach include visualization techniques including web site content, maps and graphics.
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.
- Periodically review the Public Participation Plan (PPP) to ensure the effectiveness of RTC's public participation process and update the Plan as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Hold public outreach events, including meetings relating to the MTP and MTIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC tailored to the specific project or plan.
- Continue to update the RTC web site (http://www.rtc.wa.gov) which allows public access to monthly RTC Board agenda and information on planning studies being developed by RTC. The website also allows public access to RTC's traffic count database and information on the household travel survey conducted in fall 2009. Links are also provided to other transportation agencies and local jurisdictions.
- Participate in the public participation programs for transportation projects of the local jurisdictions of Clark.
- Communicate with local media.
- Maintain a mailing list of interested citizens, agencies, and businesses.
- Ensure that the general public is kept well informed of developments in transportation plans for the region.
- Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development.

Federal Compliance

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

due in 2009 but in lieu of an updated Act, SAFETEA-LU continues as the relevant federal Transportation Act.

- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also published.
- Self-certify that RTC's regional transportation planning program meets the requirements of federal law. The self-certification statement is included in the Metropolitan Transportation Improvement Program.
- Ensure that required Memoranda of Understanding are in place and are regularly reviewed for currency. Updates are scheduled triennially with the next updates due in 2012. Currently, MOUs are in place between:
    - RTC and WSDOT
    - RTC and C-TRAN
    - RTC and the air quality agency Southwest Clean Air Agency, and
    - RTC and Metro.
- Gather data, analyze data and assist C-TRAN and local jurisdictions' implementation of the federal Americans with Disabilities Act (ADA, 1990). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.
- Report annually on Title VI activities. The Title VI Plan was first adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN work cooperatively to provide the necessary Title VI documentation, certification and updates. Update to C-TRAN's Title VI documentation follows release of the decennial Census data.
- Compliance with related regulations to Title VI, such as the President's Executive Order 12898 (1994) on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning program and project development phases. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE), as appropriate. Coordinate with Southwest Clean Air Agency (SWCAA) on air quality maintenance

plans and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.

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

Relationship to Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and relates to all UPWP work elements. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2013 Products

Program Coordination and Management

- Prepared meeting minutes and presentation materials organized by RTC. (Ongoing)
- Year 2013 Budget and Indirect Cost Proposal. (Fall 2012)
- Work with WSDOT and other MPOs to agree on updated funding formula for allocation of PL funds.
- RTC's input to contribute to a collaborative, combined Washington State response to prospective legislation, notably the federal transportation act reauthorization.
- Participation in Metro's regional transportation planning process. (Ongoing)

Bi-State Coordination Committee

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

Public Participation

- Participate in public outreach activities related to regional transportation planning program and projects. (Ongoing)
- Document RTC's public participation activities as part of the annual UPWP report. (Ongoing)
- Media communication through press releases and press conferences as well as through regular update to RTC's website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations. (Ongoing)

Federal Compliance

- Include a certification statement in the MTIP to self certify that the regional transportation planning process meets federal laws. (Summer 2012)
- Prepare for and participated in the quadrennial federal certification of RTC as MPO for the Clark County region. The last planning review and certification was held in the Portland-Vancouver region in October 2008.
- Adopt the FY 2014 UPWP, prepare an annual report on the FY 2012 UPWP and, if needed, provide amendments to the FY 2013 UPWP. (FY 2012 Annual Report in Summer 2012; FY 2014 UPWP in Winter 2012/13)
- Review updates to the intergovernmental agreements/Memoranda of Understanding between RTC and WSDOT, RTC and C-TRAN, RTC and Metro and RTC and Southwest Clean Air Agency as part of a regular triennial review process. Updates were scheduled for preparation in the first half of 2012. (Ongoing)
- Conduct data analysis and produce maps to support implementation of Title VI and environmental justice and documentation of the Title VI and Executive Order 12898 (Environmental Justice) program, as necessary. RTC completes updates to its Title VI report as data and information warrants. The next annual update will include an organizational chart reflective of RTC's operations as MPO and RTPO. RTC also commits to assist member jurisdictions in complying with ADA requirements. (Ongoing)

FY 2013 Funding: RTC

	$		$
RTC	$ 202,348	Federal FHWA PL	$ 93,115
		Federal FTA	$ 30,636
		Federal STP	$ 38,000
		State RTPO	$ 27,090
		MPO Funds	$ 13,507
Total*	**$ 202,348**		**$ 202,348**
		Federal $ are matched by state and local MPO $.	
		Minimum required match:	$ 28,122

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the Washington State Department of Transportation, Southwest Region, FY 2013 Unified Planning Work Program that provides details of each planning element outlined below.

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

1. Support the I-5 Columbia River Crossing.

2. Coordinate with the RTPOs, MPOs, local jurisdictions, transit agencies, and tribes on updating the WTP, including an updated HSP. Specific activities include:

a. Coordinate with MPOs, RTPOs, local jurisdictions, transit agencies and tribes in developing and refining solutions for highway deficiencies.

b. Refine solutions and cost estimates for mobility improvements to update the HSP database.

c. Conduct performance measurements and benefit-cost analyses of proposed improvements for project prioritization.

d. Analyze and prioritize mobility and safety deficiencies on the state highway system.

e. Update the travel delay program database.

f. Transition traffic modeling analysis from EMME2 to Visum and Vissim software platforms.

3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.

4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, corridor and project studies.

5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Statewide Multimodal Transportation Plan (SMTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.

6. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).

7. Provide public information and support opportunities for public participation and communication in elements of regional and statewide activities.

8. Coordinate with counties and local jurisdictions on planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements. Provide consultation and plan review for locally initiated studies or projects that include state facilities.

9. Review transportation sections of local comprehensive plans and development ordinances to assure consistency among jurisdictions, and with the State Highway System Plan.

10. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.

11. Coordinate freight rail planning issues with ODOT and WSDOT Rail Offices, MPO's/RTPO's, local jurisdictions and ports.

12. Participate in regional data collection, analysis and planning activities related to freight mobility issues.

13. Continue to integrate Transportation Demand Management Planning Strategies.

14. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).

15. Work with RTC, ODOT and local governments on the SR 35 Columbia River Crossing Study.

16. Support the development of a long-term route development plan for routes consistent with the Highway System Plan.

17. Manage various studies and participate on various committees that strive to identify solutions to improve safety, mobility and relieve congestion. Support other topics, such as implementing transportation options that help reduce congestion and vehicle miles traveled and solutions to the climate change challenge.

18. Support Governor and Transportation Technical Working group as they develop goals for Climate Change, reductions in greenhouse gas emissions and strategies for transportation.

WSDOT PLANNING GROUP WORK ELEMENTS:

Planning and Administration

Public Information/Communications/Community Involvement

MPO/RTPO Regional and Local Planning

MPO/RTPO Coordination and Planning

Bi-State Coordination

Tribal Coordination

Regional or Local Studies

Corridor Planning

Route Development Planning

Corridor and Special Studies

Corridor Management Planning

State Highway System Plan

Deficiency Analysis

Benefit/Cost Analysis

Data and Research

Data Collection/Analysis

Travel Demand Forecasting

Transportation Planning and Coordination

Public Transportation and Rail Planning/Coordination

Multimodal/Intermodal Planning/Coordination

Transportation Demand Management (TDM)

Congestion Relief/High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination

Non-Motorized (Bike & Pedestrian) Planning/Coordination

Freight Mobility Planning/Coordination

Local Comprehensive Plans/County Planning Policies and Other Policy Review

Climate Change Transportation Planning and Coordination

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2013 (July 2012 through June 2013):

Regional Participation

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

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2012:

1. Columbia River Crossing Project: C-TRAN continues to work with regional partners in developing and recommending multimodal and highway capacity improvements to the I-5 Trade Corridor, including:

a. The completion of Preliminary Engineering

b. Conducting public outreach

c. Release of the CRC Final Environmental Impact Statement (FEIS), and

d. IGA negotiations with City of Vancouver, TriMet and WSDOT including, but not limited to:

e. Parking Management Plan

f. Operating Cost Agreement with TriMet.

2. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.

3. Human Services Transportation Plan: C-TRAN will coordinate and collaborate with regional partners to plan for and deliver human services transportation.

4. Participate in ongoing regional HCT planning and engineering studies, including advancing the Alternatives Analysis, environmental analysis and design of the Fourth Plain Bus Rapid Transit.

5. Continue participation in regional Transportation System Management and Operations planning and pilot project led by RTC.

Transit Planning

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

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

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

Short-Range Planning: Following public review and input in early 2012, the published 2012-2017 Transit Development Plan will identify capital and operational changes planned over the six-year period.

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

Park & Ride Planning and Engineering: C-TRAN will continue to work with local jurisdictions, RTC, and WSDOT to plan for future transit facilities. The relocated Salmon Creek Park & Ride opened in Fall 2011.

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

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

Traffic Signal Priority: C-TRAN will implement traffic signal priority systems during FY 2012. This project is a collaborative effort between C-TRAN and local jurisdictions, with the initial project implementation in the Mill Plain corridor.

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

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Updating the Transportation Improvement Program (TIP) and, if needed, the Transportation Capital Facilities Plan (CFP).
- Assessing and updating the Concurrency Management System.
- Working to implement promising ITS strategies through the Vancouver Area Smart Trek (VAST) process and in the Transportation System Management & Operations (TSMO) Plan.
- Working with the Clark County Regional Bicycle & Pedestrian Advisory Committee and other stakeholders to implement the Bicycle & Pedestrian Plan.
- Developing neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas as directed by the Clark County Commissioners through the docket process.

- Completing a comprehensive review and update of transportation design standards and standard drawings.
- Assessing the capacity of the County's transportation system to serve a growing number of older residents and developing recommendations in partnership with the Aging Readiness Task Force.

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

Citywide Planning / Studies

- 2013-2018 Transportation Improvement Program.
- Year 2012 Transportation Impact Fee Program – inflation update to fees.
- ADA Program – Transition Plan implementation.
- Vancouver/County annexation Interlocal Agreement Work Program – implementation of work program elements related to transportation per defined schedule.
- Transportation Standards Code updates (Title 11). Update of city codes regulating transportation system development, including right-of-way use provisions and development standards.

Sub-Area Studies

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

Capital Improvement Program – Projects and Planning Support

- CDBG Program – project planning and implementation.
- Year 2012 NTS REET Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.
    - TSMO planning and coordination.
- Train Horn Quiet Zone implementation.

Transportation Demand Management

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

CITY OF CAMAS has identified the following planning studies:

- ADA Transition Plan
- Transportation Improvement Program (TIP) – Annual Update.

- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Commute Trip Reduction- Incentives Program

CITY OF WASHOUGAL has identified the following studies:

- Transportation Improvement Program (TIP) – Annual Update.
- Transportation Capital Facility Plan update including Impact Fee update.
- Continue coordination with WSDOT, The Port of Camas/Washougal and RTC on plans for SR 14 improvements east of Union and grade separation over BNSF Mainline.

CITY OF BATTLE GROUND has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Work with WSDOT on planning for access points onto SR-503 within Battle Ground.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- Battle Ground will continue participation in the WSDOT project to widen SR-502. This project is programmed in the MTIP.

CITY OF RIDGEFIELD has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Complete reviews of the City's Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
- Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the two remaining intersection improvement projects (roundabouts) at the intersections of SR 501 with 51st Avenue and 35th Avenue.

CITY OF LA CENTER has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.
- Update to Transportation Impact Fees based on inflation and growth from 2011 to 2012.

PORT OF VANCOUVER:

- The Port of Vancouver relies on rail to transport more than 70 percent of its cargo, growing to more than 80 percent by 2025. Continuing its multi-year construction, the West Vancouver Freight Access Project will provide competitive, efficient rail service to existing customers and new customers, ultimately generating between 1,000 and 2,000 new jobs. In 2010 the port completed a unit train loop track facility at Terminal 5, and is proceeding with construction of additional track features. The project will be completed in 2017 or sooner depending upon funding, and will include the following transportation benefits:

- Improves mainline velocity and capacity by removing a major chokepoint at the Vancouver Wye.
- Enables the WSDOT Vancouver Bypass Project to function as designed.
- Allows for unit-train access into the Port, and improves rail infrastructure to existing Port facilities and tenants.
- Allows the port to serve new tenants on newly-developing maritime and industrial property.
- Helps the Port of Vancouver USA to maintain its competitive advantage as a premier state of the art rail-served, international trade facility that has outstanding connectivity to US West Coast, Midwest and Western Canada locations via two rail corridors of national significance.
- Provides for dual rail carrier access to the all of the port's facilities and customers.

PORT OF RIDGEFIELD:

- The Port of Ridgefield intends to solicit the assistance of the City of Ridgefield and the US Fish and Wildlife Service in funding and executing a downtown traffic circulation study for the Ridgefield downtown area and waterfront.

PORT OF CAMAS-WASHOUGAL:

- Continue coordination with WSDOT and RTC on plans for SR 14 improvements east of Union.

TRANSPORTATION ACRONYMS

Acronym	Description
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ARRA	American Recovery and Reinvestment Act of 2009
ATCI	Accessible Transportation Coalitions Initiative
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BLS	Bureau of Labor Statistics (federal)
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRT	Bus Rapid Transit
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee

Acronym	Description
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CEVP	Cost Estimating Validation Process
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CHAP	City Hardship Assistance Program
CIC	Communications Infrastructure Committee
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality

Acronym	Description
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HB	House Bill
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle

Acronym	Description
HPMS	Highway Performance Monitoring System
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUD	Department of Housing and Urban Development
IM	Interstate Maintenance
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process *(relates to Columbia River Crossing Project)*
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JPACT	Joint Policy Advisory Committee on Transportation
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan *(relating to air quality)*
LOS	Level of Service
LPA	Locally Preferred Alternative
LPG	Long Range Planning Group
LRT	Light Rail Transit
M&O	Management and Operations
MAB	Metropolitan Area Boundary
MDNS	Mitigated Determination of Non-significance
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MST	Modeling Support Team

Acronym	Description
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NHTS	National Household Travel Survey
NOX	Nitrogen Oxides
NSSG	New Starts Strategy Group
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
P&R	Park and Ride
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PDT	Project Development Team *(relates to Columbia River Crossing Project)*
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PEA	Planning Emphasis Area
PHF	Peak Hour Factor
PIA	Portland International Airport
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PORTAL	Portland Transportation Archive Listing
PPP	Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PSC	Project Sponsors Council

Acronym	Description
	(relates to Columbia River Crossing Project)
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RAP	Rural Arterial Program
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RPG	Regional Partners Group *(relates to the Columbia River Crossing Project)*
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RW	Right of Way
SAC	Signatory Agency Committee Agreement (Washington) *(superseded by SAGES)*
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
SASS	Sponsor Agency Senior Staff
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification

Acronym	Description
SIP	State Implementation Plan
SMS	Safety Management System
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STHB	Stacked Transit Highway Bridge
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TC	Transit Center
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21st Century
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPA	Transportation Partnership Account *(Washington state funding program)*

Acronym	Description
TPAC	Transportation Policy Alternatives Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
TSMO	Transportation System Management and Operations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
UAB	Urban Area Boundary
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software *(a product of PTV AG of Karlsruhe, Germany)*
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
VWG	Vancouver Working Group
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2013 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2013 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2013 Federal FHWA PL	1. FY 2013 Federal FTA	State RTPO	1. Federal STP	Federal CM/AQ	State (WSDOT /ODOT)	MPO Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**										
	A (i)	Metropolitan Transportation Plan		116,394	38,295	37,248	10,000			13,753	215,690
	A (ii)	I-205 Bi-state Corridor Study	3.								
	B	Metropolitan Transportation Improvement Program		46,557	15,318	10,159				5,167	77,201
	C	Congestion Management Process	4.					100,000		15,607	115,607
	D	Vancouver Area Smart Trek						55000		8,584	63,584
	E	Transportation System Mgt & Ops (TSMO)						100,000		15,607	115,607
	F	I-5 Columbia River Crossing	5.						15,000		15,000
	G	Fourth Plain Transit Improvement Project					30,000			4,682	34,682
	H	Skamania County RTPO				18,353					18,353
	I	Klickitat County RTPO				21,307					21,307
		Sub-Total		162,951	53,613	87,067	40,000	255,000	15,000	63,399	677,030
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**										
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		209,508	68,931	60,952	52,000			27,594	418,985
		Sub-Total		209,508	68,931	60,952	52,000			27,594	418,985
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**										
	A	Reg. Transp. Program Coord. & Management		93,115	30,636	27,090	38,000			13,507	202,348
		TOTALS		**465,574**	**153,181**	**175,108**	**130,000**	**255,000**	**15,000**	**104,500**	**1,298,363**

NOTES: **2/9/12**

1. PL revenue estimate from WSDOT (by phone: 2/7/12).
2. A portion ($45,000) of the MTP's work element is used for the I-205 Bi-state Corridor Study.
3. CMP: Assumes use of $100,000 per year programmed in MTIP to support the CMP.
4. Estimate.
5. Estimated balance carried from FY 2012 (total STP funds $184,000)